EXHIBIT C:
General Plan Amendment Resolution

South Los Angeles Community Plan

CPC-2008-1552-CPU; ENV-2008-1781-EIR

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

Contents:

- *Resolution*
- *CEQA Findings of Facts and Statement of Overriding Considerations*
- *Community Plan Policy Document*
- *General Plan Land Use Map*
- *Circulation System Map*
- *General Plan Land Use Designation Maps*

Note: Draft documents reviewed by the City Planning Commission have been updated to include further corrections.

August 2017

RESOLUTION

A RESOLUTION OF THE COUNCIL OF THE CITY OF LOS ANGELES, CERTIFYING ENVIRONMENTAL IMPACT REPORT STATE CLEARINGHOUSE (SCH) NOS. 2008101097 (ENV-2008-1780-EIR) AND 2008101098 (ENV-2008-1781-EIR) AS RELATED TO THE UPDATES TO THE SOUTH LOS ANGELES COMMUNITY PLAN AND THE SOUTHEAST LOS ANGELES COMMUNITY PLAN; ADOPTING FINDINGS OF FACTS AS REQUIRED BY PUBLIC RESOURCES CODE SECTION 21081(a) AND CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) GUIDELINES, SECTION 15091; APPROVING A MITIGATION MONITORING PLAN; ADOPTING THE STATEMENT OF OVERRIDING CONSIDERATIONS; AND ADOPTING AN UPDATE TO THE SOUTH LOS ANGELES COMMUNITY PLAN (AN AMENDMENT TO THE LAND USE ELEMENT OF THE GENERAL PLAN) AND RELATED AMENDMENTS TO THE CIRCULATION AND FRAMEWORK ELEMENTS.

WHEREAS, the South Los Angeles Community Plan was adopted by the City Council in 1978 and amended in March 2000; through the General Plan/Zoning Consistency Program, Community Plan Revision Program, and by limited amendments through the Periodic Plan Review Program; and

WHEREAS, the Community Plan Update ("Project") consists of amendments to the South Los Angeles Community Plan land use map and policy text with associated zone and height district changes, the creation of a Community Plan Implementation Overlay District, as well as related amendments to the Circulation Element and the General Plan Framework Element; and

WHEREAS, a notice of public hearing was published in the "Daily Journal" on November 4, 2016 and the "Los Angeles Times" on November 3, 2016, mailed to property owners and distributed through the Council Offices, in accordance with Sections 11.5.6 C and 12.32 C.4 of the Los Angeles Municipal Code; and

WHEREAS, the Hearing Officers, as a representatives of the City Planning Commission held two public hearings regarding the Project on December 3 and 6, 2016; and

WHEREAS, a notice of public hearing was published in the "Daily Journal" on May 26, 2017, mailed to property owners and distributed through the Council Offices, in accordance with Sections 11.5.6 C and 12.32 C.4 of the Los Angeles Municipal Code; and

WHEREAS, the City Planning Commission conducted a public hearing on June 22, 2017 recommending approval of the Proposed Plan; and

WHEREAS, evidence, both written and oral, was duly presented to and considered by the City Planning Commission at the aforesaid June 22, 2017 public hearing, including but not limited to a staff recommendation report, exhibits, appendices, and public testimony; and

WHEREAS, the amendments to the South Los Angeles Community Plan reflect changes in land use policies that have occurred in the community since the current plan was adopted; and

WHEREAS, the City Council has reviewed and considered the Final Environmental Impact Report (FEIR) Nos. ENV-2008-1780-EIR and ENV-2008-1781-EIR in its determination of adopting the Project; and

WHEREAS, pursuant to the City Charter and ordinance provisions, the Mayor and the City Planning Commission have transmitted their recommendations.

NOW, THEREFORE, BE IT RESOLVED, AS FOLLOWS:

1. Recitals. The foregoing recitals are true and correct and incorporated herein by reference.

2. Findings. The City Council has reviewed the City Charter, General Plan and Municipal Code findings of the Los Angeles City Planning Commission and adopts these findings as the findings of the City Council.

3. Certification of EIR.

   (a) CEQA Findings. Council finds based upon the substantial evidence in the record of proceedings and its independent judgment and analysis, that:

   (1) Compliance with CEQA. The Final EIR (FEIR), which is attached hereto and incorporated herein by this reference, includes Draft EIR SCH No. 2008101097 (ENV-2008-1780-EIR) and Draft EIR SCH No. 2008101098 (ENV-2008-1781-EIR), dated November 3, 2016, the Draft EIR appendices, the Final EIR dated August 18, 2017, and all its related appendices and attachments. The FEIR was prepared, in both substance and procedures, in compliance with the requirements of CEQA. The FEIR is included in Exhibit G of the transmittal to City Council located in Council File No._____.

   (2) Ratification of Findings and Analysis in the Final EIR and Attached Findings. In making the findings in this Resolution, the Council ratifies, adopts, and incorporates the analysis and explanation in the FEIR, and ratifies, adopts, and incorporates in these findings the determinations and conclusions in the FEIR relating to environmental impacts and mitigation measures. The Council also adopts all statements and findings in the Findings of Facts and Statement of Overriding Considerations prepared for the FEIR (hereinafter, "F/SOC"), found in the Appendices of the FEIR. The Findings are attached hereto and incorporated herein by this reference. In the Findings, the Project, along with the Southeast Los Angeles Community Plan Update, are referred to as the "Recommended Plans." The Findings adopted to certify the FEIR are for the Recommended Plans.

   (3) Findings Regarding Environmental Impacts Found to be Significant and Unavoidable. Council adopts the statements and findings in **F/SOC Section 2**, which is attached hereto and incorporated herein by this reference. The Recommended Plans have significant effects that cannot be mitigated to a less-than-significant level through the imposition of mitigation measures. These significant effects are identified in **F/SOC Section 2**. Specific economic, legal, social, technological, or other considerations make infeasible the mitigation measures or project alternatives identified in the FEIR for the significant impacts identified in **F/SOC Section 2**, including based upon the findings in **F/SOC Section 2**, and the findings in **F/SOC Section 4** regarding the proposed alternatives. Therefore, those impacts are found to be significant and unavoidable.

   (4) Findings Regarding Environmental Impacts Found to be Less Than Significant with Mitigation. Council adopts the statements and findings in **F/SOC Section 3** to this resolution, which is attached hereto and incorporated herein by this reference. The

Recommended Plans have significant effects that can be mitigated to a less-than-significant level through the imposition of mitigation measures. These avoidable significant effects are identified in **F/SOC Section 3**. These avoidable significant effects will be reduced to a less-than-significant level with the changes that have been required in, or incorporated into, the Recommended Plans through the imposition of mitigation measures as described in **F/SOC Section 3**. These mitigation measures identified in **F/SOC Section 3** will be imposed pursuant to the MMP attached in **Chapter 4 to the FEIR.** All mitigation measures in the MMP are feasible.

(5) Findings Regarding Environmental Impacts Found to be Less Than Significant without Mitigation or No Impact. Any and all potential significant impacts discussed in the FEIR that are not subject to paragraph (3) or (4), above, as either an avoidable significant impact, or as an unavoidable significant impact, are, based on the analysis and conclusions in the Final EIR and the whole of the Records of Proceedings, to be insignificant to the environment.

(6) Alternatives. The City Council adopts the statements and findings on the Rejection of Project Alternatives in **F/SOC Section 5** to this resolution, which is attached hereto and incorporated herein by this reference, including findings supporting the adoption of Alternative 3 for the Southeast Community Plan Update.

(b) Final EIR Reviewed and Considered. The Council certifies that the FEIR:

(1) has been completed in compliance with CEQA;
(2) was presented to the Council and that the Council has reviewed and considered the information contained in the FEIR prior to approval of the Project, and all of the information contained therein has substantially influenced all aspects of the decision by the Council; and
(3) reflects Council's independent judgement and analysis.

(c) Statement of Overriding Considerations. Statement of Overriding Considerations in **F/SOC Section 6** to this resolution, which is attached hereto and incorporated herein by this reference. Council finds that each of the Significant and Unavoidable Impacts identified in **F/SOC Section 2** may be considered acceptable individually or collectively to approve the Recommended Plans.

(d) Mitigation Monitoring. Pursuant to Public Resources Code Section 21081.6, the MMP set forth in **Chapter 4.0 to the FEIR** to this resolution, which is attached hereto and incorporated herein by this reference, is hereby adopted to ensure that all mitigation measures adopted for the Recommended Plans are enforceable and implemented.

(e) Location and Custodian of Documents. The record of project approval shall be kept in the office of the City Clerk, City of Los Angeles, City Hall, 200 North Spring Street, Los Angeles, California 90012 which shall be held by the City Clerk as the custodian of the documents; all other record of proceedings shall be kept with the Department of City Planning and the Director of the Department of City Planning shall be the custodian of the documents.

(f) Certification. Based on the above facts and findings, the Council of the City of Los Angeles certifies the FEIR for the South Los Angeles Community Plan Update and Southeast Los Angeles Community Plan Update as accurate and adequate and complies with CEQA. The Director of the Department of City Planning is directed to file a Notice of Determination as required by the Public Resources Code and CEQA Guidelines.

4. General Plan Amendments. The City Council approves the proposed General Plan amendments – maps and text found in Council File No._____, as modified to: (a) the South Los Angeles Community Plan (Land Use Element); (b) the Framework Element; and (c) the Mobility Plan 2035 (Circulation Element) of the General Plan.

5. Implementing Ordinances. The policies of the South Los Angeles Community Plan are implemented through zone changes and implementing ordinances such as the South Los Angeles Community Plan Implementation Overlay (CPIO) District Ordinance.

6. Reversion to Prior Community Plan. To the extent the South Los Angeles Community Plan Update is enjoined (in whole or in part, permanently or temporarily), or set aside by court order, the South Los Angeles Community Plan (as adopted in 2000) shall, by operation of law, be revived and continue in full force and effect, until such time as the injunction is dissolved, the court order is set aside, and/or until further action of the City Council.

7. Effective Date. This resolution shall be effective upon the adoption by the City Council of the following implementing ordinances: the South Los Angeles Community Plan Implementation Overly District Ordinance and through the adoption of zone and height district changes.

Attachments: 1 - Exhibit G (FEIR, MMP, CEQA Findings of Facts and Statement of Overriding Considerations)
2 - Exhibit C (General Plan amendments - maps and text)

SOUTH LOS ANGELES AND SOUTHEAST LOS ANGELES COMMUNITY PLANS

Final Environmental Impact Report
CEQA Findings of Facts and Statement of Overriding Considerations

SCH NO. 2008101098, 2008101097
LA CITY EIR NO. ENV-2008-1781-EIR, ENV-2008-1780-EIR
CASE NO. CPC-2008-1552-CPU, CPC-2008-1553-CPU

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SECTION 1 – INTRODUCTION

California Environmental Quality Act (CEQA) – Having received, reviewed, and considered the following information as well as the other information in the Record of Proceedings (described below) on this matter, the City Council of the City of Los Angeles finds, determines, and declares as follows:

PROJECT DESCRIPTION

In 2007, the City of Los Angeles initiated updates to the existing South Los Angeles and the Southeast Los Angeles Community Plans (Community Plan Updates) to guide development and accommodate anticipated growth through 2035, consistent with the City's growth strategies. The Community Plan Updates intended to revise the land use designations/intensities of the South Los Angeles and Southeast Los Angeles Community Plan Areas (CPAs) to accommodate population growth, and housing and employment demand projected by the Southern California Association of Governments (SCAG) through the year 2035, as well as to meet the other project objectives described in the Draft Environmental Impact Report (EIR).

The Community Plan Updates include amending both the policy documents and the land use maps of the South Los Angeles and Southeast Los Angeles Community Plans and the adoption of several zoning ordinances to implement the updates. These zoning ordinances take a number of different forms, including amendments for zone and height district changes and the adoption of two Community Plan Implementation Overlay (CPIO) Districts. To ensure consistency between the updated community plans and the other City plans and ordinances, the Community Plan Update also included amendments to the Framework and Circulation Elements of the City's General Plan, and others as necessary.

To analyze the Community Plan Updates to the South Los Angeles and Southeast Los Angeles Community Plans, the City prepared a Draft EIR. The projects or "Proposed Plans" analyzed in the Draft EIR, as more particularly described in Chapter 3.0 Project Description of the Draft EIR, included the following:

> The Proposed Plans direct growth to targeted areas that can accommodate greater development, including transit-oriented development (TOD) areas, while protecting residential neighborhoods and established industrial areas. The extensive public transit network of the CPAs provides significant transportation infrastructure that can accommodate increased density. The proposed increase in reasonably expected development of the CPAs would facilitate projected growth through the use of General Plan amendments, zone changes, and the establishment of the South Los Angeles and Southeast Los Angeles CPIO Districts. The Active Change Areas of the CPAs focus increased development potential generally within one-quarter to one-half mile around Metro's Expo, Blue, and Green Light Rail Transit Line Stations (fifteen stations) as well as select Rapid Bus stops and Local Bus stops along major commercial corridors and include the application of the CPIO's TOD Subareas. The TOD Subareas permit an identified, lower base FAR and height, then allow increased FAR and height in exchange for the provision of community benefits, including affordable housing or mixed-income housing. The Proposed Plan for the South Los Angeles CPA is estimated to accommodate approximately 313,836 residents, 97,897 housing units and 69,470 jobs. The Proposed Plan for the Southeast Los Angeles CPA is estimated to accommodate approximately 320,337 residents, 80,487 housing units and 95,655 jobs.

Not all zone changes and land use designation amendments are intended to change the allowed uses, intensity or density of development in the CPAs. Some of the proposed changes to designated land use or zoning are Technical Corrections that bring the land use designation, zoning, and/or existing uses into conformance. In addition, some of the zone changes would simply apply the CPIO to establish use and design standards but do not necessarily incentivize new more intense uses or development.

The Draft EIR analyzed all reasonably anticipated development in the CPAs under the Proposed Plans and analyzed community-wide impacts anticipated to result from this total anticipated increase in development.

During the public review period on the Draft EIR, the City Planning Department (DCP) received comment letters and emails on the Draft EIR from agencies, organizations, and individuals. Based on comments received on the Draft EIR, the DCP recommended in its staff report to the City Planning Commission (CPC) to (1) make modifications to the project analyzed in the Draft EIR for the South Los Angeles CP Update and (2) to approve Alternative 3 in the Draft EIR for the Southeast Los Angeles CP Update. Specifically, for the South Los Angeles CP Update, DCP recommended the following modifications to CPC:

ZONE CHANGES – South Los Angeles

Zone and height district changes including but not necessarily limited to:

- Change in proposed zoning along Washington Boulevard from C2 to C1.5.
- Targeted downzones and height reductions in the University Park HPOZ and the north side of 20th Street (across from the 20th Street National Register District). A new "Q" condition is proposed that would limit development across original side yard setbacks on lots that have been combined, to prevent new development that is out of scale with the existing historic neighborhood fabric.
- Elimination of proposed changes for Mount St. Mary's Campus.
- Application of the recently adopted R1 Single-Family Variation Zones to "change areas" with an R1 zoning.

CPIO MAP AND SUBAREAS – South Los Angeles

Revisions to the South Los Angeles CPIO Map and Subareas including but not necessarily limited to the following zoning regulations:

- Changes in proposed intensity of targeted TOD Subareas and Industrial Subareas.
- Changes in proposed boundaries of targeted Neighborhood-Serving Subareas.
- New Legacy Single-Family Subarea generally located from 51st Street to 58th Street and Western Avenue to Normandie Avenue.
- New Industrial Innovation Subarea on West Slauson Avenue in South Los Angeles.
- New General Corridor Subarea on Vermont Avenue at 79th Street.

As to the Southeast Los Angeles CP Update, Alternative 3 to the Draft EIR was described as follows:

> Alternative 3 - Reduced TOD for the Southeast Los Angeles CPA focuses development capacity at select transit station areas of the CPA, similar to the Proposed Plan. However, Alternative 3 evaluates a Reduced TOD Alternative with less capacity for population, housing, and employment. This would be achieved by scaling back the amount and extent of some proposed Active Change Areas that would be implemented around the Metro Green Line Stations, certain Blue Line Stations and select nodes compared to the Proposed Plan. In general, Alternative 3 consists of similarly-located but smaller upzone areas around transit as compared to the Proposed Plan in consideration of the proximity of single-family homes and industrial areas as well as the relatively limited accessibility of certain stations. Increases in development capacity in areas that extend beyond a ½ mile radius around certain stations and at select intersections nodes would also be reduced under Alternative 3. In limited cases, the proposed development potential was shifted to other transit-adjacent areas. Although the reasonably expected development capacity under Alternative 3 would be reduced compared to the Proposed Plan, it would still meet SCAG's 2035 population, housing and employment projections for the CPA. The reasonably expected development capacity of the CPA under Alternative 3 would be 78,636 housing units, 313,221 residents, and 90,880 jobs. Alternative 3 would result in 7,116 fewer persons, 1,851 fewer housing units and 4,775 fewer jobs compared to the Proposed Plan. All other Proposed Plan components, including the technical corrections and the establishment of the CPIO District, would be included under Alternative 3.

At CPC, the City Planning Commission moved to recommend Draft EIR Alternative 3 for the Southeast Los Angeles CP Update and DCP's recommendations for the South Los Angeles CP Update, including with the modifications, as well as making the following additional modifications to both the Southeast Los Angeles CP Update (Alternative 3 in the Draft EIR) and the South Los Angeles CP Update:

Policy Documents

Changes to the South Los Angeles and Southeast Los Angeles Policy Documents including:

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

General Plan Land Use Maps

Changes to land use designations to address the revisions for South Los Angeles listed above.

Community Plan Implementation Overlay (CPIO) Districts

Changes to the proposed CPIO District Ordinances including:

- Revised the maximum heights listed in the TOD High Subarea from six/seven stories to seven/eight stories to match what was analyzed in the Draft EIR.

- Added ordinance language clarifying the relation of the CPIO to the new Transit-Oriented Communities Affordable Housing Incentive Guidelines.
- Added maximum height and FAR for Hybrid and Hybrid Limited Subareas.
- Renamed Industrial Preserve Subarea to Industrial Innovation Subarea.
- Changed the Commercial-Only Subarea to Commercial Corridor Subarea.

Technical Corrections

- Additional Technical Corrections to zoning and land use designations for consistency and/or to match existing conditions.

For purposes of these findings, the CEQA project, evaluated in these CEQA Findings and Statement of Overriding Considerations, (referred to herein as, "the Recommended Plans"), shall be as follows:

(1) for the South Los Angeles CP Update, shall refer to the project analyzed in the Draft EIR, including as modified in the Final EIR, Corrections and Additions, which captures those modifications recommended by the CPC, and
(2) for the Southeast Los Angeles CP Update, shall refer to Alternative 3 in the Draft EIR, inclusive of the modifications made by the CPC, and not the original project proposed in the Draft EIR.

The Recommended Plans are in the respective Council Files shown on Exhibit E for South Los Angeles and Exhibit E for Southeast Los Angeles transmitted for City Council action.

RESPONSES TO COMMENTS

The City evaluated comments on the environmental issues received from persons who reviewed the Draft EIR. In accordance with CEQA, the City prepared written responses describing the disposition of significant environmental issues raised. The Final EIR provides adequate, good faith and reasoned responses to the comments. The City reviewed the comments received and the responses thereto and has determined that neither the comments received nor the responses to such comments add significant new information regarding environmental impacts. The City Council finds that all information added to the EIR after public notice of the availability of the Draft EIR for public review but before certification merely clarifies or amplifies or makes insignificant modifications in an adequate EIR and does not require recirculation. The City Council has based its actions on a full evaluation of all comments in the Record of Proceedings, concerning the environmental impacts identified and analyzed in the EIR.

MITIGATION MONITORING PROGRAM

CEQA requires the Lead Agency approving a project to adopt a Mitigation and Monitoring Program (MMP) for the changes to the Project which it has adopted or made a condition of project approval in order to ensure compliance with the mitigation measures during project implementation.

In accordance with CEQA, the MMP prepared for the Recommended Plans and located in Chapter 4 of the Final EIR provides the means to ensure that the mitigation measures are fully enforceable. The final mitigation measures are described in the MMP. Each of the mitigation measures identified in the MMP, and contained in the EIR, are incorporated into the

Recommended Plans. The City Council finds that the impacts of the Project have been mitigated to the extent feasible by the mitigation measures identified in the MMP, and contained in the EIR.

SUBSTANTIAL EVIDENCE

The City Council finds and declares that substantial evidence for each and every finding made herein is contained in the Draft EIR and Final EIR, and other materials found in the Record of Proceedings. Moreover, the City Council finds that where more than one reason exists for any finding, the City Council finds that each reason independently supports such finding, and that any reason in support of a given finding individually constitutes a sufficient basis for that finding.

RECORD OF PROCEEDINGS

For purposes of CEQA and these findings the Record of Proceedings for the South and Southeast Los Angeles Community Plans consists of the following documents, which includes, but is not limited to the following:

(1) The Notice of Preparation for the Project (the "NOP"), and all other public notices issued by the City in connection with the Project;

(2) The Final EIR, its corrections to the Draft EIR, and all technical appendices, dated August 2017;

(3) The Draft EIR, and all technical appendices, dated November 3, 2016;

(4) All written comments submitted by agencies or members of the public during any public review comment period on the Draft EIR;

(5) All written and verbal public testimony presented during noticed public hearings for the Project (consistent with City Council policy) at which such testimony was taken, including without limitation, the Recommendation Report to City Planning Commission, Report to Council, including all attachments, any and all presentations by City staff, the City's consultants, the public, and any other interested party;

(6) The Mitigation Monitoring Program for the Project (the "MMP");

(7) The reports, studies and technical memoranda included and/or referenced in the Draft EIR and the Final EIR and/or their appendices;

(8) All documents, studies, EIRs, or other materials incorporated by reference in the Draft EIR and the Final EIR;

(9) The Department of City Planning Recommendation Report and Determination Letter to City Council;

(10) All Ordinances and Resolutions presented to and/or adopted by the City in connection with the Project; and all documents incorporated by reference therein;

(11) Any documents or materials presented by the City at any public meeting on the Recommended Plans or the EIR;

(12) Matters of common knowledge to the City, including but not limited, to federal, state, and local laws and regulations, adopted City plans, policies (including but not limited to the City of Los Angeles General Plan, General Plan Framework, and South and Southeast Los Angeles Community Plans), and the professional qualifications of its staff members and consultants; and

(13) Any other relevant materials required to be in the Record of Proceedings under Public Resources Section (PRC) Section 21167.6(e).

CUSTODIAN OF DOCUMENTS

The custodian of the documents or other material which constitutes the record of proceedings upon which the City Planning Commission and City Council's decision is based is the City of Los Angeles, City Clerk, City Hall located at 200 North Spring Street, Los Angeles, California 90012; all other record of proceedings shall be kept with the Department of City Planning, and the Director of Planning shall be the custodian of the documents.

INDEPENDENT JUDGMENT

CEQA requires that the lead agency exercise its independent judgment in reviewing the adequacy of an EIR and that the decision of a lead agency in certifying an EIR and approving a project not be predetermined. The City Council finds that the EIR was prepared in compliance with CEQA and the CEQA Guidelines. The City Council has conducted its own review and considered the Draft EIR, Final EIR, Appendices and the rest of the Record of Proceedings and determines that the analysis and conclusions in the EIR reflect the independent judgment and analysis of the City Council and the City Council is exercising its independent judgment in adopting these Findings of Fact and Statement of Overriding Considerations.

RELATIONSHIP OF FINDINGS TO EIR

These Findings are based on the most current information available. Accordingly, to the extent there are any apparent conflicts or inconsistencies between the Draft EIR and the Final EIR, on the one hand, and these Findings, on the other, these Findings shall control and the Draft EIR and Final EIR or both, as the case may be, are hereby amended as set forth in these Findings.

FINDINGS OF FACTS REGARDING ENVIRONMENTAL IMPACTS

The City Council makes the following findings in response to the potentially significant effects on the environment identified and analyzed in the EIR for the Recommended Plans.

PRC Section 21081 and Section 15091 of the State CEQA Guidelines require a public agency provide that no public agency shall approve or carry out a project for which an EIR has been certified that identifies one or more significant environmental impacts of the project unless the public agency makes one or more written findings for each of those significant impacts, accompanied by a brief explanation of the rationale for each finding. The possible findings are provided below and will be used hereinafter and referenced as identified below:

1. **CEQA FINDING 1.** Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the EIR. (CEQA Guidelines Section 15091(a)(1));
2. **CEQA FINDING 2.** Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency. (CEQA Guidelines Section 15091 (a)(2));
3. **CEQA FINDING 3.** Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible

the mitigation measures or alternatives identified in the EIR. (CEQA Guidelines Section 15091 (a)(3)).

These Findings herein incorporate the facts and discussions of the significant environmental impacts that may occur as a result of the Project, and in accordance with the provisions of CEQA and CEQA Guidelines, the City of Los Angeles hereby adopts these Findings. For each of the significant environmental effects found to be significant and unavoidable, the City makes the finding under PRC Section 21081(a)(3) and CEQA Guidelines Section 15091(a)(3), as set forth in greater detail in Section 2 of these Findings. For each of the significant environmental effects found to be less than significant after mitigation, the City makes the finding under PRC Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1), as set forth in greater detail in Section 3 of these Findings.

Section 15091 of the State CEQA Guidelines does not require specific findings to address environmental effects that an EIR identifies as having "no impact" or a "less than significant" impact. Nevertheless, Section 4 in the Findings fully account for all resource areas, including those identified in the EIR as less than significant.

SECTION 2 – ENVIRONMENTAL IMPACTS FOUND TO BE SIGNIFICANT AND UNAVOIDABLE

The Recommended Plans would result in the following impacts, which are found to be significant and unavoidable:

AESTHETICS

Shade and Shadow (Draft EIR pages 4.1-44 to 46; 4.1-48)

Description of Significant Effects

For the Southeast Los Angeles Community Plan area as described below:

Shade and shadow impacts may be considered significant when they cover shadow-sensitive uses for a substantial amount of time (three to four hours depending on the time of the year). Shadow-sensitive uses generally include routinely useable outdoor spaces associated with residential, recreational, or institutional land uses; commercial uses, such as pedestrian-oriented outdoor spaces or restaurants with outdoor eating areas; nurseries; and existing solar collectors/panels.

The Active Change Areas of the Recommended Plan (Southeast Los Angeles CPA) will allow for increased development density, intensity, and heights in targeted areas of the CPA. Future development along the Central Ave corridor, for example, could be built at four to five stories, which could create shadows that would extend onto shadow-sensitive uses. However, the proposed CPIO includes development requirements related to massing, setbacks, and step-back requirements to help reduce the length of shadows cast by future development within CPIO subareas. Proposed structures would step-back heights and be set back to minimize casting shadows on residential uses. This feature would reduce the impact related to shade and shadows throughout the CPA, including the areas outside the Transit Priority Areas (TPAs). Future development that exceeds 45 feet in height could result in shade and shadow impacts despite the application of the mandatory CPIO standards in the Active Change Areas outside of TPAs. However, this impact would be localized and not contribute to cumulative impacts. Therefore, impacts related to shade and shadow under the Recommended Plan for Southeast Los Angeles would be ***significant and unavoidable***.

For the South Los Angeles Community Plan, refer to page 30.

Mitigation Measures

No feasible mitigation measures have been identified to reduce the significance of this impact for the Southeast Los Angeles CPA.

Finding: **The City adopts CEQA Findings 1 and 3**.

Rationale for Finding

The Recommended Plan includes a CPIO with development standards which establishes FARs, building massing, articulation setback, and step-back standards which would serve to limit the width and size of structures. Although the implementation of these limitations and development standards may help reduce impacts related to shade-shadow, impacts may not be fully offset or avoided altogether. Additionally, the Recommended Plan to adopt Alternative 3 from the Draft EIR for the Southeast Los Angeles CP Update, as a reduced development alternative, would

result in less impacts to shade and shadow but would not avoid or substantially reduce to less than significant. Further reducing the building heights or adopting the other alternatives to avoid causing shade and shadow impacts in the Southeast Los Angeles CPA would not be feasible as it would not meet the following project underlying purpose or project objectives: (1) Accommodate projected population, housing, and employment consistent with the growth strategies of the Framework Element, including by locating growth in transit centers and corridors, encouraging a jobs/housing balance near transit centers, and preserving existing residential neighborhoods; (2) Adopt a plan that is consistent with the policies and objectives of SB 375 and the policies of the Sustainable Communities Strategies; (3) Revitalize existing commercial corridors; and (4) Promote a vibrant economy, including by incentivizing targeted uses.

AIR QUALITY

Air Quality Standard - Construction Emissions (Draft EIR pages 4.3-15 to 17; 4.3-22 to 23)
(Project and Cumulative)

Description of Significant Effects

For both the South Los Angeles and Southeast Los Angeles CP Updates:

Construction activity has the potential to create air quality impacts through the use of heavy-duty construction equipment and through vehicle trips generated by construction workers traveling to and from the project site. Fugitive dust emissions would primarily result from demolition and site preparation (e.g., grading) activities. NO_X emissions would primarily result from the use of construction equipment. During the finishing phase, paving operations and the application of architectural coatings (e.g., paints) and other building materials would release volatile organic content (VOC). It is mandatory for all construction projects in the South Coast Air Basin to comply with South Coast Air Quality Management District (SCAQMD) Rule 403 for Fugitive Dust. Specific Rule 403 control requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the project site, and maintaining effective cover over exposed areas.

CalEEMod was used to calculate daily construction emissions. Construction scenarios were developed based on anticipated land uses prepared in coordination with the City of Los Angeles. Emissions estimates based on these hypothetical construction scenarios demonstrate that daily emissions of Nitrogen Oxides (NO_X) from heavy-duty diesel equipment and trucks during construction activities could exceed the SCAQMD regional thresholds under reasonably expected circumstances for large projects. In addition, although the estimated VOC resulting from the operation of construction equipment would not exceed the SCAQMD regional threshold of significance, it is possible that future development projects could generate unmitigated emissions that would exceed the regional threshold for VOC due to the application of architectural coatings. The significant construction emissions identified above could result in degradation of air quality and adverse health effects to sensitive receptors. A localized construction analysis would be entirely speculative given the lack of a construction location and construction activities. It is reasonable to assume that construction activity of some individual projects could occur adjacent to air quality sensitive receptors (e.g., residences and schools). Under certain circumstances, unmitigated equipment emissions combined with fugitive dust emissions associated with the construction of future development occurring under the

Recommended Plans could potentially exceed the Localized Significance Thresholds (LSTs) for NO_X, $PM_{2.5}$, and PM_{10}. Therefore, adoption of the Recommended Plans would result in a ***significant and unavoidable*** impact (project and cumulative) related to regional and localized construction emissions without mitigation.

Mitigation Measures

AQ1 Any approval of a project located within a CPIO Subarea (except for Residential Subareas M, N, and O) shall ensure that all contractors include the following best management practices in contract specifications:

- Restrict idling of construction equipment and on-road heavy duty trucks to a maximum of 5 minutes when not in use.
- Use diesel-fueled construction equipment to be retrofitted with after treatment products (e.g. engine catalysts) to the extent they are readily available and feasible.
- Use heavy duty diesel-fueled equipment that uses low NO_X diesel fuel to the extent it is readily available and feasible.
- Use construction equipment that uses low polluting fuels (i.e. compressed natural gas, liquid petroleum gas, and unleaded gasoline) to the extent available and feasible.
- All on-road heavy-duty diesel trucks or equipment with a gross-vehicle weight rating (GVWR) of 19,500 pounds or greater shall comply with EPA 2007 on-road emission standards for PM and NOx:
  - PM – 0.01 g/bhp-hr
  - NOx – at least 1.2 g/bhp-hr
- Use zero-emission trucks and equipment where available, or cleanest available technology.
- Every effort should be made by the Contractor to utilize grid-based electric power at any construction site, where feasible.
- Where access to the power grid is not available, on-site generators are required to meet 0.01 g/bhp-hr standard for PM, or be equipped with Best Available Control Technology (BACT) for PM emissions reductions.
- Use building materials, paints, sealants, mechanical equipment, and other materials that yield low air pollutants and are nontoxic.
- Construction contractors shall use pre-painted construction materials, as feasible.
- Construction contractors shall provide temporary traffic controls such as a flag person, during all phases of construction to maintain smooth traffic flow.
- Prepare haul routes, when required by the LAMC, that conform to local requirements to minimize traversing through congested streets or near sensitive receptor areas.
- Maintain a buffer zone that is a minimum of 1,000 feet between truck traffic and sensitive receptors, where feasible.
- When required by LADOT, upgrade signal synchronization to improve traffic flow.
- Configure construction parking to minimize traffic interference.
- When required by LADOT, provide dedicated turn lanes for movement of construction trucks and equipment on- and off-site.
- Schedule construction activities that affect traffic flow on the arterial system to off-peak hours to the extent practicable.
- Traffic speeds on all unpaved roads shall be 15 mph or less.
- Construction contractors shall reroute construction trucks away from congested streets or sensitive receptor areas, as feasible.

- Construction contractors shall appoint a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM_{10} generation. The name and contact information of the construction relations officer shall be posted at a location on the project site that is accessible and visible from the public right-of-way.
- Identify sensitive uses within 500 feet of a project that involves ground-disturbing activities and notify sensitive uses before construction projects occur, including disclosure of the name and contact information for the construction relations officer acting as the community liaison.
- Implement the fugitive dust control measures as required in the South Coast Air Quality Management District's Rule 403 Fugitive Dust.
- Require installation of high efficiency filtration systems (MERV 13) for housing projects within 500 feet of freeways and oil drilling sites.

***Finding*: The City adopts CEQA Findings 1 and 3.**

Rationale for Finding

Mitigation Measure AQ1 would reduce localized construction emissions within the CPAs. Additionally, Alternative 3 as the Recommended Plan for the Southeast Los Angeles CP Update, which is a reduced density alternative would be expected to have less impacts related to localized construction emissions. Regional and localized concentrations could still exceed the SCAQMD significance thresholds. A reduction in emissions below the SCAQMD significance thresholds cannot be demonstrated in the absence of specific project details to assess. Therefore, it is reasonable to assume that localized construction activities could result in a significant and unavoidable impact related to regional and localized construction air emissions. No additional mitigation measures were identified to reduce significant impacts from localized construction emissions from reasonable expected development under the Recommended Plans. Adoption of the alternatives in the Draft EIR or otherwise changing the Recommended Plans to avoid impacts related to localized construction emissions would not be feasible as it would not meet the following project underlying purpose or project objectives to: (1) Accommodate projected population, housing, and employment consistent with the growth strategies of the Framework Element, including by locating growth in transit centers and corridors, encouraging a jobs/housing balance near transit centers, and preserving existing residential neighborhoods; and (2) Adopt a plan that is consistent with the policies and objectives of SB 375 and the policies of the Sustainable Communities Strategies. As discussed in the Draft EIR, any alternative identified that involves accommodating growth would foreseeably result in significant and unavoidable impacts related to localized construction air emissions.

Non-Attainment Criteria Pollutants - Construction (Draft EIR pages 4.3-19 to 20; 4.3-22 to 23)

Description of Significant Effects

For both the South Los Angeles and Southeast Los Angeles CP Updates:

The South Coast Air Basin is currently designated nonattainment for multiple criteria pollutants. Emissions generated by the Recommended Plans combined with past, present, and reasonably probable future projects could impede attainment efforts or result in locally significant pollutant concentrations. The SCAQMD has not established quantitative cumulative thresholds for emissions of criteria pollutants. For both construction and operational activities, if a project exceeds the identified project-level significance thresholds, its emissions would be cumulatively considerable, resulting in significant adverse air quality impacts to the region's existing air quality

conditions. As discussed above, implementation of the Recommended Plans could result in significant regional and local construction emissions. The Recommended Plans would accommodate the development of hundreds of thousands of square feet of commercial and residential uses. Continued development in the Los Angeles Subregion, in conjunction with developments in other communities in the City of Los Angeles and in the Basin, would increase pollutant emissions and degrade air quality. As the reasonably expected development of the Recommended Plans could result in a regionally significant and unavoidable impact during construction, it is anticipated that continued development in the Los Angeles Subregion would also result in ***significant and unavoidable*** regional impacts (project and cumulative) related to criteria pollutants.

Mitigation Measures

Refer to Mitigation Measure **AQ1**, above.

***Finding*: The City adopts CEQA Findings 1 and 3.**

Rationale for Finding

As discussed above, Mitigation Measure AQ1 would reduce impacts from the Recommended Plans related to cumulatively considerable net increase of any criteria pollutants for which the project region is non-attainment under applicable federal and state attainment standards. Additionally, Alternative 3 as the Recommended Plan for the Southeast Los Angeles CP Update, which is a reduced density alternative would be expected to have less impacts related to localized construction emissions. However, a reduction in emissions below the SCAQMD significance thresholds cannot be demonstrated in the absence of specific project details to assess. Therefore, it is reasonable to assume that a construction project within the CPAs could generate emissions that could exceed the significance thresholds related to criteria pollutants despite Mitigation Measure AQ1 and the adoption of Alternative 3 for the Southeast Los Angeles CP Update. No additional mitigation measures were identified to reduce the significant impacts related to criteria pollutants from construction of the reasonable expected development under the Recommended Plans. Adoption of the alternatives in the Draft EIR or otherwise changing the Recommended Plans to avoid impacts related to criteria pollutants would not be feasible as it would not meet the following project underlying purpose or project objectives to: (1) Accommodate projected population, housing, and employment consistent with the growth strategies of the Framework Element, including by locating growth in transit centers and corridors, encouraging a jobs/housing balance near transit centers, and preserving existing residential neighborhoods; and (2) Adopt a plan that is consistent with the policies and objectives of SB 375 and the policies of the Sustainable Communities Strategies. As discussed in the Draft EIR, any alternative identified that involves accommodating growth would foreseeably result in significant and unavoidable impacts related to criteria pollutants from construction.

Substantial Pollutant Concentrations – Sensitive Receptors (Draft EIR pages 4.3-20 to 21; 4.3-22 to 23)

Description of Significant Effects

For both the South Los Angeles and Southeast Los Angeles CP Updates:

The greatest potential for exposure to substantial pollutant concentrations and Toxic Air Contaminants (TAC) emissions during construction would be diesel particulate emissions associated with heavy-duty equipment operations and truck traffic. Diesel exhaust causes health effects from both short-term or acute exposures, and long-term chronic exposures.

Because no construction is proposed by the Recommended Plans, the specific location of future construction activity within the CPAs was not known when the air quality analysis was completed. A construction health risk analysis would be speculative given the lack of a construction location and construction activities. However, it is reasonable to assume that some level of construction activity would occur adjacent to sensitive receptors (e.g., residences and schools). It is likely that intense construction projects (e.g., projects with a high volume of haul trucks) could exceed the health risk significance thresholds due to equipment and truck exhaust emissions. Through exercises in modeling the effects of emissions from construction sites on local air quality, the SCAQMD determined that releasing one pound per day of diesel particulate matter (DPM) emissions during six months of construction could result in an exposure to toxic air exceeding the applicable risk threshold of 10 excess cancers per million. The magnitude of construction activity that would generate one pound of DPM per day could be exemplified by the use of an excavator, a generator, a bulldozer, and a loader for 8 hours per day. This is considered a typical equipment inventory for in-fill construction projects, and therefore, without mitigation, implementation of the Recommended Plans would result in a ***significant and unavoidable*** impact (project and cumulative) related to the exposure of sensitive receptors to substantial pollutant concentrations during construction activities.

Mitigation Measures

Refer to Mitigation Measure **AQ1**, above.

***Finding*: The City adopts CEQA Findings 1 and 3.**

Rationale for Finding

As discussed above, Mitigation Measure AQ1 would reduce construction emissions within the CPAs from the reasonably expected development from the Recommended Plans. Additionally, Alternative 3 as the Recommended Plan for the Southeast Los Angeles CP Update, which is a reduced density alternative would be expected to have less impacts related to pollutant concentrations. However, a reduction in emissions below the SCAQMD significance thresholds cannot be demonstrated in the absence of specific project details to assess. Therefore, it is reasonable to assume that a construction project within the CPAs could generate emissions that could exceed the significance thresholds related to pollutant concentrations that would impact sensitive receptors. No additional mitigation measures were identified to reduce significant impacts related to pollutant concentrations impacting sensitive receptors. Adoption of the alternatives in the Draft EIR or otherwise changing the Recommended Plans to avoid impacts related to pollutant concentrations would not be feasible as it would not meet the following project underlying purpose or project objectives to: (1) Accommodate projected population, housing, and employment consistent with the growth strategies of the Framework Element, including by locating growth in transit centers and corridors, encouraging a jobs/housing balance near transit centers, and preserving existing residential neighborhoods; and (2) Adopt a plan that is consistent with the policies and objectives of SB 375 and the policies of the Sustainable Communities Strategies. As discussed in the Draft EIR, any alternative identified that involves accommodating growth would foreseeably result in significant and unavoidable impacts related to pollutant concentrations.

CULTURAL RESOURCES

Historical Resources (Draft EIR pages 4.5-24 to 26; 4.5-29)

Description of Significant Effects

For both the South Los Angeles and Southeast Los Angeles CP Updates:

The Recommended Plans do not include changes to existing regulations that protect designated historical resources [e.g., Historical-Cultural Monuments (HCMs), or properties within a Historic Preservation Overlay Zone (HPOZ)]. The Recommended Plans are not reasonably expected to incentivize development of properties with designated historical resources. The Recommended Plans do include specific policies and regulations intended to provide further protections for potential historical resources in the CPAs that have not yet been designated. Specifically, the Recommended Plans establish CPIO Districts with subareas in which demolition of "eligible historic resources" (non-designated historic resources identified in a survey, such as SurveyLA) in those subareas would no longer be ministerial "by-right" approvals, and therefore would be further protected under CEQA.

Individual resources identified by SurveyLA as appearing eligible for listing on the National Register, the California Register, or local listing or designation have the potential to be historically significant, but are not protected by City Ordinance. However, the proposed CPIOs include mandatory regulations that protect identified, non-designated resources that are located within a CPIO subarea. When a project site is identified as an eligible resource in SurveyLA, the Recommended Plans require that those projects be reviewed by the City's Office of Historic Resources to determine if the existing structures are historically significant. If the structures are found to be historically significant, the applicant will be given the option of complying with the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings (1995) (Secretary's Standards). With compliance of the Secretary's Standards, subject to the review of Office of Historic Resources, the project may proceed without any additional action or environmental review (related solely to the historical resource status). If the project does not comply with the Secretary's Standards, additional analysis and environmental review will be required to determine if the project will result in a significant impact to a historical resource. Additionally, the Office of Historic Resources may recommend and the City may initiate and complete formal designation of any of these resources at anytime, including after reviewing a project. If a formal designation is initiated, the project would be put on hold until the designation process is completed.

The proposed South Los Angeles CPIO Character Residential subarea is applied to historic districts identified in SurveyLA (or other historic resource survey areas) and includes mandatory regulations that provide additional protections for identified, non-designated resources. In the Southeast Los Angeles CPA, SurveyLA identifies one historic district (Goodyear Gardens). However, the Recommended Southeast Los Angeles Plan is not foreseeably expected to impact this SurveyLA district because it is not located within the Recommended Plan's Active Change Areas and the zoning and land use designation is consistent with the current development and uses in Goodyear Gardens.

While the proposed CPIO regulations would serve to protect non-designated historical resources in both CPAs, potential historical resources identified through SurveyLA located outside the boundaries of the CPIO District subareas would not be protected under the proposed CPIO's development regulations. Existing Cultural Heritage Ordinance (CHO) and the

HPOZ regulations cannot completely prevent a property from being demolished and the property being redeveloped or structures being altered, so long as an applicant has gone through all necessary processes, including environmental review. Additional losses could result during the life of the Recommended Plans from factors such as "demolition by neglect," illegal activities, fire or other remedy of unsafe conditions which could occur during the life of the Recommended Plans.

Based on all of the above, although the Recommended Plans incorporate changes that will assist in further protecting both designated and eligible historic resources, including a new process that requires historical resource review of projects involving properties in SurveyLA in CPIO Subareas, and the City has existing regulatory schemes for the protection of historical resources, it is possible that demolition and/or significant alteration to a historical resource (identified in the EIR) could occur during the twenty year horizon of the Recommended Plans. Therefore, based on the above, the Recommended Plans impacts related to historic resources would be ***significant and unavoidable*** *(project and cumulative)*.

Mitigation Measures

No feasible mitigation measures were identified that could reduce the significant impact to historic resources to less than significant.

***Finding*: The City adopts CEQA Finding 3**.

Rationale for Finding

The Recommended Plans incorporate project design features to avoid impacts to historical resources. Specifically, the Recommended Plans do not propose Active Change Areas (or otherwise incentivize development) in the areas with the largest amount of historical resources. Additionally, the proposed CPIOs for both Recommended Plans include regulatory schemes to require review of properties included in a survey as a potentially significant resource but the resource is not yet designated. This process would be expected to significantly reduce any risk of loss of these category of historical resources. Additionally, existing designated historical resources are unlikely to be lost based on the existing protections. With that said, there is no process, including a CEQA process that would ensure that historical resources may not be lost over the course of the twenty year plan horizon from future development allowed under the Recommended Plans. As identified in the Draft EIR, there are no alternatives that would result in a less-than-significant impact related to historical resources.

NOISE

Noise Levels - Construction Noise (Draft EIR pages 4.12-14 to 15; 4.12-25)

Description of Significant Effects

For both the South Los Angeles and Southeast Los Angeles CP Updates:

Construction activity occurring within the CPAs could result in noise levels in excess of standards established in the City's noise ordinance. Noise levels could fluctuate depending on the construction phase, equipment type and duration of use, distance between the noise source and receptor, and presence or absence of noise attenuation barriers. The maximum allowable noise level for most construction equipment within 500 feet of any residential zone is 75 dBA measured at 50 feet from the noise source. This restriction holds unless compliance is not technically feasible even with the use of noise "mufflers, shields, sound barriers, and or other

noise reduction devices or techniques." (LAMC Section 112.05). Sensitive land uses are located throughout the CPAs, and as specific development plans have not yet been determined at individual sites, it is assumed that sensitive receptors could be as close as 50 feet from where future construction would take place. At this distance, construction noise during grading/excavation and finishing activity could exceed 75 dBA Leq at 50 feet standard in the LAMC. Noise monitoring indicated that existing ambient sound levels range between 71 and 107 dBA Leq. The following feasible mitigation measures have been identified. However, they will not reduce the identified impact to less than significant, therefore, adoption of the Recommended Plans would result in a ***significant and unavoidable*** impact (project and cumulative) related to construction noise violating City standards.

Mitigation Measures

N1 Any approval of a project located within a CPIO Subarea (except for Residential Subareas M, N, and O) shall ensure that all contractors include the following best management practices in contract specifications, where applicable:

- Construction haul truck and materials delivery traffic shall avoid residential areas whenever feasible. If no alternatives are available, truck traffic shall be routed on streets with the fewest residences.
- The construction contractor shall locate construction staging areas away from sensitive uses.
- When construction activities are located in close proximity to noise-sensitive land uses, noise barriers (e.g., temporary walls or piles of excavated material) shall be constructed between activities and noise sensitive uses.
- Impact pile drivers shall be avoided where possible in noise-sensitive areas. Drilled piles or the use of a sonic vibratory pile driver are quieter alternatives that shall be utilized where geological conditions permit their use. Noise shrouds shall be used when necessary to reduce noise of pile drilling/driving.
- Construction equipment shall be equipped with mufflers that comply with manufacturers' requirements.
- The construction contractor shall use on-site electrical sources to power equipment rather than diesel generators where feasible.
- Use electric or solar generators when available.

***Finding*: The City adopts CEQA Findings 1 and 3.**

Rationale for Finding

Mitigation Measure **N1** would control construction noise levels. Additionally, the adoption of Alternative 3 for the Southeast Los Angeles CP Update, as a reduced density alternative would be expected to result in less noise impacts from construction related to violation of City standards. However, in the absence of detailed noise analyses associated with specific projects, it is anticipated that construction noise levels at various sensitive land uses could still exceed the City's thresholds of significance related to violation of City standards.

No additional mitigation measures were identified to reduce significant impacts related to construction noise violating City standards. Additionally, it was found infeasible to apply MM N1 to areas outside of the CPIO subareas or in subareas M, N, or O because it would require staff

resources to evaluate each and every project, including otherwise ministerial projects, to determine if the project based on its unique circumstances should be subject to the mitigation measure or alternatively the rezoning of all property in both CPAs (thousands of additional lots). The impacts in these areas are expected to be far less likely. Therefore, the use of staff resources from an implementation and administrative point of view is not feasible to capture the relatively few projects likely to have such noise impacts.

Adoption of the alternatives in the Draft EIR or otherwise changing the Recommended Plans to avoid impacts related to construction noise would not be feasible as it would not meet the following project underlying purpose or project objectives to: (1) Accommodate projected population, housing, and employment consistent with the growth strategies of the Framework Element, including by locating growth in transit centers and corridors, encouraging a jobs/housing balance near transit centers, and preserving existing residential neighborhoods; and (2) Adopt a plan that is consistent with the policies and objectives of SB 375 and the policies of the Sustainable Communities Strategies. As discussed in the Draft EIR, any alternative identified that involves accommodating growth would foreseeably result in significant and unavoidable impacts related to construction noise exceeding City standards.

Vibration - Construction (Draft EIR pages 4.12-19; 4.12-27)

Description of Significant Effects

For both the South Los Angeles and Southeast Los Angeles CP Updates:

Construction activity can result in varying degrees of ground vibration depending on the equipment and methods employed. Operation of construction equipment causes vibrations that spread through the ground and diminish in strength with distance. Buildings founded on the soil in the vicinity of the construction site respond to these vibrations with varying results ranging from no perceptible effects at the lowest levels, low rumbling sounds and perceptible vibrations at moderate levels, and slight damage at the highest levels.

Construction vibration is a localized event and is typically only perceptible to a receptor that is in close proximity to the vibration source. The type of low- or mid-rise buildings anticipated to be built under the Recommended Plans would typically be constructed with loaders and bulldozers. However, it is possible that pile driving would be necessary depending on site-specific geologic conditions. Construction equipment would typically generate vibration levels up to 87 Vdb at 25 feet, although pile driving could generate a vibration level of 112 Vdb at 25 feet. It is possible that heavy equipment could operate within 25 feet of, or adjacent to nearby buildings. The vibration levels associated with this equipment could exceed the 90 VdB significance thresholds for buildings extremely susceptible to building damage (e.g., historic structures). The mitigation measure identified below was found to be feasible and will reduce impacts but not to less than significant level. Therefore, adoption of the Recommended Plans would result in a ***significant and unavoidable*** impact (project and cumulative) related to construction vibration.

Mitigation Measures

N3 Any approval of a project located within a CPIO Subarea (except for Residential Subareas M, N, and O) that is adjacent to buildings listed or determined eligible for listing in the National Register of Historic Places or the California Register of Historical Resources, designated as a Historic-Cultural Monument by the City of Los Angeles, within a Historic Preservation Overlay Zone ("historic buildings"), or determined to be historically significant in SurveyLA or other historic resource survey meeting all of the

requirements of PRC Section 5024.1(g), shall ensure all of the following requirements are or will be met:

- Historic buildings adjacent to the project's construction zones are identified.
- A Vibration Control Plan is prepared and approved by the City.
- The Vibration Control Plan shall be completed by a qualified structural engineer.
- The Vibration Control Plan shall include a pre-construction survey letter establishing baseline conditions at potentially affected buildings. The survey letter shall provide a shoring design to protect the identified land uses from potential damage. The structural engineer may recommend alternative procedures that produce lower vibration levels such as sonic pile driving or caisson drilling instead of impact pile driving.

At the conclusion of vibration causing activities, the qualified structural engineer shall issue a follow-up letter describing damage, if any, to impacted buildings. The letter shall include recommendations for any repair, as may be necessary, in conformance with the Secretary of the Interior Standards. Repairs shall be undertaken and completed in conformance with all applicable codes including the California Historical Building Code (Part 8 of Title 24).

N4 Any approval of a project located within a CPIO Subarea (except for Residential Subareas M, N, and O) shall ensure that all contractors include the following best management practices in contract specifications, where applicable:

- Impact pile drivers shall be avoided where possible in vibration-sensitive areas. Drilled piles or the use of a sonic vibratory pile driver are alternatives that shall be utilized where geological conditions permit their use.
- The construction activities shall involve rubber-tired equipment rather than metal-tracked equipment.
- The construction contractor shall manage construction phasing (scheduling demolition, earthmoving, and ground-impacting operations so as not to occur in the same time period), use low-impact construction technologies, and shall avoid the use of vibrating equipment where possible to avoid construction vibration impacts.

***Finding*: The City adopts CEQA Findings 1 and 3.**

Rationale for Finding

It is anticipated that Mitigation Measure N3 would substantially reduce/control construction vibration for historically designated or national, state or local eligible structures. In addition, Mitigation Measure N4 would limit vibration levels at uses other than historic properties. The adoption of Alternative 3 for the Recommended Plan in the Southeast Los Angeles CP Update would also foreseeably reduce impacts from construction vibration. However, in the absence of construction details associated with specific projects and without knowing the proximity of construction activities to specific receptors, it is anticipated that construction vibration levels at adjacent buildings could exceed the thresholds of significance.

No additional mitigation measures were identified to reduce significant impacts related to construction vibrations. Additionally, it was found infeasible to apply MM N3 and N4 to areas outside of the CPIO subareas or in subareas M, N, or O because it would require staff

resources to evaluate each and every project, including otherwise ministerial projects, to determine if the project based on its unique circumstances should be subject to the mitigation measures or alternatively the rezoning of all property in both CPAs (thousands of additional lots). The impacts in these areas is expected to be far less likely. Therefore, the use of staff resources from an implementation and administrative point of view is not feasible to capture the relatively few projects likely to have such construction vibration impacts.

Adoption of the alternatives in the Draft EIR or otherwise changing the Recommended Plans to avoid impacts related to construction vibration would not be feasible as it would not meet the following project underlying purpose or project objectives to: (1) Accommodate projected population, housing, and employment consistent with the growth strategies of the Framework Element, including by locating growth in transit centers and corridors, encouraging a jobs/housing balance near transit centers, and preserving existing residential neighborhoods; and (2) Adopt a plan that is consistent with the policies and objectives of SB 375 and the policies of the Sustainable Communities Strategies. As discussed in the Draft EIR, any alternative identified that involves accommodating growth would foreseeably result in significant and unavoidable impacts related to construction vibration.

Temporary Increase in Ambient Noise (Draft EIR pages 4.12-23 to 24; 4.12-25)

Description of Significant Effects

For both the South Los Angeles and Southeast Los Angeles CP Updates:

Construction activity occurring within the CPAs could result in substantial temporary increases in ambient noise levels. Land uses sensitive to increased noise levels (e.g., residences) are located throughout the CPAs. Construction activity typically involves the operation of multiple pieces of equipment at the same time. The grading/excavation and finishing phases typically generate the loudest noise levels at 89 dBA L_{eq} without equipment mufflers, and 86 dBA L_{eq} with equipment mufflers.

The existing daytime noise level in residential areas is presumed to be 50 dBA. It is anticipated that construction activity within the CPAs could be located within 50 feet of residences and other sensitive receptors. Daytime ambient noise levels would increase between 28 and 39 dBA depending on the construction phase. Construction noise would foreseeably increase ambient noise levels by more than 10 dBA for activities lasting more than one day, and by more than 5 dBA for construction activities lasting more than ten days in a three month period. This would result in a substantial temporary or periodic increase in ambient noise levels above levels existing without the Recommended Plans. Even with mitigation measure N1 impacts related to temporary increase in ambient noise levels would be ***significant and unavoidable*** (project and cumulative).

Mitigation Measures

Refer to Mitigation Measure **N1** above.

***Finding*: The City adopts CEQA Findings 1 and 3.**

Rationale for Finding

Mitigation Measure **N1** would reduce construction noise levels. Additionally, the adoption of Alternative 3 for the Southeast Los Angeles CP Update, as a reduced density alternative would be expected to result in less noise impacts related to temporary increase in ambient noise

levels. However, in the absence of detailed noise analyses associated with specific projects, it is anticipated that construction noise levels could still exceed the City's thresholds of significance related to temporary increase in ambient noise.

No additional mitigation measures were identified to reduce significant impacts related to temporary increase in ambient noise related to construction. Additionally, it was found infeasible to apply MM N1 to areas outside of the CPIO subareas or in subareas M, N, or O because it would require staff resources to evaluate each and every project, including otherwise ministerial projects, to determine if the project based on its unique circumstances should be subject to the mitigation measure or alternatively the rezoning of all property in both CPAs (thousands of additional lots). The impacts in these areas is expected to be far less likely. Therefore, the use of staff resources from an implementation and administrative point of view is not feasible to capture the relatively few projects likely to have such noise impacts.

Adoption of the alternatives in the Draft EIR or otherwise changing the Recommended Plans to avoid impacts related to temporary increases in ambient noises related to construction would not be feasible as it would not meet the following project underlying purpose or project objectives to: (1) Accommodate projected population, housing, and employment consistent with the growth strategies of the Framework Element, including by locating growth in transit centers and corridors, encouraging a jobs/housing balance near transit centers, and preserving existing residential neighborhoods; and (2) Adopt a plan that is consistent with the policies and objectives of SB 375 and the policies of the Sustainable Communities Strategies. As discussed in the Draft EIR, any alternative identified that involves accommodating growth would foreseeably result in significant and unavoidable impacts related to temporary increase in ambient noise related to construction.

PUBLIC SERVICES

Deterioration of Existing Parks and Recreational Facilities (Draft EIR pages 4.14-34 to 36; 4.14-39 to 40)

Description of Significant Effects

For both the South Los Angeles and Southeast Los Angeles CP Updates:

Based on the criteria of two acres per 1,000 persons for neighborhood and community parks/recreation facilities and six acres per 1,000 persons for regional parks/recreation facilities, an additional 575.1 and 565.5 acres of neighborhood parks; 611.2 and 580.4 acres of community parks; and 1,706.9 and 1,818 acres of regional parks in the South Los Angeles and Southeast Los Angeles CPAs, respectively, would be required to meet the needs of the projected build-out population in the CPAs. Due to the existing park and open space deficit and the limited availability of land that could be used for parks and open space purposes, the additional demand for parklands associated with the Recommended Plans cannot be accommodated. Implementation of the Recommended Plans has the potential to increase the use of existing neighborhood, community, and regional parks, as well as other recreational facilities, which could accelerate the physical deterioration of these existing facilities.

Future development under the Recommended Plans would be subject to LAMC Sections 12.33 and 17.12, which are part of the City's implementation of the Quimby Act. These ordinances require developers of residential projects (except affordable housing units and second dwelling units) to dedicate land for park and recreation purposes, or pay a fee in lieu thereof, prior to obtaining a permit. The dedication of land for park and recreation purposes or payment of fees

would help to offset the demand created by future development under the Recommended Plans. In addition, LAMC Section12.21 (G) establishes open space requirements for residential projects. Compliance with existing regulations could help relieve the demand on existing parks through the provision of new parks. However, none of these measures would help to reduce the substantial deficit in parks and recreational facilities existing in the CPAs that would reduce the physical deterioration of existing parks to the extent that would make the impact less than significant. Therefore, the Recommended Plans would result in a ***significant and unavoidable*** impact (project and cumulative) related to deterioration of existing parks and recreational facilities.

Mitigation Measures

No feasible mitigation measures were identified that could reduce the significant impact to parks and recreational facilities to less than significant.

***Finding*: The City adopts CEQA Finding 3.**

Rationale for Finding

Compliance with existing regulations, including the payment of Quimby Act and park facility fees could help relieve the demand on existing parks through the provision of new parks. Additionally, adoption of Alternative 3 for the Recommended Plan for the Southeast Los Angeles CP Update would result in less impact related to deterioration of existing parks. However, none of these measures or alternatives would help to reduce the deficit in parks and recreational facilities existing in the CPAs that would reduce the increased demand and physical deterioration of existing parks to the extent that would make the impact less than significant.

Adoption of the alternatives in the Draft EIR or otherwise changing the Recommended Plans to avoid impacts related to impacts to parks and recreational facilities would not be feasible as it would not meet the following project underlying purpose or project objectives to: (1) Accommodate projected population, housing, and employment consistent with the growth strategies of the Framework Element, including by locating growth in transit centers and corridors, encouraging a jobs/housing balance near transit centers, and preserving existing residential neighborhoods; and (2) Adopt a plan that is consistent with the policies and objectives of SB 375 and the policies of the Sustainable Communities Strategies. As discussed in the Draft EIR, any alternative identified that involves accommodating growth would foreseeably result in significant and unavoidable impacts related to deterioration of existing parks and recreational facilities.

TRANSPORTATION & TRAFFIC

Congestion Management Program (Draft EIR pages 4.15-32 to 34; 4.15-37)
(Project and Cumulative)

Description of Significant Effects

For the South Los Angeles Community Plan area as described below:

A regional analysis was conducted utilizing guidelines and data from the *2010 Congestion Management Program for Los Angeles County* to quantify potential impacts of the Recommended Plan for South Los Angeles on the regional freeway system and arterial roadways serving the CPA. For the purpose of a CMP Transportation Impact Analysis, a

significant project impact occurs when the proposed project increases traffic demand on a CMP facility by two percent of capacity (V/C = 0.02), causing a worsening of LOS F (V/C = 1.00)

Of the three freeway mainline locations identified within the South Los Angeles CPA, the only freeway station projected to have an increase of 150 or more peak hour trips per direction under Project conditions and subject to CMP analysis is I-10 at Budlong Avenue and is therefore analyzed per the requirements of the CMPAGES The other two stations are not projected to have an increase of 150 or more peak hour trips per direction. The analysis shows that the CMP freeway monitoring station on I-10 at Budlong Avenue already operates at LOS F under the Current Land Use Plan, and worsens by more than 2 percent (i.e. V/C increase by more than 0.02) under the Recommended Plan for the South Los Angeles CPA. In addition, the CMP roadway segment of Manchester Avenue between Hoover Street and Figueroa Street located in the South Los Angeles CPA currently operates at LOS E and F under the Current Land Use Plan and worsens to LOS F and F under the Recommended Plan, and would cause an increase in V/C ratio of 0.02 or more, resulting in an impact on the CMP roadway segment. This is due primarily to the proposed reduction in travel lanes to accommodate bicycle facilities along Manchester Avenue. This loss of travel lanes is a conservative analysis. Therefore adoption of the Recommended Plan for South Los Angeles would result in a ***significant and unavoidable*** impact related to the CMP (which is a project and cumulative impact).

For the Southeast Los Angeles Community Plan, refer to page 34.

Mitigation Measures

No feasible mitigation measures were identified to reduce the significant impact related to the CMP to less than significant.

Finding: **The City adopts CEQA Findings 2 and 3**.

Rationale for Finding

Although the South Los Angeles TIMP provides a list of recommended improvements and strategies that could potentially reduce significant impacts, these strategies are not feasible mitigation measures for the following reasons: 1) the improvements that could be implemented by the City are not fully funded; 2) the facilities impacted (I-10 Freeway Link) are not under the jurisdiction or control of the City and the City cannot find that such improvements have been planned or programmed by those agencies; 3) many improvements are regional in scope and would be implemented by non-city agencies (e.g., METRO, Caltrans) and the improvements are not planned or programmed; 3) many of the recommended improvements cannot be legally imposed on individual private developers or businesses as it would not support a takings analysis; and 4) the City Council may not choose to spend City resources to implement these improvements. Additionally, Alternative 1, which would result in less than significant impacts, is not feasible as it would not meet the underlying purpose of the project or the project objectives. Adoption of the alternatives in the Draft EIR or otherwise changing the Recommended Plans to avoid impacts related to the CMP would not be feasible as it would not meet the following project underlying purpose or project objectives to: (1) Accommodate projected population, housing, and employment consistent with the growth strategies of the Framework Element, including by locating growth in transit centers and corridors, encouraging a jobs/housing balance near transit centers, and preserving existing residential neighborhoods; and (2) Adopt a plan that is consistent with the policies and objectives of SB 375 and the policies of the Sustainable Communities Strategies. As discussed in the Draft EIR, any alternative identified that involves accommodating growth would foreseeably result in significant and unavoidable impacts related to the CMP.

SECTION 3 – ENVIRONMENTAL IMPACTS FOUND TO BE LESS-THAN-SIGNIFICANT AFTER MITIGATION

The EIR identifies significant impacts, which are reduced to a "less-than-significant" level by the inclusion of mitigation measures identified in the EIR. It is hereby determined that the significant environmental impacts that these mitigations address will be avoided or substantially lessened by their inclusion in the project.

CULTURAL RESOURCES

Archaeological Resources (Draft EIR pages 4.5-26 to 27)

Description of Significant Effects

For both the South Los Angeles and Southeast Los Angeles CP Updates:

The CPAs are highly urbanized and any archaeological resources that may have existed at the surface have likely been disturbed by past development. However, given the well-documented occupation of the Los Angeles Basin by indigenous tribes both prehistorically and historically, there is a reasonable potential that future development that could occur under the Recommended Plans could be located on a site with previously unknown archaeological resources. Therefore, adoption of the Recommended Plans and development that would substantially disturb the soil could result in a significant impact related to archaeological resources without mitigation.

Mitigation Measures

CR1 Any approval of a project within a CPIO Subarea (excluding Residential Subareas M, N, and O) that involves construction-related soil disturbance shall require that if during construction activities any cultural materials are encountered, construction activities within a 50-meter radius shall be halted immediately and the project applicant shall notify the City. A qualified archeologist (as approved by the City) shall be retained by the project applicant and shall be allowed to conduct a more detailed inspection and examination of the exposed cultural materials. During this time, excavation and construction would not be allowed in the immediate vicinity of the find. However, those activities could continue in other areas of the project site. If the find were determined to be significant by the archeologist, the City and the archeologist would meet to determine the appropriate course of action. All cultural materials recovered from the site would be subject to scientific analysis, professional museum curation, and a report prepared according to current professional standards.

Finding: **The City adopts CEQA Finding 1.**

Rationale for Finding

Implementation of Mitigation Measure **CR1** would reduce the impacts related to archaeological resources to less than significant. This mitigation measure will be enforced by the Department of Building and Safety as described in the MMP. It is not reasonably foreseeable that impacts to archaeological resources will occur outside of the CPIO subareas or in subareas M, N, or O because future development in these areas is not anticipated to be of the size that would include the type of excavation or ground-disturbing activities that would go beyond man-made

fills. Future development under the Recommended Plans that would go beyond man-made fills would be expected to occur primarily in the CPIO subareas. Impacts are also expected to be less than significant from the Recommended Plans outside of the CPIO subareas because it is a misdemeanor under state law to destroy such resources.

Paleontological Resources (Draft EIR pages 4.5-27 to 28)

Description of Significant Effects

For both the South Los Angeles and Southeast Los Angeles CP Updates:

The CPAs are highly urbanized and any paleontological resources that may have existed at the surface have likely been disturbed by past development. However, given the well-documented fossil richness of the Los Angeles Basin, including those areas contained in the CPAs, there is a reasonable likelihood that future development allowed under the Recommended Plans has the potential to impact previously undetected paleontological resources or sites during construction-related earth moving activities that would go beyond man-made fills. Under the Recommended Plans, future development that would include excavation or construction-related earth moving activities that would go beyond man-made fills is expected to occur primarily in the Active Change Areas (in the CPIO), and to a lesser extent along industrial and commercial corridors within the Non-Change Areas, which are located within a CPIO Subarea. Therefore, adoption of the Recommended Plans and future development in the CPIO Subareas that would substantially disturb the soil could result in a significant impact related to paleontological resources without mitigation.

Mitigation Measures

CR2 Any approval of a project within a CPIO Subarea (excluding Residential Subareas M, N, and O) that involves construction-related soil disturbance shall require that during excavation and grading, if paleontological resources are uncovered, all work in that area shall be halted immediately and the project applicant shall notify the City. The project applicant shall retain a paleontologist to assess the nature, extent, and significance of any cultural materials that are encountered and to recommend appropriate methods to preserve any such resources. Said paleontologist will have the authority to put a hold on grading operations and mark, collect and evaluate any paleontological resources found on the site where it is discovered during construction. Said paleontologist shall be provided a reasonable amount of time to prepare and implement protection measures coordinating with the City of Los Angeles Building and Safety Department. Any paleontological remains and/or reports and surveys shall be submitted to the Los Angeles County Natural History Museum.

Finding: **The City adopts CEQA Finding 1**.

Rationale for Finding

Implementation of Mitigation Measure **CR2** would reduce the impacts related to paleontological resources to less than significant. This mitigation measure will be enforced by the Department of Building and Safety as described in the MMP.

HAZARDS & HAZARDOUS MATERIALS

Reasonably Foreseeable Upset and Accident Conditions (Draft EIR pages 4.8-36 to 41)

Description of Significant Effects

For both the South Los Angeles and Southeast Los Angeles CP Updates:

The Project would result in demolition and construction of new buildings that may release hazardous materials into the environment. However, any new construction would be required to comply with all local, state, and federal regulations. Concentrations of methane are located in the northern portion of the CPAs, and in smaller areas dotted throughout the CPAs. Any new construction would be required to comply with the California Department of Conservation, Division of Oil and Gas requirements, and the SCAQMD regulations regarding methane gas. Any new development occurring on hazardous materials sites would have to be preceded by remediation and cleanup under the supervision of the DTSC before construction activities could begin, if such actions have not already occurred. It is possible that old USTs that were in use prior to permitting and record-keeping requirements may be present in the CPAs. If groundwater contamination is identified, remediation activities would be required by the Los Angeles Regional Water Quality Control Board (LARWQCB) prior to the commencement of any new construction activities. Businesses are also required to comply with health and safety, and environmental protection laws and regulations, which require businesses handling or storing certain amounts of hazardous materials to prepare a hazardous materials business plan. Future projects within the CPAs would be required to conform with environmental regulations to minimize the potential for exposure to adverse health or safety effects. While all demolition and construction within the CPAs would be required to comply with all local, state, and federal regulations, further mitigation may be required to reduce risks associated with the potential for unknown toxic substances existing on sites previously used for industrial uses that used hazardous materials in the CPAs. Therefore, adoption of the Recommended Plans could result in adverse effects related to the upset and accident conditions involving the release of hazardous materials without mitigation.

Mitigation Measures

HM1 Any approval of a project within a CPIO subarea that involves construction-related soil disturbance located on land that is currently or was historically zoned as industrial shall conduct a comprehensive search of databases of sites containing hazardous waste or hazardous materials, including on lists prepared pursuant to Government Code, section 65962.5. A report setting forth the results of this database search shall be provided to the City and shall be made publicly available (e.g. historical environmental reports prepared by Enviroscan, EDR or similar firms). If the report indicates the project site or property within one-quarter mile of the project site has the potential to be contaminated with hazardous waste or hazardous materials for any reason, a Phase I Environmental Site Assessment (ESA) shall be prepared.

The Phase 1 ESA shall identify any hazardous materials/wastes that could be present on the project site. The Phase 1 shall also include recommendations and measures for further site assessment to address any hazardous materials/wastes potentially present on the project site. The Phase 1 assessment shall be prepared by an Environmental Professional (as defined in Title 40 Code of Federal Regulations § 312.10 Definitions) to evaluate whether the site or the surrounding area is contaminated with hazardous substances from the potential past and current uses. The ESA shall be made publicly

available. Depending on the results of the Phase 1 ESA, further investigation and remediation may be required in accordance with local, state, and federal regulations and shall be clearly indicated in the ESA. If the Phase 1 ESA finds that there is no contamination on the site, a letter of No Further Action shall be provided to the City.
The City shall require that a Phase 2 Site Assessment be conducted as may be indicated by the site-specific Phase 1 Environmental Site Assessment. If a Phase 2 is found necessary it shall be performed prior to project approval or made a condition on the project if that is found to be adequate for remediation by the Environmental Professional and the relevant federal, state, or local agency.

Should the Phase 2 Site Assessment indicate soil and/or groundwater contamination is present, a detailed Soil Management Plan (SMP) for the treatment of contaminated soils and materials shall be developed and implemented in accordance with applicable laws and regulations. The SMP shall be prepared prior to the Department of Building and Safety's issuance of a grading permit to review and address any impacted soil that may be encountered during excavation and grading. The SMP shall provide for the sampling, testing, and timely disposal of such soil and shall specify the testing parameters and sampling frequency. Any impacted soils shall be properly treated and disposed of in accordance with applicable SCAQMD, DTSC, and LARWQCB requirements. An Environmental Professional shall be on-site during excavation and grading of the project site to monitor environmental conditions pertaining to soil. Written confirmation by the Environmental Professional stating that required site remediation was completed consistent with the relevant federal, state or local requirements shall be provided to the City prior to issuance of certificates of occupancy.

***Finding*: The City adopts CEQA Finding 1.**

Rationale for Finding

Implementation of Mitigation Measure **HM1** would ensure that potentially contaminated sites are fully inspected and if contaminated, remediated, prior to grading and construction. Adequate inspection and remediation will be determined by the City based on the advice of an Environmental Professional with adequate knowledge and skill to be familiar with all state and federal standards. This mitigation measure will reduce the impacts related to the release of hazardous materials into the environment to less than significant. This mitigation measure will be enforced by the Department of Building and Safety as described in the MMP.

Emission of Hazardous Materials within ¼ Mile of a School (Draft EIR pages 4.8-41 to 42)

Description of Significant Effects

For both the South Los Angeles and Southeast Los Angeles CP Updates:

The Recommended Plans would not increase the risk of hazardous materials, substances, and/or waste emissions by allowing, placing, or incentivizing new industrial businesses within a quarter-mile of public schools. The Recommended Plans do not introduce new industrial land uses or rezone parcels to industrial, and the land that will remain industrially-designated is already developed with industrial uses. Furthermore, the proposed Industrial Subareas of the CPIO Districts are applied to industrial areas throughout the CPAs which establish use restrictions and development standards. Specifically, the CPIO prohibits any new noxious use on sites located within 2,500 feet of a sensitive use including an existing school. Compliance with all applicable local, state, and federal laws and regulations, as described in the regulatory

framework, would regulate, control, or respond to hazardous waste, transport, store, disposal, and clean-up in order to ensure that hazardous materials do not pose a significant risk to nearby receptors. Although the use of hazardous materials in the vicinity of schools is well-regulated, unknowns may exist with regard to existing (contamination) hazards in the CPAs within one-quarter mile of a school. Therefore, adoption of the Recommended Plans could potentially result in adverse effects related to hazardous materials near schools.

Mitigation Measures

Refer to Mitigation Measure **HM1** above.

***Finding*: The City adopts CEQA Finding 1**.

Rationale for Finding

Based on the same rational for the finding related to Upset and Accident Conditions impact, implementation of Mitigation Measure HM1 would reduce the impacts related to the release of hazardous materials within one-quarter mile of an existing or proposed school to less than significant. This mitigation measure will be enforced by the Department of Building and Safety as described in the MMP.

NOISE

Noise Levels - Operational Noise (Draft EIR pages 4.12-15 to 18)

Description of Significant Effects

For both the South Los Angeles and Southeast Los Angeles CP Updates:

The Recommended Plans are designed to reduce land use conflicts and promote compatible development. There are areas where noise conflicts would exist, either on the boundary between zones or in area with mixed land uses. For example, single-family residential zones could be converted to mixed-use zones as well as neighborhood-serving commercial land uses such as grocery stores. A new grocery store located next to a single-family or multi-family residence could increase noise levels due a variety of noise sources, including truck deliveries and parking activity, and thus would be potentially incompatible. The proposed zoning could potentially have a greater noise impact on adjacent sensitive uses compared to existing zoning. Under the Recommended Plans, the majority of new large development that could potentially cause noise impacts would be located within the CPIO District Subareas because the Subareas cover nearly all commercial and industrial land in the CPAs. Most development in non-CPIO areas would not be expected to have noise impacts because development would be residential in nature and smaller than development along the commercial corridors and in industrial areas, and most projects would qualify for an infill exemption. Similarly, large-scale development is not anticipated in the Residential Subareas (M, N, and O) of the CPIOs, where new development would be limited to low- to medium-scale residential uses.

Foreseeable projects would be consistent with the LAMC and the CPIO development standards, which are anticipated to reduce potential noise impacts to a less-than-significant level. However, it is not possible to identify all projects and potential inconsistencies that would be developed after implementation of the Recommended Plans. Therefore, prior to implementation of mitigation and due to the introduction of new uses, the Recommended Plans could result in a significant impact related to exposing persons to or generating noise levels in excess of established standards for operational activities.

Mitigation Measures

N2 The following conditions shall apply to future development within the CPIO Subareas (except Residential Subareas M, N, and O):

- Industrial activity yards that include the operation of heavy equipment shall be shielded by sound barriers that block line-of-sight to sensitive receptors.
- Mechanical equipment (e.g., heating, ventilation and air conditioning (HVAC) Systems) shall be enclosed with sound buffering materials.
- Truck loading/unloading activity shall be prohibited between the hours of 10:00 p.m. and 7:00 a.m. when located within 200 feet of a residential land use.
- Parking structures located within 200 feet of any residential use shall be constructed with a solid wall abutting the residences and utilize textured surfaces on garage floors and ramps to minimize tire squeal.

***Finding*: The City adopts CEQA Finding 1.**

Rationale for Finding

Implementation of Mitigation Measure **N2** would ensure that impacts related to foreseeable operational noise would be less than significant. Specifically, the types of operational noise that have the potential to exceed City standards, including through impacts to sensitive uses, are from industrial activity yards, loud mechanical equipment, truck loading and unloading and parking structures near sensitive uses. Mitigation measure N2 will ensure that these type of operational noise emissions are reduced to comply with City standards prior to project approval. The mitigation measure will be enforced by the Department of Building and Safety as described in the MMP, including through the potential use of independent environmental professionals to monitor compliance.

Permanent Increase in Ambient Noise – Operational (Draft EIR pages 4.12-21 to 22)

Description of Significant Effects

For both the South Los Angeles and Southeast Los Angeles CP Updates:

Regarding operational noise, the Recommended Plans intend to promote the internal relationship of mutually supportive uses, such as employment, housing, recreation, and community-serving facilities. For these land uses, stationary mechanical equipment and mobile vehicles are typical sources of permanent operational noise. A substantial permanent increase in noise levels could result if the ambient noise level measured at the property line of affected uses increases by 3 dBA CNEL to or within the "normally unacceptable" or "clearly unacceptable" categories.

For mechanical equipment, residential and most commercial uses are limited to HVAC equipment. Industrial and manufacturing land uses can contain significant sources of stationary mechanical equipment noise. A primary goal of the Recommended Plans is to reduce residential-industrial land use conflicts. This would be accomplished by 1) establishing CPIOs with development standards for industrial land that is located in close proximity to residential uses in order to restrict new noxious incompatible uses and require buffering and screening elements that protect adjacent uses; and 2) amending General Plan Land Use designations and zones on current industrially-designated land to create consistency with as-built conditions in

areas that are predominantly commercial and/or residential and to prohibit new incompatible industrial uses in these areas.

While new development would occur in designated commercial and industrial areas, it may border residential areas leading to noise incompatibility between land uses. The proposed CPIOs include Industrial Subareas that protect residential and other sensitive uses located adjacent to industrially-zoned land from impacts associated with incompatibility of uses. Foreseeable projects would be consistent with the LAMC and the CPIO development standards, which are anticipated to reduce potential noise impacts to a less than significant level. However, it is not possible to identify all projects and potential inconsistencies that would be developed after implementation of the Recommended Plans. It is possible that operational activities could increase noise levels at adjacent receptors by 3 dBA CNEL to or within the "normally unacceptable" or "clearly unacceptable" categories, or increase noise by levels at least 5 dBA. Therefore, prior to implementation of mitigation and due to the introduction of new uses, the Recommended Plans could result in a significant impact related to exposing persons to or generating noise levels in excess of established standards.

For mobile sources, an analysis was completed to determine if implementation of the Recommended Plans would significantly increase mobile noise levels in the CPAs at a representative sample of intersections with high traffic volumes and/or located near noise-sensitive land uses. Mobile source noise levels would not increase by more than 3 dBA at the analyzed roadway segments. At some of the analyzed intersections, mobile noise levels will decrease under the Recommended Plans as traffic is redistributed and strategies and policies to reduce travel demand are implemented, such as placing density at transit centers. Mobile noise generated by the Recommended Plans would not cause the ambient noise level measured to increase by 3 dBA CNEL to or within the "normally unacceptable" or "clearly unacceptable" category or any 5 dBA or more increase in noise level. Therefore, impacts related to mobile noise under the Recommended Plans would be less than significant.

Based on the above, adoption of the Recommended Plans could result in a significant impact related to exposing persons to or generating noise levels in excess of established standards.

Mitigation Measures

Refer to Mitigation Measure **N2** above.

***Finding*: The City adopts CEQA Finding 1.**

Rationale for Finding

This rationale is the same as the rationale for the impact above. Implementation of Mitigation Measure **N2** would ensure that impacts related to operational noise would be less than significant. These mitigation measures will be enforced by the Department of Building and Safety as described in the MMP.

SECTION 4 – ENVIRONMENTAL IMPACTS FOUND TO BE LESS-THAN-SIGNIFICANT OR NO IMPACT

CEQA does not require findings to be adopted for impacts that are determined to be less than significant or no impact. Below is a list of the impacts found to be no impact or less than significant without mitigation in the EIR.

AESTHETICS

Scenic Vista (Draft EIR pages 4.1-28 to 30): Less-than-significant impact.

Scenic Resources within State Scenic Hwy (Draft EIR pages 4.1-31 to 41): No Impact.

Visual Character (Draft EIR pages 4.1-31 to 42): Less-than-significant impact.

Light and Glare (Draft EIR pages 4.1-42 to 44): Less-than-significant impact.

Shade and Shadow (Draft EIR pages 4.1-44 to 46):
Less-than-significant impact for the South Los Angeles Community Plan.
See page 8 for the Southeast Los Angeles Community Plan.

Cumulative Impacts (Draft EIR pages 4.1-47 to 48) Less-than-significant and no impact.

AGRICULTURE AND FORESTRY

Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Draft EIR pages 4.2-4 to 5): No impact.

Williamson Act (Draft EIR pages 4.2-5): No impact.

Forest and Timberland (Draft EIR pages 4.2-5): No impact.

Forest Land Conversion (Draft EIR pages 4.2-6): No impact.

Conversion of Farm or Forestland (Draft EIR pages 4.2-6): No impact.

Cumulative Impacts (Draft EIR pages 4.2-6): No impact.

AIR QUALITY

Conflict with Air Quality Plan (Draft EIR pages 4.3-14 to 15; 4.3-22): Less-than-significant impact (project and cumulative).

Violate Air Quality Standard - Operational Emissions (Draft EIR pages 4.3-17 to 19; 4.3-23): Less-than-significant impact (project and cumulative).

Objectionable Odors (Draft EIR pages 4.3-22; 4.3-23): Less-than-significant impact (project and cumulative).

BIOLOGICAL RESOURCES

Modification of Habitat for Sensitive or Special Status Species (Draft EIR pages 4.4-10 to 11): Less-than-significant impact.

Riparian Habitat or Sensitive Natural Community (Draft EIR pages 4.4-12): No impact.

Federally Protected Wetlands (Draft EIR pages 4.4-13 to 14): No impact.

Migration Pathways (Draft EIR pages 4.4-14 to 15): Less-than-significant impact.

Policies for the Protection of Biological Resources (Draft EIR pages 4.4-15): Less-than-significant impact.

Habitat Conservation Plan, NCCP, or Other Approved Conservation Plan (Draft EIR pages 4.4-16): No impact.

Cumulative Impacts (Draft EIR pages 4.4-16): Less-than-significant and no impact.

CULTURAL RESOURCES

Human Remains (Draft EIR pages 4.5-28): Less-than-significant impact.

Cumulative Impacts (Draft EIR pages 4.5-29 to 30): Less-than-significant impact.

GEOLOGY & SOILS

Rupture of a Known Earthquake Fault (Draft EIR pages 4.6-11): No impact.

Seismic Ground Shaking (Draft EIR pages 4.6-11 to 12): Less-than-significant impact.

Liquefaction and Landslides (Draft EIR pages 4.6-12 to 13): Less-than-significant impact.

Soil Erosion (Draft EIR pages 4.6-13 to 14): Less-than-significant impact.

Landslide, Lateral Spreading, Liquefaction, Subsidence, or Collapse (Draft EIR pages 4.6-14 to 15): Less-than-significant impact.

Expansive Soils (Draft EIR pages 4.6-15 to 16): Less-than-significant impact.

Septic Tanks and Waste Disposal Systems (Draft EIR pages 4.6-16): No impact.

Cumulative Impacts (Draft EIR pages 4.6-16 to 17): Less-than-significant and no impact.

GREENHOUSE GAS EMISSIONS

Greenhouse Gas Emissions (Draft EIR pages 4.7-16 to 22): Less-than-significant impact.

Conflict with Policy to Reduce GHG Emissions (Draft EIR pages 4.7-16 to 22): Less-than-significant impact.

Cumulative Impacts (Draft EIR pages 4.7-22): Less-than-significant impact.

HAZARDS & HAZARDOUS MATERIALS

Transport, Use, and Disposal of Hazardous Materials (Draft EIR pages 4.8-33 to 36): Less-than-significant impact.

Upset Involving Hazardous Materials (Draft EIR pages 4.8-36 to 41): Less-than-significant impact.

Safety Hazard near Public/Public Use Airport (Draft EIR pages 4.43): No impact.

Safety Hazard in Vicinity of Private Airstrip (Draft EIR pages 4.43): No impact.

Emergency Response Plans (Draft EIR pages 4.8-44): Less-than-significant impact.

Wildland Fire (Draft EIR pages 4.8-45): No impact.

Cumulative Impacts (Draft EIR pages 4.8-45 to 46): Less-than-significant and no impact.

HYDROLOGY & WATER QUALITY

Water Quality Standards (Draft EIR pages 4.9-22 to 23): Less-than-significant impact.

Groundwater Supplies and Recharge (Draft EIR pages 4.9-24): Less-than-significant impact.

Existing Drainage Patterns, Erosion or Siltation (Draft EIR pages 4.9-25 to 26): Less-than-significant impact.

Existing Drainage Patterns, Flooding (Draft EIR pages 4.9-26): Less-than-significant impact.

Stormwater Drainage System (Draft EIR pages 4.9-27): Less-than-significant impact.

Water Quality (Draft EIR pages 4.9-28): Less-than-significant impact.

Housing in Flood Hazard Area (Draft EIR pages 4.9-28 to 29):
Less-than-significant impact for the South Los Angeles Community Plan.
No impact for the Southeast Los Angeles Community Plan.

Structures Impeding Flood Flows (Draft EIR pages 4.9-29 to 30):
Less-than-significant impact for the South Los Angeles Community Plan.
No impact for the Southeast Los Angeles Community Plan.

Flooding Due to Levee or Dam Failure (Draft EIR pages 4.9-30): No impact.

Seiche, Tsunami, or Mudflow (Draft EIR pages 4.9-31): No impact.

Flooding During 50-Year Event (Draft EIR pages 4.9-31 to 32): Less-than-significant impact.

Cumulative Impacts (Draft EIR pages 4.9-32 to 33): Less-than-significant and no impact.

LAND USE & PLANNING

Division of Established Community (Draft EIR pages 4.10-35 to 36): No impact.

Conflict with Land Use Plan, Policy, or Regulation (Draft EIR pages 4.10-36 to 45): Less-than-significant impact.

Conflict with Habitat Conservation Plans (Draft EIR pages 4.10-45 to 46): No impact.

Cumulative Impacts (Draft EIR pages 4.10-46): Less-than-significant and no impact.

MINERAL RESOURCES

Statewide and Regional Mineral Resources (Draft EIR pages 4.11-8 to 9): No impact.

Locally-Important Mineral Resources (Draft EIR pages 4.11-9): Less-than-significant impact.

Cumulative Impacts (Draft EIR pages 4.11-10): Less-than-significant and no impact.

NOISE

Noise Levels - Operation (Draft EIR pages 4.12-15 to 19; 4.12-26): Less-than-significant impact (project and cumulative).

Vibration or Groundborne Noise - Operation (Draft EIR pages 4.12-20; 4.12-27): Less-than-significant impact (project and cumulative).

Permanent Increase in Ambient Noise – Mobile Noise (Draft EIR pages 4.12-21 to 22; 4.12-26): Less-than-significant impact (project and cumulative).

Noise Exposure in Airport Land Use Plan (Draft EIR pages 4.12-24): No impact (project and cumulative).

Noise Exposure Near Private Airstrip (Draft EIR pages 4.12-25): No impact (project and cumulative).

POPULATION, HOUSING & EMPLOYMENT

Induce Substantial Population Growth (Draft EIR pages 4.13-11 to 14): Less-than-significant impact.

Displacement of Existing Housing (Draft EIR pages 4.13-15 to 16): Less-than-significant impact.

Displacement of People (Draft EIR pages 4.13-16 to 18): Less-than-significant impact.

Cumulative Impacts (Draft EIR pages 4.13-18 to 19): Less-than-significant impact.

PUBLIC SERVICES

Fire Protection and Emergency Services (Draft EIR pages 4.14-10 to 11, 4:14-38 to 39): Less-than-significant impact (project and cumulative).

Police Protection (Draft EIR pages 4.14-16 to 17, 4:14-39): Less-than-significant impact (project and cumulative).

Public Schools (Draft EIR pages 4.14-24 to 26, 4:14-39): Less-than-significant impact (project and cumulative).

Parks and Recreational Facilities (Draft EIR pages 4.14-36 to 37; 4:14-39 to 40): Less-than-significant impact (project and cumulative).
Libraries (Draft EIR pages 4.14-37 to 38; 4:14-40): Less-than-significant impact (project and cumulative).

TRANSPORTATION & TRAFFIC

Circulation System (Draft EIR pages 4.15-26 to 32; 4.15-37): Less-than-significant impact (project and cumulative).

Congestion Management Program (Draft EIR pages 4.15-32 to 34; 4.15-37):
See page 22 for the South Los Angeles Community Plan.
Less-than-significant impact for the Southeast Los Angeles Community Plan (project and cumulative).

Air Traffic Patterns (Draft EIR pages 4.15-34; 4.15-37): No impact (project and cumulative).

Hazards due to Design Feature or Incompatible Use (Draft EIR pages 4.15-35; 4.15-37): Less-than-significant impact (project and cumulative).

Emergency Access (Draft EIR pages 4.15-35; 4.15-37): Less-than-significant impact (project and cumulative).

Conflict with Transit Facilities (Draft EIR pages 4.15-36; 4.15-37): Less-than-significant impact (project and cumulative).

UTILITIES & SERVICE SYSTEMS

Construction/Expansion of New Water Treatment Facilities (Draft EIR pages 4.16-11 to 12): Less-than-significant impact.

Water Supply (Draft EIR pages 4.16-13 to 14): Less-than-significant impact.

Construction/Expansion of New Wastewater Treatment Facilities (Draft EIR pages 4.16-21 to 25): Less-than-significant impact.

Construction/Expansion of New Stormwater Drainage Facilities (Draft EIR pages 4.16-25 to 26): Less-than-significant impact.

Wastewater Treatment (Draft EIR pages 4.16-26 to 27): Less-than-significant impact.

Solid Waste Disposal (Draft EIR pages 4.16-32 to 33): Less-than-significant impact.

Compliance with Solid Waste Regulations (Draft EIR pages 4.16-33 to 34): Less-than-significant impact.

Energy (Draft EIR pages 4.16-44 to 47): Less-than-significant impact.

Cumulative Impacts (Draft EIR pages 4.16-48): Less-than-significant impact.

SECTION 5 – ALTERNATIVES TO THE PROJECT

PROJECT OBJECTIVES

The Project objectives of the South Los Angeles Community Plan and the Southeast Los Angeles Community Plan, as discussed in the Draft EIR (Chapter 3), are as follows:

The *Underlying Purpose* of the Recommended Plans is to plan for and accommodate foreseeable growth in the City, including the Recommended Plan areas, consistent with the growth strategies of the City as provided in the Framework Element, as well as the policies of SB 375 and the Sustainable Communities Strategy.

Primary Objectives:

- Accommodate projected population, housing, and employment consistent with the growth strategies of the Framework Element, including by locating growth in transit centers and corridors, encouraging a jobs/housing balance near transit centers, and preserving existing residential neighborhoods.
- Provide housing for all income levels, especially low-income households. Discourage the displacement of existing residents and communities.
- Adopt a plan that is consistent with policies and objectives of SB 375 and the policies of the Sustainable Communities Strategies.
- Revitalize existing commercial corridors.
- Reduce residential/industrial land use conflicts.
- Promote a vibrant economy, including by addressing over-concentrated uses and incentivizing targeted uses, and preserving industrial land for employment.
- Improve the function and design of residential, commercial and industrial areas.

Secondary Objectives:

- Increase public health by: encouraging a built environment that promotes an active lifestyle; increasing the number of healthy food outlets; providing greater access to quality health care services; and minimizing exposure to pollutants and noxious uses.
- Foster an environmentally sustainable City by promoting green building practices.
- Conserve the existing scale and character of residential neighborhoods.
- Identify and protect historic resources.
- Update land use and zoning to create consistency and remove outdated language, as well as reduce complex, contradictory and unnecessary regulatory conditions.

ALTERNATIVES

Based on the whole of the administrative record, the City finds that the EIR analyzes a reasonable range of project alternatives that would feasibly attain some of the basic objectives of the Proposed Plans, as described in Chapter 5 of the Draft EIR (see Chapter 5 of the Draft EIR). The three alternatives for each of the CPAs fully analyzed in the EIR are described as follows:

SOUTH LOS ANGELES

Alternative 1- No Project Alternative (Draft EIR pages 5-5)

Description of Alternative

Alternative 1 reflects "no project" conditions (i.e., without the adoption of the Recommended Plan). Alternative 1 assumes what would be reasonably expected to be developed under the Current Plan, based on existing General Plan land use designations and zoning in the South Los Angeles CPA. Therefore, under this Alternative, the existing 2000 South Los Angeles Community Plan would not be modified and development would continue to occur under the existing goals, objectives, policies, zoning, and land uses. While employment would increase under the No Project Alternative, development would not exceed the levels of reasonable development anticipated to occur under the existing community plan. Current development trends also indicated that the majority of new residential development would likely occur in existing low scale residential neighborhoods throughout the CPAs where two-family and multi-family residential development is currently permitted, rather than targeted transit-oriented areas and commercial corridors like the Recommended Plan. **Table 1** shows the amount of development that could be accommodated within the South Los Angeles CPA under the three Alternatives, compared with Existing Conditions and the Recommended Plan.

TABLE 1: COMPARISON OF EXISTING CONDITIONS AND RECOMMENDED PLAN TO PROJECT ALTERNATIVES FOR THE SOUTH LOS ANGELES CPA

	Existing Conditions (Census 2010)	SCAG (2035 Projections)	Recommended Plan	Alternative 1 No Project (Current Plan)	Alternative 2 Targeted Corridors	Alternative 3 High TOD
Population (persons)	270,354	311,200	313,836	291,473	313,460	327,802
Housing Units	82,186	97,900	97,897	91,015	97,779	102,368
Employment (jobs)	51,078	56,500	69,470	59,230	65,194	65,635
Non-residential (square feet)	25,656,231	Not Available	25,578,247	22,936,129	25,170,118	25,349,553

SOURCE: City of Los Angeles, Department of City Planning, Demographic Research Unit, Statistical Information, December 2012; DCP Population and Employment Capacity Tables for Current Plan, Recommended Plan, Reduced TOD Alternative, and Targeted Corridors Alternative.

Impact Summary

This alternative was selected to comply with CEQA's mandate to include a "no project" alternative. This alternative would be expected to have fewer significant impacts to noise, air quality, parks, traffic, and utilities based on it accommodating less development and people. However, it would have greater impacts related to historic resources; hazardous materials; consistency with land use plans and policies; and public transit, bicycle or pedestrian facilities. This alternative would reduce the significant and unavoidable traffic impact related to the

Congestion Management Program from the Recommended Plan to less than significant. It would result in new significant and unavoidable impacts related to land use consistency and transit facilities. A complete summary is provided in Table 5-5 in the Draft EIR at pages 5-18 to 5-19.

Finding

It is found pursuant to PRC Section 21081(a)(3), that specific economic, legal, social and technological, or other considerations, make the No Project Alternative (Alternative 1) infeasible. Therefore, the City finds that this alternative is infeasible and less desirable than the Recommended Plan and rejects this alternative for any and all of the following reasons:

- Alternative 1 would not meet the underlying purpose of the Recommended Plan to accommodate growth consistent with SB 375, the Sustainable Communities Strategy and the growth strategies of the City's Framework Element because it would not accommodate the reasonably expected growth for the area and would not maximize the existing Metro facilities in the CPA.
- Alternative 1 would not meet the Primary Objective to locate growth in transit centers and corridors, encourage a jobs/housing balance near transit centers, and preserve existing residential neighborhoods because it would not accommodate the reasonably expected growth for the area and would not maximize the existing Metro facilities in the CPA.
- Alternative 1 would not meet the Primary Objectives to revitalize corridors; promote a vibrant economy by addressing over-concentrated uses and incentivizing targeted uses; preserve stable industrial districts; or improve the function and design residential, commercial and industrial areas because it would not establish the CPIO District that includes development standards that accomplish these objectives.
- Alternative 1 would not meet the Primary Objective to reduce residential-industrial land use conflicts as it would not address existing incompatible land use patterns in the CPA.

Alternative 2 - Targeted Corridors (Draft EIR pages 5-6)

Description of Alternative

The Targeted Corridors Alternative would involve less intense up-plans and upzones than the Recommended Plan and would generally concentrate development capacity along targeted corridors in the South Los Angeles CPA that already have some capacity to accommodate new housing, population and jobs based on their existing land use designation. The Technical Corrections and Design and Use changes that would occur under the Recommended Plan would also occur under the Targeted Corridors Alternative, and the proposed South Los Angeles CPIO District would similarly be established, but it would be applied to a smaller land area. Under Alternative 2, the South Los Angeles CPA would meet SCAG's 2035 population, housing and employment projections. Other than the increased capacity proposed along Vermont Avenue near the Expo Line, development capacity was not focused along light rail transit corridors. This approach is in contrast to the Recommended Plan for South Los Angeles, which focuses growth along both light rail transit corridors and near major bus intersections, and the High TOD Alternative, which focuses growth within a half mile of light rail stations.

Impact Summary

This alternative meets the primary objectives of providing housing for all income levels, promoting green building practices, conserving the existing scale and character of residential neighborhoods, and identifying and protecting historic resources, while reducing if not eliminating the significant impacts that result from more concentrated development and density, including to parks, and construction related noise and air quality impacts. Although it lessens some impacts, it would increase others such as utilities (sewer capacity). Alternative 2 would have greater impacts related to consistency with land use plans and policies, GHG plans and policies, and public transit, bicycle or pedestrian facilities. This alternative would reduce some of the significant and unavoidable impacts from the Recommended Plan but would not reduce any to less than significant. A complete summary is provided in Table 5-5 in the Draft EIR at pages 5-18 to 5-19.

Finding

It is found pursuant to PRC Section 21081 (a)(3), that specific economic, legal, social and technological, or other considerations, make the Targeted Corridors Alternative (Alternative 2) infeasible. Therefore, the City finds that this alternative is infeasible and less desirable than the Recommended Plan and rejects this alternative for any and all of the following reasons:

- Alternative 2 would not meet the Primary Objective to locate growth in transit centers and corridors, encourage a jobs/housing balance near transit centers, and preserve existing residential neighborhoods because it would not accommodate growth at major transit areas and would not maximize the existing Metro facilities in the CPA.
- Alternative 2 would not meet the Primary Objective to adopt a plan that is consistent with policies and objectives of SB 375 and the policies of the Sustainable Communities Strategies because it would not focus growth at major transit areas and would not maximize the existing Metro facilities in the CPA.
- Alternative 2 would only partially meet several Primary Objectives (and not to the extent the Recommended Plan would) to reduce residential-industrial land use conflicts; promote a vibrant economy; and improve the function and design of residential, commercial and industrial areas because it limits the extent of upzones to targeted commercial corridors and would not include changes to the majority of the extensive corridors of the CPA.

Alternative 3 - High TOD Alternative (Draft EIR pages 5-7)

Description of Alternative

The High TOD Alternative for the South Los Angeles CPA focuses development capacity at selected transit station areas of the CPA. Alternative 3 evaluates a High TOD Alternative with greater capacity for population, housing, and employment concentrated around the Exposition Line and Green Line stations than the Recommended Plan. The proposed changes under the High TOD Alternative for the South Los Angeles CPA are reflective of input on the Recommended Plan received from a coalition of community groups that requested the TOD areas be expanded to include all land within a half-mile of light rail stations (including residential), as well as a general interest in maximizing opportunities for TOD development (especially the development of affordable housing) around major light rail infrastructure. The High TOD Alternative focuses significantly greater capacity for development within a quarter-mile and, to a lesser extent, a half-mile area surrounding Exposition Line and Green Line

stations than the Recommended Plan. The station areas within the CPA that would be upzoned/up-planned under Alternative 3 are the Expo/Western, Expo/Vermont, Green Line/Vermont, and Green Line/Figueroa Metro light rail stations.

The High TOD Alternative assumes that the reasonably expected development capacity of the CPA would be increased compared to the Recommended Plan, and therefore would also meet SCAG's 2035 population, housing and employment projections for the CPA. Alternative 3 would result in 13,966 more persons and 4,471 more housing units compared to the Recommended Plan, but it would also result in 3,835 less jobs than the Recommended Plan since increases in commercial capacity would be limited to those areas near the stations, rather than spread throughout the CPA in a manner more consistent with the Recommended Plan. The High TOD Alternative could achieve higher growth by increasing the amount and extent of proposed Active Change Areas in Height District 2D that would be implemented around the four Metro light rail stations listed above compared to the Recommended Plan. Active Change Areas in the TOD Subareas include an upzone from Height District 1 (including 1L, 1VL, and 1XL) to 2D allowing for increases in the maximum permitted floor area ratio (FAR).

Impact Summary

This alternative was included because it was expected to reduce some identified significant impacts in some parts of the South Los Angeles CPA, although it would increase it in others. This alternative was also included to meet the request of community groups and to provide comparative analysis as to what increased development would look like when maximizing opportunities for TOD development. Overall, Alternative 3 has similar impacts to the Recommended Plan. Alternative 3 would reduce impacts related to traffic, as greater density around transit could likely increase transit ridership and decrease VMT. However, Alternative 3 would accommodate increased development concentrated in a few select areas resulting in greater construction emissions and construction noise impacts compared to the Recommended Plan. Alternative 3 would not reduce any of the Recommended Plan's significant and unavoidable impacts to less than significant. A complete summary is provided in Table 5-5 in the Draft EIR at pages 5-18 to 5-19.

Finding

It is found pursuant to PRC Section 21081 (a)(3), that specific economic, legal, social and technological, or other considerations, make the High TOD Alternative (Alternative 3) infeasible. Therefore, the City finds that this alternative is infeasible and less desirable than the Recommended Plan and rejects this alternative for any and all of the following reasons:

- Alternative 3 would meet the Primary Objectives, but to a lesser extent than the Recommended Plan, such as revitalizing commercial corridors; promoting a vibrant economy by addressing over-concentrated uses and incentivizing targeted uses; and improving the function and design of residential commercial and industrial areas because it would concentrate growth at select transit stations and would not include changes to many of the extensive commercial corridors of the CPA.
- Alternative 3 would not fully meet the Primary Objective, and not to the extent of the Recommended Plan, to conserve existing residential neighborhoods, specifically the residential areas proposed for upzones that are located within half mile of the selected transit stations. Similarly, Alternative 3 would not fully meet the Secondary Objective, and not to the extent of the Recommended Plan, to conserve the existing character and scale of residential neighborhoods of the CPA because by upzoning residential properties it would incentivize the redevelopment of existing lower density housing.

- Alternative 3 would not fully meet the Primary Objectives, and not to the extent of the Recommended Plan, to reduce residential/industrial land use conflicts or to preserve stable industrial districts because it would concentrate growth around select transit stations and not include changes to the industrial corridors of the CPA.

SOUTHEAST LOS ANGELES

Alternative 1- No Project Alternative (Draft EIR pages 5-9)

Description of Alternative

Alternative 1 reflects "no project" conditions (i.e., without the adoption of the Recommended Plan). Alternative 1 assumes what would be reasonably expected to be developed under the Current Plan, based on existing General Plan land use designations and zoning in the Southeast Los Angeles CPA. Therefore, under this Alternative, the existing 2000 Southeast Los Angeles Community Plan would not be modified and development would continue to occur under the existing goals, objectives, policies, zoning, and land uses. Current development trends indicate that the majority of new residential development would likely occur in existing low scale residential neighborhoods throughout the CPA where two-family and multi-family residential development is currently permitted, rather than in targeted transit-oriented areas and commercial corridors. **Table 2** shows the amount of development that could be accommodated within the Southeast Los Angeles CPA under the three Alternatives, compared with Existing Conditions and the Proposed Plan.

TABLE 2: CAPACITY COMPARISON OF EXISTING CONDITIONS AND PROPOSED PLAN TO PROJECT ALTERNATIVES FOR THE SOUTHEAST LOS ANGELES CPA

	Existing Conditions (Census 2010)	SCAG (2035 Projections)	Proposed Plan	Alternative 1 No Project (Current Plan)	Alternative 2 Targeted Corridors	Recommended Plan (Alternative 3- Reduced TOD)
Population (persons)	278,337	303,000	320,337	281,115	303,540	313,221
Housing Units	68,651	76,200	80,487	70,632	76,211	78,636
Employment (jobs)	74,694	90,800	95,655	95,450	90,031	90,880
Non-residential (square feet)	41,241,380	Not Available	53,751,136	61,102,586	56,688,750	52,284,445

SOURCE: City of Los Angeles, Department of City Planning, Demographic Research Unit, Statistical Information, December 2012; DCP Population and Employment Capacity Tables for Current Plan, Proposed Plan, Targeted Corridors Alternative, and Reduced TOD Alternative.

Impact Summary

This alternative was selected to comply with CEQA's mandate to include a no project alternative. This alternative would be expected to have fewer significant impacts to noise, air quality, parks, traffic, and utilities based on it accommodating less development and people. However, it would have greater impacts related to historic resources; hazardous materials; consistency with land use plans and policies; and public transit, bicycle or pedestrian facilities. This alternative would reduce the significant and unavoidable impacts from the Recommended Plan to less than significant, the Temporary Increase to Noise and Shade and Shadow. However, it would result in a new significant and unavoidable impact related to land use consistency. A complete summary is provided in Table 5-7 in the Draft EIR at pages 5-32 to 5-34.

Finding

It is found pursuant to PRC Section 21081(a)(3), that specific economic, legal, social and technological, or other considerations, make the No Project Alternative (Alternative 1) infeasible. Therefore, the City finds that this alternative is infeasible and less desirable than the Recommended Plan and rejects this alternative for any and all of the following reasons:

- Alternative 1 would not meet the underlying purpose of the Recommended Plan to accommodate growth consistent with SB 375, the Sustainable Communities Strategy and the growth strategies of the City's Framework Element because it would not accommodate the reasonably expected growth for the area and would not maximize the existing Metro facilities in the CPA.
- Alternative 1 would not meet the Primary Objective to locate growth in transit centers and corridors, encourage a jobs/housing balance near transit centers, and preserve existing residential neighborhoods because it would not accommodate the reasonably expected growth for the area and would not maximize the existing Metro facilities in the CPA.
- Alternative 1 would not meet the Primary Objectives to revitalize corridors; promote a vibrant economy by addressing over-concentrated uses and incentivizing targeted uses; preserve stable industrial districts; or improve the function and design residential, commercial and industrial areas because it would not establish the CPIO District that includes development standards that accomplish these objectives.
- Alternative 1 would not meet the Primary Objective to reduce residential-industrial land use conflicts as it would not address existing incompatible land use patterns in the CPA.

Alternative 2 - Targeted Corridors (Draft EIR pages 5-10)

Description of Alternative

The Targeted Corridors Alternative would involve less intense up-plans and upzones than the Recommended Plan and would generally concentrate development capacity along targeted corridors in the Southeast Los Angeles CPA that already have some capacity to accommodate new housing, population and jobs based on their existing land use designation. The Technical Corrections and Design and Use changes that would occur under the Recommended Plan would also occur under the Targeted Corridors Alternative, and the proposed Southeast Los Angeles CPIO District would similarly be established, but it would be applied to a smaller land area. Under Alternative 2, the Southeast Los Angeles CPA would meet SCAG's 2035 population and housing projections; however, its employment capacity would be slightly lower than the SCAG 2035 employment projection. Alternative 2 would concentrate growth along targeted corridors, including Broadway, Central Ave, Figueroa Street, Manchester Blvd, Main Street, San Pedro Street, Vernon Ave and 103rd Street. In order to minimize land use changes, Alternative 2 does not concentrate development near Metro's Green Line, Blue Line, and Expo Line transit nodes due to the current industrial or residential land use designations surrounding these transit stations, as this would necessitate a greater amount of up-plans and upzones. This is in contrast to the Proposed Plan and the Reduced TOD Alternative, which focus future development capacity primarily along major light rail transit corridors.

Impact Summary

This alternative meets the primary objectives of providing housing for all income levels, promoting green building practices, conserving the existing scale and character of residential neighborhoods, and identifying and protecting historic resources, while reducing the significant impacts that result from more concentrated development and density, including to aesthetics (shade/shadow), parks, and construction related noise and air quality impacts. This alternative would reduce the significant and unavoidable impacts of the Proposed Plan but not to a less than significant level. Although it lessens some impacts, it would increase others such as utilities (sewer capacity). Alternative 2 would have greater impacts related to consistency with land use plans and policies, GHG plans and policies, and public transit, bicycle or pedestrian facilities. A complete summary is provided in Table 5-7 in the Draft EIR at pages 5-32 to 5-34.

Finding

It is found pursuant to PRC Section 21081 (a)(3), that specific economic, legal, social and technological, or other considerations, make the Targeted Corridors Alternative (Alternative 2) infeasible. Therefore, the City finds that this alternative is infeasible and less desirable than the Recommended Plan and rejects this alternative for any and all of the following reasons:

- Alternative 2 would not meet the Primary Objective to locate growth in transit centers and corridors, encourage a jobs/housing balance near transit centers, and preserve existing residential neighborhoods because it would not accommodate growth at major transit areas and would not maximize the existing Metro facilities in the CPA.
- Alternative 2 would not meet the Primary Objective to adopt a plan that is consistent with policies and objectives of SB 375 and the policies of the Sustainable Communities Strategies because it would not focus growth at major transit areas and would not maximize the existing Metro facilities in the CPA.
- Alternative 2 would only partially meet several Primary Objectives (and not to the extent the Recommended Plan would) to reduce residential-industrial land use conflicts; promote a vibrant economy; and improve the function and design of residential, commercial and industrial areas because it limits the extent of upzones to targeted commercial corridors and would not include changes to the majority of the extensive corridors of the CPA.

Alternative 3 - Reduced TOD Alternative (Draft EIR pages 5-10)

Description of Alternative

The Reduced TOD Alternative for the Southeast Los Angeles CPA focuses development capacity at selected transit station areas of the CPA. Alternative 3 for the Southeast Los Angeles CPA evaluates a Reduced TOD Alternative with less capacity for population, housing, and employment concentrated around some Blue Line, Expo Line, and Green Line stations than the Proposed Plan. The proposed changes under the Reduced TOD Alternative are reflective of public input on the Proposed Plan that was received from various stakeholders including neighborhood councils, individual residents, community groups, and city council representatives, as well as the Southeast Los Angeles Community Plan Advisory Committee. In general, Alternative 3 consists of similarly-located but smaller upzone areas around transit as compared to the Proposed Plan.

Alternative 3 assumes that the reasonably expected development capacity of the CPA would be reduced compared to the Proposed Plan, but would still meet SCAG's 2035 population, housing

and employment projections for the CPA. This would be achieved by scaling back the amount and extent of proposed Active Changes in Height District 2D that would be implemented around the Metro Green Line Stations, certain Blue Line Stations and select nodes compared to the Proposed Plan. Active Change Areas in the TOD Subareas include an upzone from Height District 1 (including 1L, 1VL, and 1XL) to 2D allowing for increases in the maximum permitted floor area ratio (FAR). Alternative 3 would result in 7,116 fewer persons, 1,851 fewer housing units and 4,775 fewer jobs compared to the Proposed Plan.

Impact Summary

This alternative was included because it was expected to reduce some identified significant impacts in some parts of the Southeast Los Angeles CPA. In addition, this alternative was included to meet the request of community groups and in consideration of the existing low scale context surrounding certain TOD stations. Overall the impacts under Alternative 3 are similar and in some cases reduced compared to the Proposed Plan. It would reduce impacts related to aesthetics (shade/shadow), construction-related air quality and noise, and traffic. It has no significant impacts that are different or more severe than those identified for the Proposed Plan analyzed in the Draft EIR. A complete summary is provided in Table 5-7 in the Draft EIR at pages 5-32 to 5-34.

Finding

Based on comments made during the public comment period and based on the fact that Alternative 3 reduces significant impacts identified in the Draft EIR, although not to an insignificant level, the City determines that it is desirable to adopt Alternative 3 as the Recommended Plan for the Southeast Los Angeles Community Plan Update. Alternative 3 is feasible. Based on a review of the Draft EIR and Final EIR it is determined that the impacts of Alternative 3 were analyzed in the Draft EIR in sufficient detail to analyze the reasonably foreseeable impacts of Alternative 3, including on the basis that Alternative 3 is a reduced version of the Proposed Plan analyzed in the Draft EIR and Final EIR for the Southeast Los Angeles Community Plan Update. All mitigation measures in the MMP will be imposed on Alternative 3. Alternative 3 has no significant impacts that are different or more severe than those identified for the Proposed Plan analyzed in the Draft EIR. Additionally, Alternative 3 would meet the underlying purpose and all of the primary and secondary Project objectives.

ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Section 15126.6 of the State CEQA Guidelines requires that an "environmentally superior" alternative be selected among the alternatives that are evaluated in the EIR. In general, the environmentally superior alternative is the alternative that would be expected to generate the fewest adverse impacts. If the No Project Alternative is identified as environmentally superior, then another environmentally superior alternative shall be identified among the other alternatives.

SOUTH LOS ANGELES (Draft EIR pages 5-46)

Of the three alternatives, Alternative 2, Targeted Corridors would be considered the environmentally superior alternative for the South Los Angeles CPA. Alternative 2 would result in fewer impacts related to Air Quality, Greenhouse Gas Emissions, Noise, Population and Housing (inducing substantial growth), Public Services (parks), Transportation and Traffic, and Utilities and Service Systems (water supply and solid waste disposal). Based on the decrease in reasonably expected development under Alternative 2 compared to the Recommended Plan,

Alternative 2 would result in a decrease in VMT (1,201,746 vs. 1,205,169), and the V/C (.637) and the number of Links at LOS E or F (77) would be slightly less than under the Recommended Plan.

SOUTHEAST LOS ANGELES (Draft EIR pages 5-47)

Of the three alternatives, Alternative 3, Reduced TOD would be considered the environmentally superior alternative for the Southeast Los Angeles CPA. The reduced level of development under Alternative 3 would result in fewer impacts related to Aesthetics (Shade and Shadow), Air Quality, Noise, Public Services (parks), Transportation and Traffic, and Utilities and Service Systems. Alternative 3 would result in an increase in VMT compared to the Proposed Plan (1,370,771 vs. 1,362,226). However, based on the reasonably expected development near transit and land use patterns under Alternative 3, the V/C (0.666 vs. 0.667) and the number of links operating at LOS E or F (77 vs. 78) would be less than the Proposed Plan.

SECTION 6 – STATEMENT OF OVERRIDING CONSIDERATIONS

The California Environmental Quality Act (CEQA) requires the lead agency to balance, as applicable, the economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project against its unavoidable environmental risks in determining whether to approve a project. (PRC Section 21081 and CEQA Guidelines Section 15093(a).) CEQA also requires that when a public agency approves a project that will result in the occurrence of significant and unavoidable adverse impacts to the environment, the agency must state in writing the reasons to support its action based on the certified EIR and/or other information in the record. (PRC Section 21081 and CEQA Guidelines Section 15093(b).) The EIR for the South Los Angeles and Southeast Los Angeles Community Plans identifies significant impacts that would result from implementation of the Recommended Plans (project). These Statement of Overriding Considerations are based on substantial evidence in the record, including but not limited to the Draft EIR, the Final EIR, and documents, testimony, and all other materials that constitute the Record of Proceedings.

The EIR concluded that, despite the adoption of all feasible mitigation measures, the Recommended Plans would result in the following potential unavoidable significant adverse impacts that are not mitigated to a less-than-significant level:

- **Aesthetics (Shade and Shadow for Southeast Los Angeles)**. Shadows generated from future development could impact shadow-sensitive land uses located within and around Active Change Areas along Central Ave (south of 103rd Street), and other identified locations in Southeast Los Angeles. Thus, the Recommended Plan for Southeast Los Angeles would result in a significant and unavoidable impact related to shade and shadow.
- **Air Quality (Construction and Sensitive Receptors)**. During construction, regional and localized emissions resulting from future development within the CPAs could exceed the South Coast Air Quality Management District (SCAQMD) significance thresholds and could expose sensitive receptors to substantial pollutant concentrations. The Recommended Plans would also result in a significant and unavoidable cumulative impact related to construction-related regional and localized emissions, and TAC concentrations.
- **Cultural Resources (Historical Resources).** Although the Recommended Plans incorporate changes that will assist in further protecting designated or eligible historical resources, it is foreseeable that demolition and/or significant alteration to historic resources as defined in CEQA Guidelines Section 15064.5 could occur to at least one or more historical resources during the twenty year life of the project. Therefore, the Recommended Plans would result in a significant and unavoidable impact related to historical resources and would be cumulatively considerable.
- **Noise (Construction Noise and Vibration)**. In the absence of detailed noise and vibration analyses associated with specific development projects, it is anticipated that construction noise and vibration levels at various sensitive land uses could exceed the City's thresholds of significance. The Recommended Plans would also result in a significant and unavoidable cumulative impact related to construction noise and vibration.
- **Public Services (Existing Public Parks and Recreational Facilities)**. The increase in population and dwelling units in the CPAs would in turn increase the use of existing parks and recreational facilities. Due to the existing deficit in parks and open space and limited availability of land that could be used for parks within the CPAs, no feasible mitigation

measures were identified to reduce the significant impact related to the deterioration of existing public parks to less than significant. Therefore, impacts related to the substantial physical deterioration of existing parks and recreational facilities under the Recommended Plans would be significant and unavoidable and would be cumulatively considerable.

- **Transportation and Traffic (CMP for South Los Angeles)**. The CMP roadway segment of Manchester Avenue between Hoover Street and Figueroa Street and the freeway monitoring station at I-10 at Budlong Avenue located in the South Los Angeles CPA currently operate at LOS E and F under the Current Land Use Plan and worsen to LOS F and F under the Recommended Plan, and would cause an increase in V/C ratio of 0.02 or more, resulting in an impact on these CMP roadway and freeway segments. By its nature, the CMP is a cumulative scenario that considers the impact of single projects in the context of cumulative traffic demand on CMP roadways. Thus, the Recommended Plan for South Los Angeles would result in a significant and unavoidable cumulative impact.

South Los Angeles. For South Los Angeles, the EIR concludes that the project alternatives would not satisfy the project objectives as effectively as the Recommended Plan. Accordingly, the City Council adopts the following Statement of Overriding Considerations. The City recognizes that significant and unavoidable impacts would result from implementation of the Recommended Plan. Having (i) adopted all feasible mitigation measures, (ii) rejected alternatives to the Community Plan for the reasons discussed above, (iii) recognized all significant, unavoidable impacts, and (iv) balanced the benefits of the Community Plan, including region-wide or statewide environmental benefits, against the Community Plan's potential significant and unavoidable impacts, the City Council hereby finds that the benefits of the Recommended Plan for South Los Angeles outweigh and override the potential significant unavoidable impacts for the Reasons stated below.

Southeast Los Angeles. For Southeast Los Angeles, the EIR concludes that the project alternatives, with the exception of Alternative 3, would not satisfy the project objectives as effectively as the Proposed Plan. The City finds that the environmentally superior Alternative 3 is desirable as reflected in the Recommended Plan and accepts Alternative 3 as the Project. Accordingly, the City Council adopts the following Statement of Overriding Considerations. The City recognizes that significant and unavoidable impacts would result from implementation of the Recommended Plan. Having (i) adopted all feasible mitigation measures, (ii) rejected other alternatives to the Community Plan for the reasons discussed above, (iii) recognized all significant, unavoidable impacts, and (iv) balanced the benefits of the Community Plan, including region-wide or statewide environmental benefits, against the Community Plan's potential significant and unavoidable impacts, the City Council hereby finds that the benefits of the Recommended Plan for Southeast Los Angeles outweigh and override the potential significant unavoidable impacts for the Reasons stated below.

Reasons to Support Approval of Recommended Plans

After balancing the specific economic, legal, social, technological, and other benefits of the proposed project, the City of Los Angeles has determined that the unavoidable adverse environmental impacts identified above may be considered "acceptable" due to the following specific considerations, which outweigh the unavoidable adverse environmental impacts of the Project. The City Council finds that each one of the following overriding considerations independently, grouped by overarching theme, or taken collectively, is/are sufficient to outweigh the significant and unavoidable impacts of the Recommended Plans:

1. The Recommended Plans promote development in a manner that would accommodate anticipated population growth for the City, as projected by the Southern California Association of Governments (SCAG), the region's agency responsible for growth projections used by the City of Los Angeles and other cities and agencies in planning for growth and infrastructure. The Recommended Plans direct anticipated growth in close proximity to public transit and along major corridors, thereby guiding physical development towards a desired image that is consistent with the social, economic and aesthetic values of the community and the City as a whole.

2. The Recommended Plans support the policies and goals of the General Plan Framework Element - specifically the guiding policy to focus growth in higher-intensity commercial centers close to transportation and services by creating concentrated, mixed-use development in proximity to transportation corridors and transit stations. The Recommended Plans enhance mobility by focusing future growth in areas well-served by transit and by establishing pedestrian-oriented development standards for new development in order to encourage transit ridership, walking, and bicycling. The Recommended Plans would preserve the character of existing single-family and lower density neighborhoods by directing growth to transit centers and away from residential neighborhoods, and through the implementation of design regulations that would protect the scale and character of selected lower density and historic neighborhoods of the CPAs.

3. The Recommended Plans would protect the quality of life for existing and future residents and confer citywide benefits through goals and policies designed to incorporate smart growth principles. The Recommended Plans provide for concentrated, mixed-use development adjacent to transit corridors in order to conserve resources, protect existing residential neighborhoods, and improve air quality by reducing vehicle miles traveled. The Recommended Plans would foster thriving transit centers by focusing growth in major transit and commercial areas and by creating walkable, attractive and complete transit areas that provide a greater mix of jobs, goods and services, and housing for a range of income levels, especially affordable housing, thereby reducing new vehicle trip generation and emissions regionally, as well as vehicle miles traveled relating to new development, and promoting sustainable development in support of Assembly Bill 32 and Senate Bill 375. The overall reduction in regional vehicle miles traveled and trip generation would contribute to lowered greenhouse gas emissions in the region.

4. The Recommended Plans are consistent with Senate Bill (SB) 375. While potentially increasing vehicle miles traveled and greenhouse gases in the immediate area where new infill development will be focused, the Recommended Plans implement a condensed development pattern within close proximity to public transit and along major corridors, consistent with SB 375 and the Sustainable Communities Strategy, adopted by SCAG, and therefore would be expected to contribute to decreasing regional vehicle miles traveled and greenhouse gas emissions in the region.

5. The Recommended Plans are consistent with the Sustainable Communities Strategy, and contribute to increasing mobility and sustainability. The Recommended Plans would achieve a greater jobs-housing balance and reduce traffic and commute times by focusing capacity in close proximity to downtown Los Angeles and other employment destinations. The Recommended Plan for South Los Angeles in particular focuses additional capacity for both employees and students in close proximity to the University of Southern California, the largest private employer in Los Angeles, and thereby promotes mobility and sustainability.

6. The Recommended Plans support policies and goals of the General Plan Framework Element by allowing the City to grow strategically, and by allowing for the conservation of existing low-scale residential neighborhoods. The benefits conferred by orderly, well-designed development that is served by existing infrastructure and services, as well as connected by transit, bicycle and pedestrian networks, outweigh the impacts anticipated with development allowed by the Recommended Plans. These benefits are not only consistent with the long term vision of sustainable growth stipulated in the Framework, they help ensure the continued economic viability of the commercial and industrial districts of the CPAs.

7. The Recommended Plans would address incompatible land use patterns in the CPAs by minimizing industrial-residential conflicts and preserving stable industrial districts. The Recommended Plans establish compatibility standards for new development to provide better transitions and screening between industrial and residential uses and to prohibit new noxious uses in order to protect nearby residents. Industrially-zoned properties currently developed with commercial and residential uses would be re-designated to a zone more consistent with what's built, where appropriate. New regulations would also protect viable industrial districts from retail / residential encroachment to prevent land use conflicts and maintain a strong local employment base.

8. The Recommended Plans would ensure that where new growth is anticipated, project features are incorporated to help minimize the impacts of new development. Through implementation of the CPIO District subareas new infill development will be regulated through varying levels of design regulations, ranging from basic to more robust design standards. The proposed CPIOs will also regulate permitted uses to encourage a more diversified range of retail and neighborhood services while addressing the over-concentration of certain uses, such as liquor stores and auto-related uses.

9. The Recommended Plans would respond to the regional housing crisis, and the corresponding increasing cost of housing and increasing incidence of homelessness in the City of Los Angeles, by re-zoning targeted land along the corridors to allow for additional density, thereby increasing housing opportunities within the CPAs. In particular, the Recommended Plans attempt to address the housing crisis and existing overcrowded conditions in the CPAs by increasing opportunities for new affordable and mixed-income housing through incentives offered in the CPIO Districts' TOD subareas. The Recommended Plans would provide adequate capacity to allow an increase in the housing supply to address the housing shortage in the CPAs.

10. The Recommended Plans would preserve the character of existing single-family and lower-density neighborhoods by maintaining lower density land use designations, limiting the allowed residential density of some neighborhood commercial areas, and establishing design guidelines. New development capacity would be directed towards transit-oriented areas and commercial corridors, and away from existing residential neighborhoods. The commercial areas of the CPAs would support new development that accommodates a variety of uses and encourages pedestrian activity, creating focal points and activity centers for surrounding neighborhoods.

11. The Recommended Plans would seek to preserve both designated and eligible historic resources located in the proposed CPIO District Subareas. Implementation of the CPIO regulations would protect potential historic resources currently not afforded protections by

requiring special review of identified eligible historic properties and by preserving the historic character of certain residential neighborhoods.

12. The Recommended Plans would protect the quality of life for existing and future residents and confer citywide benefits through goals, policies and programs designed to facilitate smart growth principles, including promoting pedestrian-oriented commercial districts that encourage walkability and non-motorized transportation, thereby reducing new vehicle trip generation and emissions regionally, as well as vehicle miles traveled relating to new development, and promoting sustainable development in support of Assembly Bill 32 and Senate Bill 375.

13. The Recommended Plans are consistent with Sustainable City pLAn by accommodating growth while providing transportation options. The Recommended Plans would concentrate development around transit, allow for and encourage a wide mix of uses, and better accommodate pedestrians and bicyclists. This strategy would result in lower per capita emissions than would a less dense growth strategy, and would contribute to the City reaching the 2025 Sustainable City pLAn reduction target of 45 percent. Therefore, the Recommended Plans would be expected to contribute to decreasing regional vehicle miles traveled and greenhouse gas emissions in the region over time.

14. The Recommended Plans improve local mobility through the development of a balanced, multi-modal transportation network, focusing new development near existing services and infrastructure. They emphasize a multi-modal approach to mobility that recognizes the benefits (including health and traffic-alleviating benefits) of providing options that encourage walking, cycling, and transit use. These linkages will also enhance access to both passive and active open and green space amenities, thereby encouraging physical activity by all segments of the community, particularly youth and the elderly. All together these enhanced mobility options provide a better-connected, user-friendly network representing a more diverse, sustainable transportation network.













South Los Angeles

COMMUNITY PLAN

August 2017

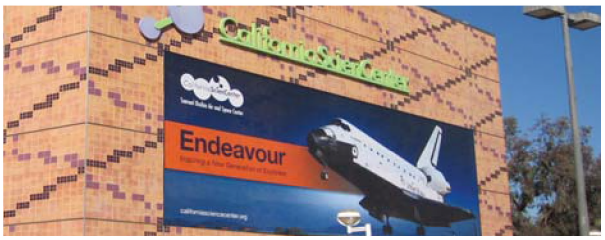
Los Angeles Department of City Planning













South Los Angeles

COMMUNITY PLAN

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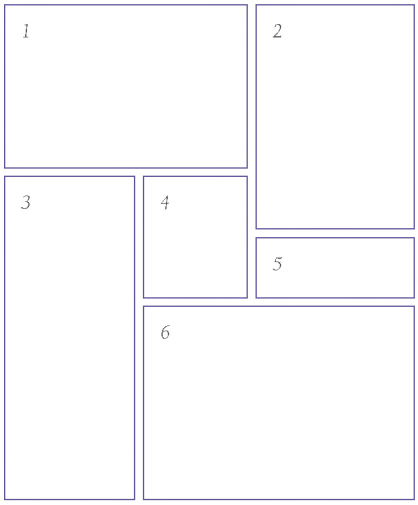


1. *Built in 1932, the Million Article Thompson sign on South Vermont Avenue was identified as an eligible historic resource by Survey L.A.*

2. *Saint Vincent de Paul Church, Figueroa Street and Adams Boulevard*

3. *The Metro Expo Line light rail*

4. *The Los Angeles Memorial Coliseum*

5. *The Space Shuttle Endeavour is housed at the California Science Center in Exposition Park*

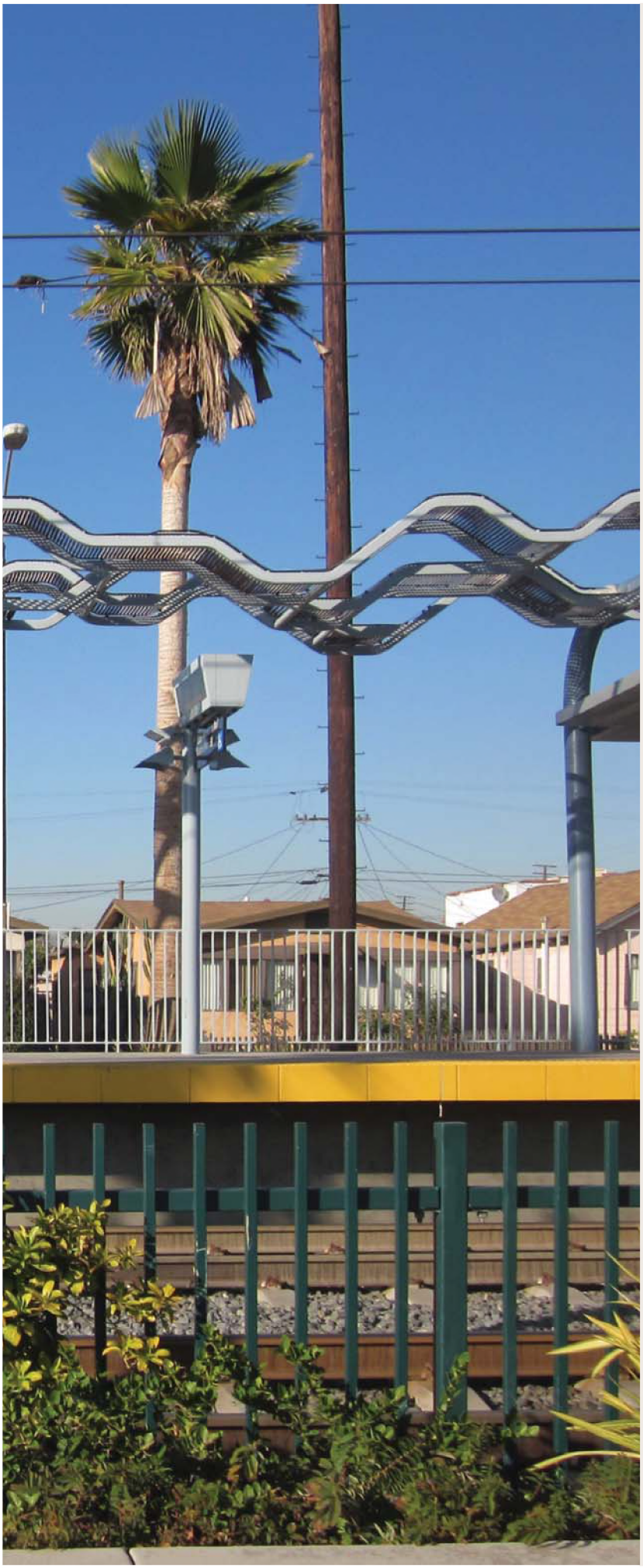
6. *Historic homes in the Western Heights HPOZ*

LOS ANGELES DEPARTMENT OF CITY PLANNING



south los angeles community plan


Expo/Western



ACKNOWLEDGEMENTS

Mayor

Eric Garcetti

City Council

Gilbert Cedillo	1st District
former Councilmember Ed P. Reyes	
Paul Krekorian	2nd District
Bob Blumenfield	3rd District
David Ryu	4th District
Paul Koretz	5th District
Nury Martinez	6th District
Monica Rodriguez	7th District
Marqueece Harris-Dawson	8th District
former Councilmember Bernard C. Parks	
Curren D. Price, Jr.	9th District
former Councilmember Jan Perry	
Herb J. Wesson, Jr.	10th District
Mike Bonin	11th District
Mitchell Englander	12th District
Mitch O'Farrell	13th District
Jose Huizar	14th District
Joe Buscaino	15th District
former Councilmember Janice Hahn	

City Controller

Ron Galperin

City Planning Commission

David H. J. Ambroz	President
Renee Dake Wilson	Vice President
Caroline Choe	
Richard Katz	
John W. Mack	
Samantha Millman	
Marc Mitchell	
Veronica Padilla-Campos	
Dana M. Perlman	

South Los Angeles Area Planning Commission

Eric D. Bates
Antoinette Anderson
Jaqueline Orozco
Stevie Stern
Gail A. Willis

Left: Metro Expo Station at Western Avenue and Exposition Boulevard

ACKNOWLEDGEMENTS (continued)

DEPARTMENT OF CITY PLANNING

Vincent P. Bertoni, AICP	Director
Kevin J. Keller, AICP	Executive Officer
Lisa M. Webber, AICP	Deputy Director
Jan Zatorski	Deputy Director

Policy Planning Division

Craig Weber, Principal City Planner
Conni Pallini-Tipton, AICP, Senior City Planner
Reuben Caldwell, AICP, City Planner
Melissa Alofaituli, South Los Angeles NCP Project Manager
Jessica Alvarado, Planning Assistant
Torika Jones, Student Professional Worker

Contributing City Planning Staff

Kenneth Bernstein, AICP, Principal City Planner
Faisal A. Roble, Senior City Planner
Arthi Varma, City Planner (former staff)
Marie Cobian, City Planner, Southeast Los Angeles NCP Project Manager
Griselda Gonzalez, City Planner, former South Los Angeles NCP Project Manager
Alex Campbell, Planning Assistant
Jason Chan, Planning Assistant
Cherry Yap, Clerk Typist

Interns

Jasneet Bains
Sandra Casas
Esther Amaya
Melody Wu
Esmeralda Garcia
Brock Hicks

Geographic Information Services Division

Betty Dong, Chief
John Butcher, Chief (former staff)
Louie Angeles, Supervisor I (former staff)
Charles Lee, Supervisor II
Cuong Fan, Supervisor I
Jesus Ramos, Supervisor I
Armando Alfaro, GIS Specialist
Art Espinoza, GIS Specialist (former staff)
Dan Garcia, GIS Specialist (former staff)

Graphic Services Section

Elvia Hernandez, Supervisor I
Elizabeth Gudino, Graphics Designer II
Louisa Ranick, Graphics Designer II
William Baughman, Consultant (former staff)
Susan Sullivan, Consultant (former staff)

Demographics Unit

Jack Y. Tsao, OSRA II

City Attorney

Mike Feuer, City Attorney
Kathryn C. Phelan, Deputy City Attorney
Parissh A. Knox, Deputy City Attorney
John W. Fox, Deputy City Attorney

LOS ANGELES DEPARTMENT OF TRANSPORTATION

Tomas Carranza, Principal Transportation Engineer
Christopher Hy, Transportation Engineer Associate III

CITY CONSULTANTS

Environmental Impact Report

Terry A. Hayes Associates Inc. (TAHA)
Terry A. Hayes, AICP, Principal
Kevin Ferrier, Senior Planner
Allyson Dong, Planner
Allison Studin, Planner (former staff member)
Veronica Holliday, Planner (former staff member)

Transportation Improvement and Mitigation Program

Iteris, Inc.
Gary Hamrick, Vice President, Transportation Systems
Chris Devlin, Senior Transportation Planner
Janet L. Harvey, Senior Transportation Engineer

Technical Support

RRM Design Group
Diane Bathgate, AICP, Principal Planner
Jami Williams, Manager of Planning

Urban Design Guidelines

Patricia Smith, ASLA, AICP
Lisa Padilla, AIA, Cityworks Design

SOUTH LOS ANGELES COMMUNITY PLAN
ADVISORY COMMITTEE (CPAC)

Stephanie Ardrey
Ines M. Broussard
Celia Castellanos
Rachel Capata, Vice Chair
David Galaviz
Wanda Garcia
Richard Parks
Robert Rubin, Chair
Monic Uriarte

Former CPAC Members

Sandra E. Cox
Maggi Fajnor (in memory of)
Lupe Gonzalez
Lizette Hernandez
Darryl Holter
Denise Hunter
Michael Stewart
Neelura Bell

Neighborhood Councils

Community and Neighbors for Ninth District Unity Neighborhood Council
Empowerment Congress Central Area Neighborhood Development Council
Empowerment Congress North Area Neighborhood Development Council
Empowerment Congress Southeast Area Neighborhood Development Council
Empowerment Congress Southwest Area Neighborhood Development Council
Harbor Gateway North Neighborhood Council
Pico Union Neighborhood Council
United Neighborhoods of the Historic Arlington Heights, West Adams, and Jefferson Park Communities Neighborhood Council
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Super LOTTO
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Tel. (213) 382-7817
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Appendix A: Public Outreach Process
Appendix B: South Los Angeles Design Guidelines

Left: Corner market at Pico Boulevard and Catalina Street



Introduction & Orientation

Vibrant and varied, the South Los Angeles Community Plan Area is located approximately three miles southwest of Downtown and covers over fifteen square miles of land area. The Plan Area is characterized by diverse neighborhoods rich in cultural and historic character. Generally bounded by Pico Boulevard to the north, Figueroa Street and Broadway to the east, Century Boulevard, 105th, 108th and 120th Streets to the south and Van Ness and Arlington Avenues to the west, this Community Plan Area is one of three located within the City's South Los Angeles Planning Region. With a 2010 Census population of 270,354, the Plan Area is larger in population than most cities in California - including Pasadena and Burbank combined. In fact, based on population, if South Los Angeles were its own city it would be the 14th largest city in the state, and the 3rd largest city in the County following the Cities of Los Angeles and Long Beach.

Geographically, South Los Angeles is in close proximity to regional centers such as Downtown Los Angeles and the Wilshire Corridor, and contains several regional attractions within its boundaries including the Shrine Auditorium and Exposition Park, which boasts the Los Angeles Memorial Coliseum, the Los Angeles Memorial Sports Arena, the California Science Center and the Natural History Museum. South Los Angeles also contains the largest private employer in Los Angeles, the University of Southern California.

The South Los Angeles Community Plan Area is rich in history and replete with numerous regional attractions. Residential neighborhoods throughout the Plan Area are generally stable and intact, and many stand as living and beautiful examples of the city's proud architectural past. Despite the area's assets, however, commercial corridors in South Los Angeles are generally underutilized and lack services that the community desperately needs. There is great potential for revitalization along the corridors, and a real opportunity to introduce viable uses that would better serve the neighborhoods of South Los Angeles. The Community Plan Area contains 19 major commercial corridors covering over 6,700 parcels, including six north-south corridors (Western Avenue, Normandie Avenue, Vermont Avenue, Hoover Street, Figueroa Street, and Broadway) and 13 major east-west corridors (Pico Boulevard, Venice Boulevard, Washington Boulevard, Adams Boulevard, Jefferson Boulevard, Exposition Boulevard, Martin Luther King Jr. Boulevard, Vernon Avenue, Slauson Avenue, Florence Avenue, Manchester Avenue, Century Boulevard and Imperial Highway). The area's traditional commercial corridors have undergone transition in recent decades due to factors such as poor economic conditions and civil unrest, and as a result many businesses have moved out of the area. In their wake they have left behind a proliferation of mini-shopping malls and an overconcentration of certain uses, including liquor stores, check cashing facilities, recycling centers, and drive-thru fast food establishments. This current commercial development pattern leaves a void of neighborhood serving uses, but presents great opportunities for the introduction of new uses and new development.

While the commercial corridors are generally lacking, many of the residential neighborhoods in South Los Angeles are thriving, stable and well-preserved. Many are historic in character, featuring a wide variety of architectural styles ranging from the City's early

Community Plan

The South Los Angeles Community Plan is a component of the City's General Plan Land Use Element. It outlines a vision for the long-term physical development, economic revitalization, and community enhancement of South Los Angeles, and sets forth actions to achieve the community's vision.

The Community Plan for South Los Angeles consists of two elements: this policy document and an updated land use map. The Community Plan Implementation Overlay, or CPIO, serves to implement many of the policies described in this document.

Land Use

Land Use designates the general location and intensity of the different uses of land, such as residential, industrial, commercial and open space. Each land use designation has a list of corresponding zones.

Zoning

Zoning determines the uses permitted on a parcel and provides regulations for development including height, bulk and setbacks.

Left: Mexican Palms line a residential street, 24th Street and Gramercy Place

Victorian years, through the turn-of-the-century Arts and Crafts period, and into more recent Period Revival and Early Modern periods. An indication of the community's diligence in preserving its noteworthy architectural and cultural history, South Los Angeles contains more Historic Preservation Overlay Zones (HPOZs) than any other Community Plan in the City, including within its boundaries the Adams-Normandie, Harvard Heights, Jefferson Park, University Park, West Adams Terrace, and Western Heights HPOZs, as well as the North University Park Specific Plan, which is implemented with great similarity to an HPOZ (see Figure 3-7, Special Districts). The Plan Area also boasts over 100 locally designated Historic-Cultural Monuments. In addition, there are nine National Register Historic Districts within South Los Angeles: 20th Street, Arlington Avenue, Chester Place, Exposition Park, Menlo Avenue, North University Park, the University of Southern California campus, Van Buren Place, and West Adams Heights/Sugar Hill. In addition to this wealth of designated historic resources, Survey LA, the City's multi-year citywide historic resource survey, has identified a number of historic districts, planning districts, and individual resources that may be eligible for future designation.

With the recent completion of the Exposition Metro light rail line, which has three station stops in the South Los Angeles Community Plan Area and three more immediately adjacent, there is tremendous potential to create opportunities to focus development next to and within close proximity of the stations – a practice commonly referred to as Transit Oriented Development. With the appropriate development guidelines, the City can encourage well-designed mixed-use developments, thereby reducing vehicle trips, bringing much needed retail uses and services to the area, and improving the overall health and welfare of the South Los Angeles community.

The South Los Angeles Community Plan sets a new direction for the future of South Los Angeles. A collaborative effort between City staff and residents, businesses, developers, design professionals, and property owners, the Community Plan sets forth actions to achieve the community's vision. A wide range of planning topics—including land use, housing, parks, open space, urban design, mobility, and arts and culture—are addressed in the Community Plan, encompassing the full spectrum of issues related to South Los Angeles' physical development. The South Los Angeles Community Plan serves several important purposes:

- To outline a vision for the long-term physical and economic development and community enhancement of South Los Angeles;
- To provide strategies and specific implementing actions that will allow this vision to be accomplished;
- To establish a basis for judging whether specific development proposals and public projects are in harmony with Plan policies and standards;
- To direct City departments, other public agencies, and private developers to design projects that enhance the character of the community, taking advantage of its setting and amenities; and
- To provide the basis for establishing and setting priorities for detailed plans and implementing programs, such as the Zoning Ordinance, design overlays, development standards, the Capital Improvements Program, facilities plans, and redevelopment and area plans.



Historic Arts and Crafts home in the Western Heights HPOZ



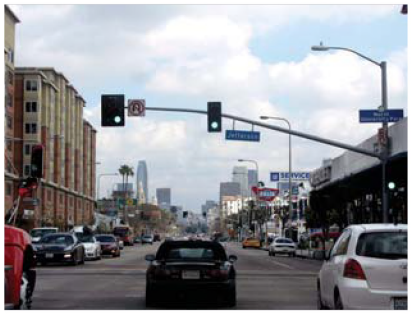
The Metro Expo Line light rail traverses the Plan Area along Exposition Boulevard



Dae Han Mortuary, Rosedale Cemetery



Community members review preliminary recommendations at a NCP workshop



Figueroa Boulevard at Jefferson Boulevard, looking north

The Community Plan's importance lies in its ability to shape positive community change and foster sustainable land use patterns that are in harmony with the unique character and needs of the community, while integrating citywide policies and regional initiatives. The process of developing the South Los Angeles Community Plan was a multi-year collaborative effort in which broad public input was obtained through an extensive series of meetings and workshops where stakeholders provided input and recommendations that were integrated into the new Community Plan. (See Appendix A for a detailed description of the outreach process.)

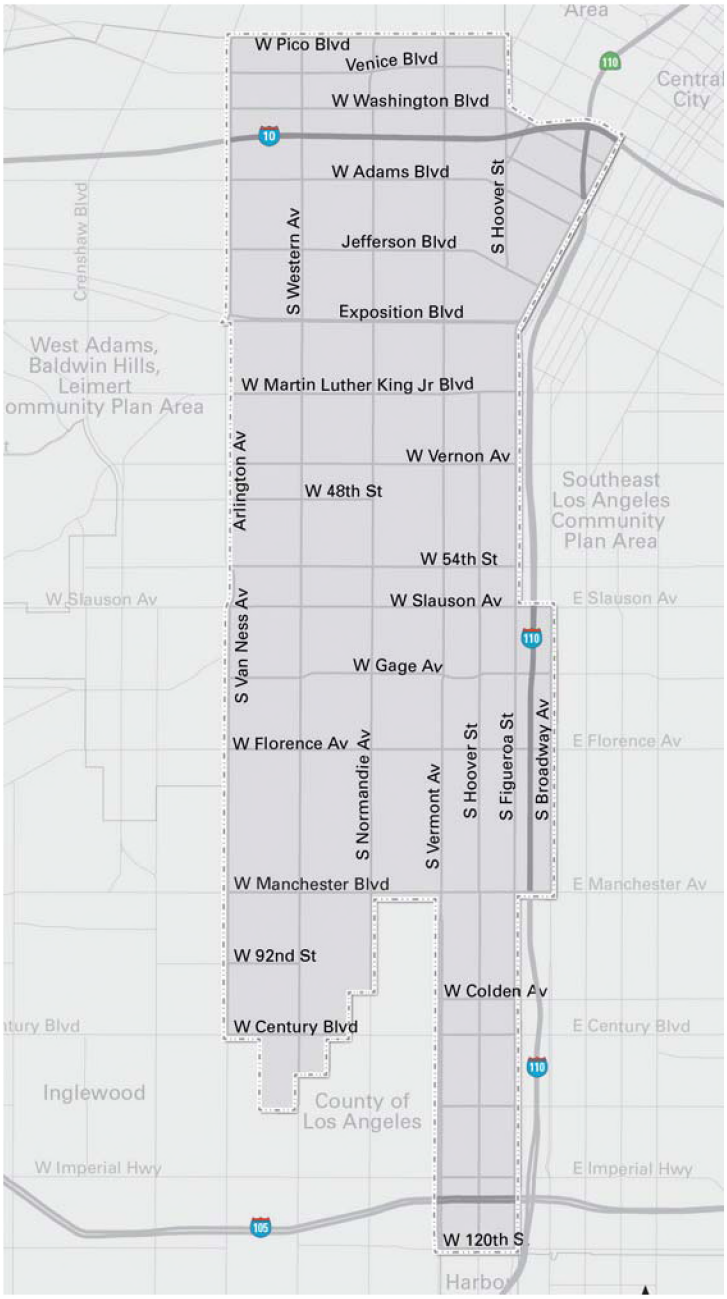


Figure 1-1
South Los Angeles
Community Plan Area

Plan Organization

The South Los Angeles Community Plan is organized into six chapters. Each chapter is further organized into sections that deal with specific topics, described below.

Chapter 1 Introduction and Orientation. Chapter 1 describes how to use the Community Plan, provides a reader's guide for understanding the Plan, and explains the relationship of the Community Plan to the City's General Plan and other City agencies.

Chapter 2 Community Background. Chapter 2 provides a detailed description of the historical development of the community; describes its relationship to adjoining communities, its environmental setting, and its existing land uses; and identifies population, employment, and housing trends and projections.

Chapter 3 Land Use and Urban Design. Chapter 3 expresses the community's vision for the future, describes the community's land uses, and specifies goals and policies that address the following: residential, commercial, and industrial development; urban design improvements; economic development; jobs/housing balance; historic preservation; diversity of housing choices; and environmental justice.

Chapter 4 Mobility. Chapter 4 defines goals and policies for the community's circulation system, focusing on enhancing mobility and access to all system users. Each mode of transportation is discussed, including walking, bicycling, public transit and driving.

Chapter 5 Community Facilities and Infrastructure. Chapter 5 describes key public services and infrastructure, including: police, fire and emergency services; libraries; parks, open space, and the urban forest; schools; water, wastewater and solid waste; and power and street lighting. The service provider, existing facilities and service levels, future needs, and issues are identified for each of these facilities or services.

Chapter 6 Implementation. Chapter 6 describes how the Community Plan will be implemented. Each policy in Chapters 3, 4, and 5 is implemented by one or more programs. This chapter describes these implementation programs and identifies the responsible City department or agency.



Neighborhood-serving retail along Pico Boulevard



Martin Luther King, Jr. Elementary

How to Use the Plan

The South Los Angeles Community Plan is intended for use by all members of the community, including residents, Neighborhood Councils, business owners, developers, and public officials. The Plan is organized to allow the end user to easily find the information that is most relevant to their interest without perusing the entire document. However, it is important to note that the Plan's policies, guidelines, and implementation programs were not created in isolation, but rather developed collectively to address community issues in a comprehensive manner.



Tree-lined residential street

For residents and Neighborhood Councils, the Community Plan identifies the type and scale of land uses permitted, describes changes that may affect neighborhoods, and explains the goals, policies, design guidelines, and implementation programs that guide decisions about future development.

For businesses, the Community Plan identifies land use measures that support businesses and encourage future success. The Plan includes policies to support and enhance commercial and industrial development, and also discusses land use strategies to attract new investment in commercial centers and corridors.

For developers, the Community Plan introduces the community, provides background information, and establishes development regulations. Developers should review all maps, policies, design guidelines, and implementation programs throughout this document to better understand what type of development may occur in each part of the community.

For public officials, the Community Plan is a part of the General Plan, which is the basis for land use decisions by the City Planning and Area Planning Commissions, other boards and commissions, the City Council, and the Mayor.

For public agencies, the Community Plan is the basis for planning and developing future investments in the City, such as transportation infrastructure improvements, parks, and schools. The goals, policies, and guidelines located throughout the Plan are interrelated and should be examined comprehensively when making planning decisions.

Relationship to the General Plan

California state law requires that cities prepare and adopt a comprehensive, integrated, long-term General Plan to direct future growth and development. The General Plan is the fundamental policy document of a city. It defines how a city's physical and economic resources are to be managed and utilized over time. Decisions by a city with regard to the use of its land, the design and character of buildings and open spaces, the conservation of existing and provision of new housing, the provision of supporting infrastructure and public and human services, and the protection of residents from natural and man-caused hazards, are guided by and must be consistent with the General Plan.

State law requires that the General Plan contain seven mandatory elements: land use, transportation, housing, conservation, open space, noise, and safety. In Los Angeles, the thirty-five Community Plans, including the South Los Angeles Community Plan, comprise the City's land use element. In addition, the City has adopted an overarching "Framework Element" discussed on the following pages. There must be internal consistency among the elements.

Readers' Guide

The Community Plan is a document that represents the land use vision and values for a distinct geography. A main function of the Community Plan is to guide decision-making with respect to land uses. This includes guidance for legislative decisions, such as adoption of overlay zones or supplemental development regulations, as well as amendments to the land use or zoning maps. The goals and policies, together with the General Plan Land Use Map are intended to guide decision-making.

Community Plan goals and policies are intended to be supportive of one another. However, it is important to recognize that goals and policies are sometimes in competition and may entail trade-offs. The singular pursuit of one goal or policy may, in some cases, inhibit the achievement of other goals or policies. For example, the Community Plan includes policies that recognize the need to minimize water consumption in light of limited water resources. However, to eliminate the watering of sites being graded for permitted development or to eliminate landscape irrigation may conflict with objectives relating to maintenance of air quality or community design and beautification. Thus, when implementing the Community Plan, decision-makers must strike a balance between competing goals and policies, recognizing that all objectives cannot be fully implemented all the time. In relation to any decision, some goals and policies may be more compelling than others. It is up to the decision-makers to balance and weigh the applicability and merits of the goals and policies on any given project, program, or action.

Ultimately, the Community Plan's goals, policies, programs, and guidelines are intended to provide guidance, and shall be interpreted as directory. Compliance with the General Plan Land Use Map and corresponding zones (Table 3-1) is mandatory.

Format of the Community Plan

Goals

A goal is a statement that describes a desired future condition or "end" state. Goals are change and outcome oriented, achievable over time, though not driven by funding. Each goal in the Community Plan begins with an abbreviated chapter title followed by the number of the goal (e.g., LU1).

Policies

A policy is a clear statement that guides a specific course of action for decision-makers to achieve a desired goal. Policies may refer to existing programs or call for the establishment of new ones. Each policy in the Community Plan is labeled with the abbreviated chapter title, the goal they refer to, and a unique number (e.g., LU1.1).

Implementation Programs

An implementation program is an action, procedure, program or technique that carries out goals and policies. Implementation programs are comprehensive in nature, encompassing amendments of existing and preparation of new plans, ordinances, and development and design standards; modification of City procedures and development review and approval processes; and interagency coordination. Completion of a recommended implementation program will depend on a number of factors such as citizen priorities, finances, and staff availability. These recommendations are suggestions to future City decision-makers as ways to implement the goals and policies contained in this Community Plan. The listing of recommended implementation programs in the Community Plan does not obligate the City to accomplish them. Chapter 6 contains a list of all the Community Plan's implementation programs. They are grouped by general topic and individually numbered (e.g., P1).

Design Guidelines

Design Guidelines are adopted as part of the Community Plan. These design guidelines are included in text boxes in the Community Plan and in Appendix B to the Community Plan. The Design Guidelines provide site planning, architectural, and landscape architectural criteria which pertain to different forms of development. The Design Guidelines are intended to encourage well-designed development and quality architecture that enhances existing neighborhoods, creates identity, and promotes a positive physical image. The Design Guidelines are intended to provide further detail as to the desired features of buildings and structures, additions to existing structures, and new construction, consistent with Community Plan policies. The Design Guidelines are not compulsory but rather are intended to be useful in determining General Plan compliance. The Design Guidelines remain in effect unless and until the City Planning Commission (CPC) approves design guidelines for the Community Plan Area, provided that they are consistent with the goals and policies of the Community Plan.

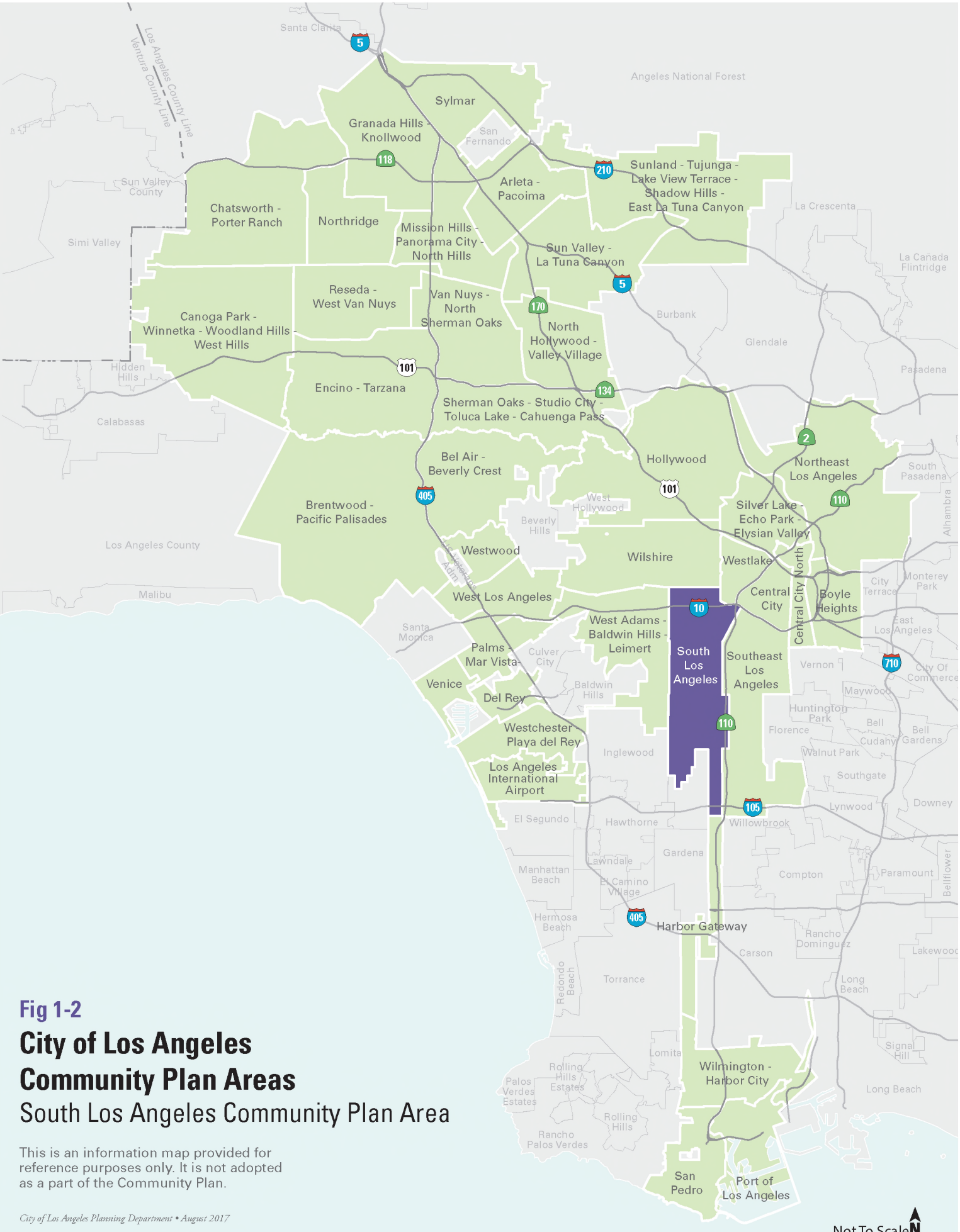


Fig 1-2

City of Los Angeles Community Plan Areas

South Los Angeles Community Plan Area

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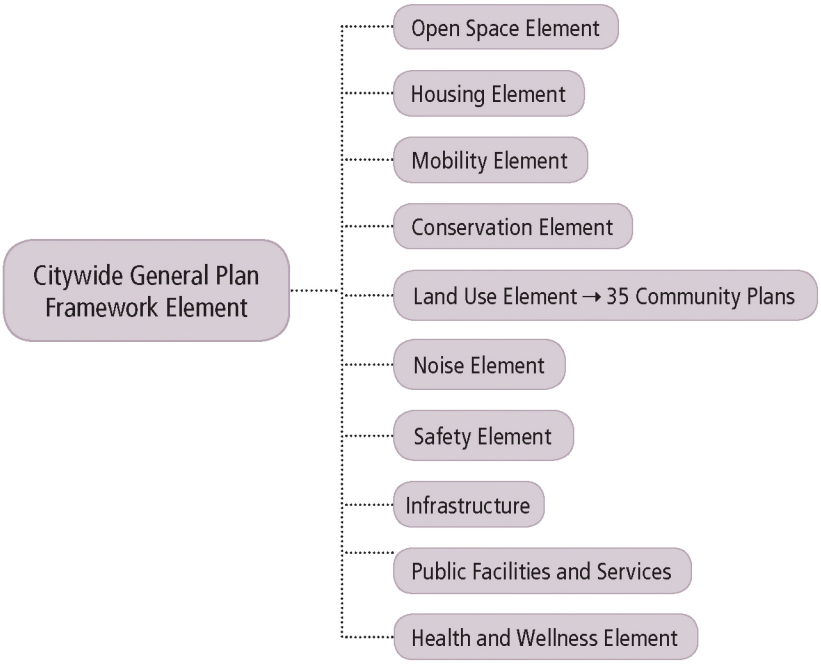
City of Los Angeles Planning Department • August 2017

Citywide General Plan Framework Element

The City's General Plan Framework Element influences the other General Plan elements and establishes how Los Angeles will grow in the future. Adopted in 1996, the Framework Element is a strategy for long-range growth and development, setting a citywide context for the update of Community Plans and citywide elements. The Framework Element responds to state and federal mandates to plan for the future by providing goals, policies, and objectives on a variety of topics, such as land use, housing, urban form, open space, transportation, infrastructure, and public services. The Framework Element's key guiding principles, summarized after the diagram, are advanced at the community level via Community Plans.



Framework Element Guiding Principles

Grow strategically. Should the City's population continue to grow, as is forecasted by the Southern California Association of Governments (SCAG), growth should be focused in a number of higher-intensity commercial and mixed-use districts, centers, and boulevards, particularly in proximity to transportation corridors and transit stations. This type of smart, focused growth links development with available infrastructure and encourages more walkable, transit-friendly neighborhoods, helping to ease our reliance on the automobile and minimize the need for new, costly infrastructure.

Conserve existing residential neighborhoods. By focusing much of the City's growth in centers and along commercial corridors, the City can better protect the existing scale and character of nearby single- and multi-family neighborhoods. The elements that contribute to the unique character of different residential neighborhoods should be identified and preserved whenever possible.

Balance the distribution of land uses. Maintaining a variety of land uses is crucial to the long-term sustainability of the City. Commercial and industrial uses contribute to a diverse local economy, while residential uses provide necessary housing for the community. Integrating these uses within smaller geographical areas can better allow for a diversity of housing types, jobs, services, and amenities.

Enhance neighborhood character through better development standards. Better development standards are needed to both improve and enhance existing neighborhood character and ensure high design quality in new development. These standards are needed for all types of development, including residential, commercial, and industrial uses.

Improve the connection of public and private spaces through good urban design. The relationship between private development and the public realm should be improved through the establishment of good urban design policies and guidelines. The placement of architectural features, windows, entrances, walkways, street trees, landscaping, and lighting all help to establish either a positive or negative interaction between a building and its surroundings. Good urban design practices help to create successful public and private spaces where people feel comfortable and which foster a sense of community.

Create more small parks, pedestrian districts, and public open space. While regional parks and green networks are an important component of the City's open space strategy, more small-scale, urban open spaces must be developed as well, as they are crucial to the quality of life of the City's residents. There are many opportunities at the community level to create public "pocket" parks or community gardens as part of new developments, to enhance pedestrian orientation in key commercial and residential areas, and to build well-designed public plazas.



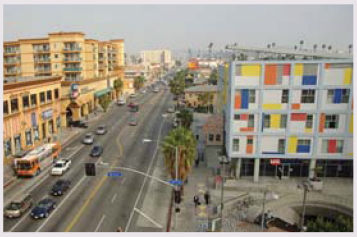
Photo, left: Western Avenue retail storefronts near Leighton Avenue

Framework Element Hierarchy

The City's commercial areas are grouped into four general categories: Neighborhood Districts, Community Centers, Regional Centers, and Mixed-Use Boulevards. Some community plan areas do not contain all four types of districts or centers.



Neighborhood District. A Neighborhood District is a focal point for surrounding residential neighborhoods and contains a diversity of land uses that serve the daily needs of these residents and employees. Local businesses and services often include restaurants, retail outlets, grocery stores, child care facilities, small professional offices, community meeting rooms, pharmacies, religious facilities and other similar services. The clustering of these types of uses and the frequency of their location near residential neighborhoods encourages walking and bicycling to and from adjacent neighborhoods, minimizing the need for automobile trip-making. Neighborhood Districts are often characterized by smaller-scaled development and a pedestrian-oriented character.



Community Center. Community Centers differ from Neighborhood Districts in their size and the intensity of business and social activity. While they typically include the types of businesses and services found in Neighborhood Districts, they also contain uses that serve the larger community, such as hotels or motels, small offices, cultural and entertainment facilities, and schools and libraries. Generally, Community Centers are medium-scaled, although this varies depending on the character of the surrounding area. Community Centers are often served by local and rapid buses or rail.



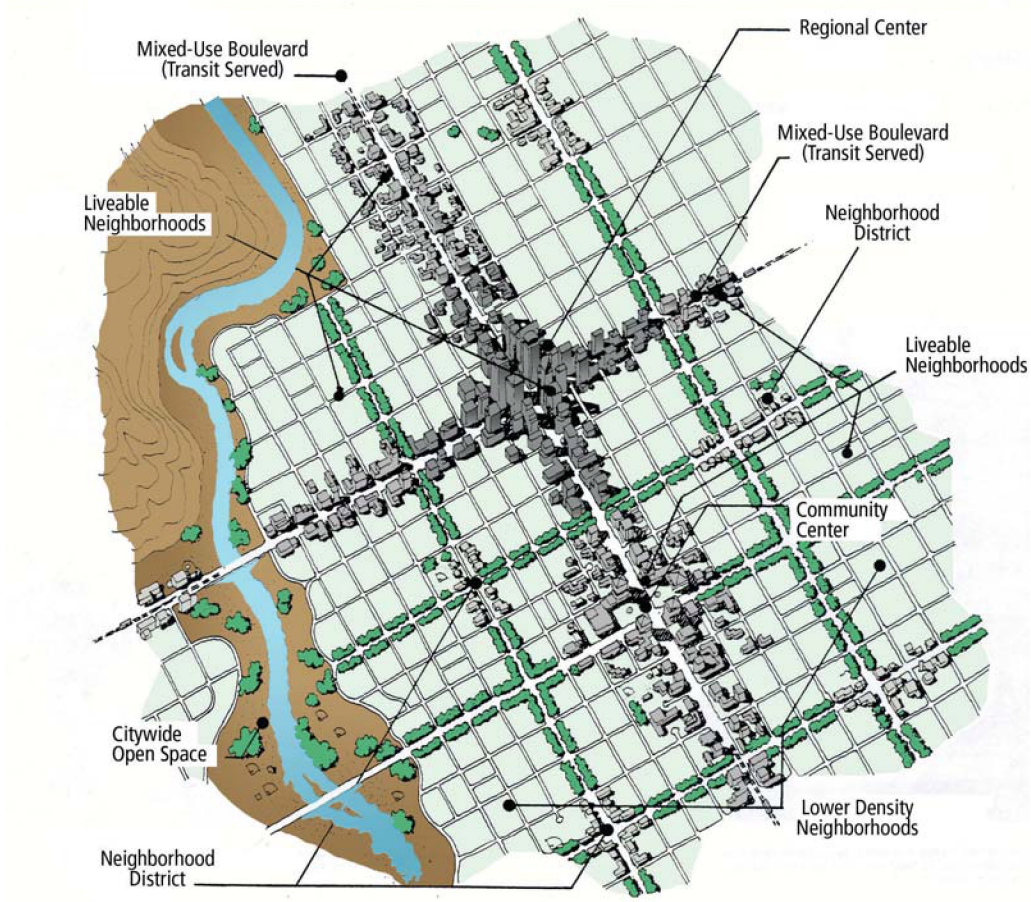
Regional Center. A Regional Center is a hub of regional commerce and activity, and contains a diversity of uses such as corporate and professional offices, residential buildings, retail commercial malls, government buildings, major health facilities, major entertainment and cultural facilities, and supporting services. Regional Centers cater to many neighborhoods and communities and serve a much larger population than either Community Centers or Neighborhood Districts. They are generally high-density places whose physical form is substantially differentiated from the lower-density neighborhoods of the City. They typically provide a significant number of jobs, but are also non-work destinations as well. As a result of their densities and functions, Regional Centers are usually located near major transportation hubs or along major transportation corridors.



Mixed-Use Boulevard. Mixed-Use Boulevards serve as "connecting spaces," linking Neighborhood Districts, Community Centers, and Regional Centers with one another. The scale, density, and height of development along designated Mixed-Use Boulevards vary throughout the City, but are intended to be compatible with adjacent residential neighborhoods. The term "mixed-use" signifies a variety of uses occurring within the boulevard, but also the potential for mixing uses within individual structures, such as commercial on the ground floor and residential above. Mixed-Use Boulevards should provide community and neighborhood commercial uses, public services, cultural facilities, school classrooms, and other similar facilities to residents and employees within walking distance of surrounding residential neighborhoods and accessible from the boulevard's public transit.

Improve mobility and access. The City's transportation network should provide adequate accessibility to jobs, services, amenities, open space and entertainment, and maintain acceptable levels of mobility for all those who live, work, travel, or move goods in Los Angeles. Attainment of this goal necessitates a comprehensive program of physical infrastructure improvements, traffic systems management techniques, and land use and behavioral changes that reduce vehicle trips. An emphasis should be placed on providing for and supporting a variety of travel modes, including walking, bicycling, public transit, and driving.

Identify a hierarchy of commercial districts and centers.
The Framework Element provides an overall structure and hierarchy for the City's commercial areas. This hierarchy, illustrated below and described in more detail on the following page, helps us understand the roles that different types of commercial areas play within our communities so that we can better foster their unique characteristics. Our City's commercial areas serve a variety of roles and functions, from small neighborhood gathering places with local cafes and shops to major job centers and entertainment hubs. Although these areas are typically designated for commercial use, they may contain residential and mixed-use buildings as well.



Redevelopment Project Areas

The South Los Angeles Community Plan Area includes seven Redevelopment Project Areas:

- Exposition/University Park
- Council District 9 Corridors
- Western/Slauson
- Vermont/Manchester
- Mid-City Corridors (portions)
- Broadway/Manchester (portions)
- Pico Union 2 (portions)



Metro-owned Expo light rail tracks



Vermont's tree-lined median, under County ownership, separates the Plan Area from Los Angeles County

Relationship to Other Agency Plans

Various agencies and organizations influence development and land use decision-making in the Community Plan Area. In each case, the plans and use of property by other agencies must be consistent with the Community Plan. This required consistency holds true for redevelopment and capital improvement programs and projects, development entitlements, and other actions pertaining to the City's physical development. The following are among the significant agencies and organizations in South Los Angeles:

CRA/LA, A Designated Local Authority (DLA). The Designated Local Authority is the successor to the former Los Angeles Community Redevelopment Agency, the public agency that was established in 1948 pursuant to California State Law (Code Section 33000) to attract private investment into economically depressed communities. Although Assembly Bill ABx1-26 dissolved the Agency in 2012, the land use authorities granted in the Redevelopment Project Area Plans remain effective and will continue to be administered by the Department of City Planning (See "Redevelopment In South Los Angeles," page 3-29).

The Los Angeles County Metropolitan Transportation Authority (also known as Metro, MTA, or LACMTA) is the state-chartered regional transportation planning and public transportation operating agency for the County of Los Angeles, and is the successor agency to the former Southern California Rapid Transit District. The agency develops and oversees transportation plans, policies, funding programs, and both short-term and long-range solutions that address the County's increasing mobility, accessibility and environmental needs. The South Los Angeles Community Plan Area is home to the Exposition Line (Expo Line) light rail transit line. The Expo Line currently links Downtown Los Angeles to the City of Santa Monica.

Enterprise Zone/Employment and Economic Incentive Program Area. The Enterprise Zone/Employment and Economic Incentive Program Area (EZ) is designated by City Council resolution to receive various economic incentives for the purpose of stimulating local investment and employment, in addition to other state level incentives. Projects located within enterprise zones may use a lower parking ratio for commercial office, retail and other uses, thus increasing the buildable area of small parcels.

County of Los Angeles. The South Los Angeles Plan abuts portions of the County of Los Angeles along Vermont Avenue from Manchester Avenue to 120th Street. The east side of the street, including the median along Vermont Avenue, is under County ownership. Therefore, coordination is needed to ensure development is relatively consistent. The County has also developed a bicycle plan which should closely coordinate with the City of Los Angeles Mobility Plan 2035.

The South Los Angeles Transit Empowerment Zone (Slate Z). was awarded a federal promise zone designation in June 2016. SLATE-Z covers a large portion of the South Los Angeles Community Plan Area as shown in Figure 1-3. The goal of the promise zone is to work with local leaders to address challenges in high poverty areas through initiatives such as boosting economic activity and job growth, and improving educational opportunities. Promise zones receive special opportunities for federal funding to accomplish their goals. The promise zone has a ten-year lifespan.

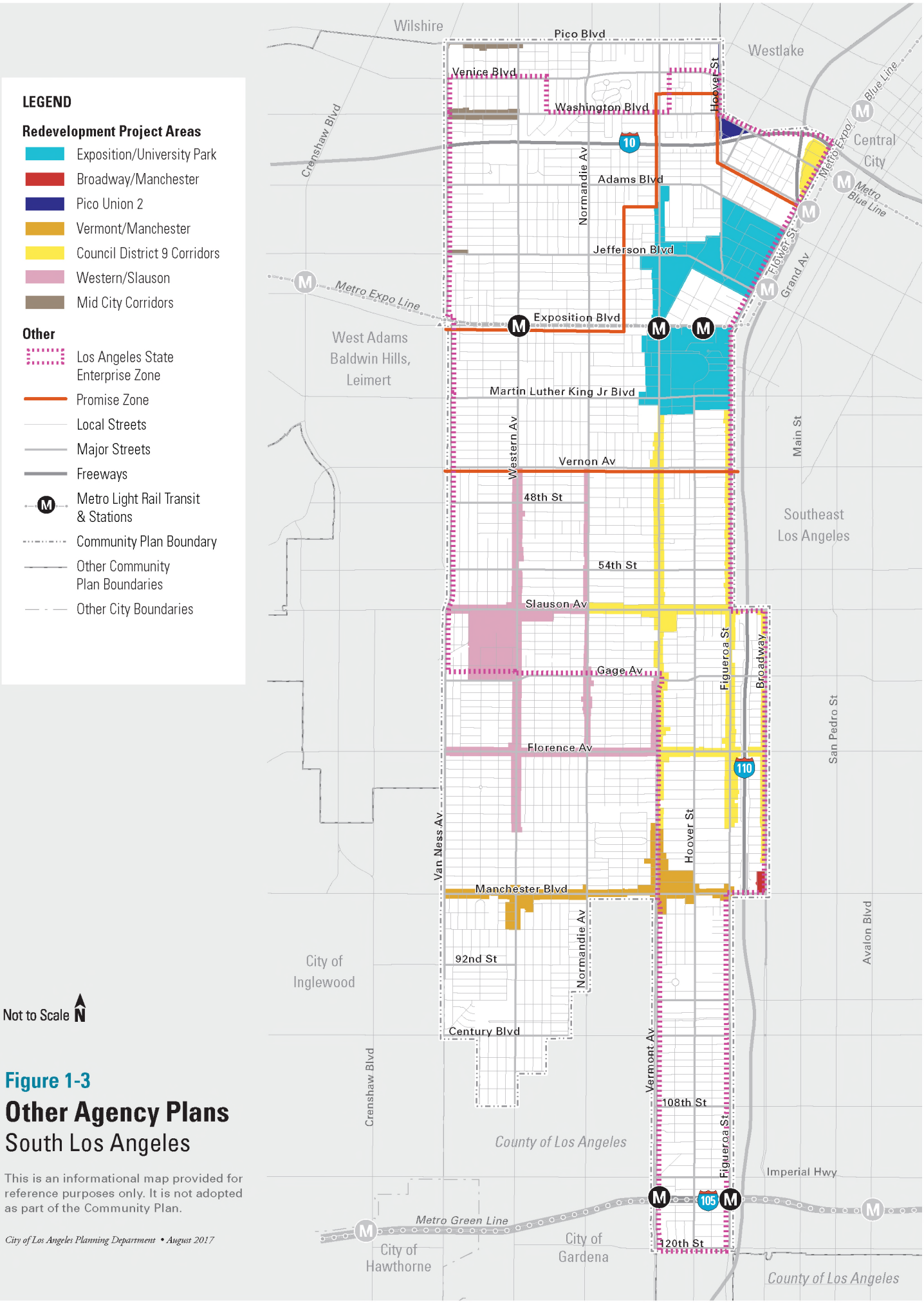


Figure 1-3

Other Agency Plans

South Los Angeles

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LUNCH
SODA

Community Background

Historic Overview and Historic Development Patterns

The South Los Angeles Community Plan Area has a diverse historical and cultural background dating back to its first inhabitants, the Tongva Tribe, indigenous people who for thousands of years roamed much of what is today the Los Angeles area. The Spanish made their first appearance in the area with the arrival of Juan Cabrillo in 1542, yet it was not until 1769, when the Spanish returned on an expedition across Southern California, that they came to settle for good. This expedition was led by Gaspar de Portola with Catholic monks Junipero Serra and Juan Crespi. The goal of the expedition was to exert Spanish Empire control over the land, establish missions and convert the indigenous people to Christianity.

Upon their arrival, the Spanish issued land grants throughout the region and established ranchos and pueblos throughout the whole of California. In 1781, settlers of the San Gabriel Mission set out to establish a pueblo near the site of the newly discovered "El Rio de Nuestra Señora la Reina de los Ángeles de Porciúncula" (*The River of Our Lady Queen of the Angels of Porciuncula*). On September 4, 1781, the settlers established the "El Pueblo de Nuestra Señora la Reina de los Ángeles" (*the Town of Our Queen of the Angels*), which eventually became the City of Los Angeles. This pueblo contained the northern portions of the current South Los Angeles Community Plan Area.

Spanish dominion of the land ended in 1821 with Mexico's independence from Spain, and under Mexican rule, many more ranchos were established throughout the present-day Los Angeles region. However, Mexican control of the land was short-lived. The Mexican-American War began in 1846 and ended with the signing of the Treaty of Guadalupe Hidalgo in 1848, in which Mexico ceded over 500,000 square miles of Alta California territory to the United States, including present-day Los Angeles. In 1850, California became the 31st state and the City of Los Angeles was incorporated.

In the 1850s, the U.S. established the U.S. Land Commission in order to validate Mexican land titles. Under the U.S. Land Commission, land not legally recognized by the Commission as private land was designated public. The area currently designated as South Los Angeles includes land deemed public by that Commission, including portions of present-day Exposition Park. During this time, while the Downtown Los Angeles area grew into a modest but bustling city, the northern portions of South Los Angeles experienced a gradual shift from rural pasture land to agricultural land that supported the City. The Starr Dairy Farmhouse, which still stands near Arlington Avenue and Adams Boulevard, is a reminder of this period.

Left: Intersection at Washington Boulevard, west from Western Avenue, 1926. Source: Los Angeles Public Library Photo Collection

The introduction of the rail system in the 1880s spurred development throughout the South Los Angeles region and, thanks to its close proximity to Downtown Los Angeles, the area thrived. During this time, many of the old ranchos were subdivided and land along the rail lines was developed. In 1887, the first electric trolley in Los Angeles ran along Pico Boulevard (the northern boundary of the South Los Angeles Plan Area) toward Vermont Avenue. In 1894, the Los Angeles Consolidated Electric Railway developed one of its first lines, the "University Line," servicing the University of Southern California (USC) which had been recently established in 1880. It was also in 1889 that the Southern Pacific Railroad introduced the "Red Cars" of Los Angeles. Following the establishment of the Pacific Electric Railway in 1901, rail along Santa Monica Boulevard (now Exposition Boulevard) connected Downtown Los Angeles to Santa Monica. The rail system adjacent to Exposition Boulevard, along with the founding of USC, served as a catalyst for the growth of the neighborhoods of South Los Angeles.



A streetcar runs along Washington Boulevard near the Vermont Avenue intersection, 1920-1930. Source: USC Photo Collection

By the turn of the century, the properties along Adams Boulevard from Arlington Avenue to Figueroa Street and surrounding neighborhoods were among the most prestigious neighborhoods in Los Angeles. Prominent citizens, lured by the large lots and suburban ambiance, migrated south from Bunker Hill to build large mansions. These neighborhoods include the communities of Chester Place, St. James Park, University Park, Adams-Normandie, Harvard Heights, Kinney Heights and Berkeley Square. Building off of the popularity of these fashionable enclaves of grand homes, large subdivisions of more modestly sized "bungalows," an innovation in middle-class housing at that time, thrived along Jefferson Boulevard in the neighborhood presently known as Jefferson Park.



The Stimson House mansion on Figueroa Street, built 1891.

By the 1920s, the growing popularity of the automobile marked the beginning of the end for the trolley and streetcar systems. The construction of a new freeway system in the early 1950s also contributed to their demise. The Pacific Electric Railway handed over Red Car as well as bus lines to Metropolitan Coach Lines in 1953. The completion of the Interstate 110 (I-110) Harbor Freeway in the 1950s (an extension of the original Arroyo Seco Parkway "Pasadena Freeway") played an important role in the continued development of South Los Angeles, as it provided access to South Los Angeles' southern neighborhoods, including Vermont Square, Vermont Knolls, and the community of Athens. In contrast, when the Interstate 10 (I-10) Santa Monica Freeway was built in 1964, it bisected the communities of South Los Angeles and resulted in the demolition of many established residential neighborhoods and historic homes.



Intersection at Figueroa Street & Jefferson Boulevard., looking north. Souce: USC Photo Collection

The demographics of South Los Angeles began to change during this time. Up until the 1940s, segregation and racial covenants had restricted many subdivisions within South Los Angeles to persons of specific ethnic and religious backgrounds (generally white Christians). As the City's population continued to boom and so-called ethnic enclaves began to suffer from over-crowding, the demand for housing within racially restricted areas became extreme. While some neighborhoods fought to renew their expiring covenants, others allowed them to expire and many neighborhoods experienced a sudden shift in demographics. Japanese-American families began to settle in the southern portions of the Community Plan Area, and although these families would be interned during the Second World War, the Japanese-American



A group picture of the Japanese-American congregation at the Senshin Buddhist Temple's 20th Anniversary, 1971. Source: Los Angeles Public Library Photo Collection



African-American voter registration march in South Central Los Angeles, 1933. Source: Los Angeles Public Library Photo Collection



Police block the street as firemen work to extinguish fires in buildings torched by civil unrest, April 30, 1992. Source: Los Angeles Public Library Photo Collection



Present-day example of Latino popular influence, Pico Boulevard

community would once more thrive during the post-war years. African-American families began to settle wherever property was available throughout South Los Angeles. Finally, in 1948 the United States Supreme Court ruled segregation and racial covenant restrictions illegal and ethnic minority families began to move westward en mass, establishing communities in neighborhoods throughout South Los Angeles, and notably in neighboring West Adams and Leimert Park. Enclaves of prominent African-American families began to take root in areas such as Sugar Hill (today known as Harvard Heights) and West Adams Heights. As the African-American community moved into South Los Angeles, there was an exodus of whites to areas such as Hancock Park, Westwood and the San Fernando Valley.

Increasing racial tensions, poverty, substandard housing, high unemployment and high crime plagued the area. Racial tension erupted in 1965 with the large-scale Watts Riots, which lasted six days in the nearby Watts neighborhood and resulted in deaths, injuries, arrests and extensive property damage. Fueled by similar conditions, the 1992 Los Angeles Civil Unrest began in the South Los Angeles Community Plan Area at the intersection of Florence Avenue and Normandie Avenue. The damage spread for miles throughout South and Southeast Los Angeles, West Adams, Wilshire Center and Hollywood, causing millions of dollars in property damage, and ultimately impeding economic revitalization efforts in the region for well over a decade.

From the 1980s onward, high rates of Mexican as well as South and Central American immigration caused an increase in the Latino population, a major demographic shift for South Los Angeles. In the 1970 Census, the African-American population of the South Los Angeles Community Plan Area was 159,401 or 73 percent of the total population, while the Latino population was 28,104 or 13 percent. By the 2000 Census, the African-American population was 97,785 or 38 percent of the total, while the Latino population had grown to 139,164 or 53.6 percent. This demographic shift led to an increase in racially-motivated gang violence in the 1980s and 1990s. Since 1992 and continuing through the 21st century, however, there has been a significant decline in violent crime and the neighborhoods of South Los Angeles have, for the most part, stabilized.



Colorful mural depicting Martin Luther King, Jr. and other civil rights figures, 88th Street and Menlo Avenue

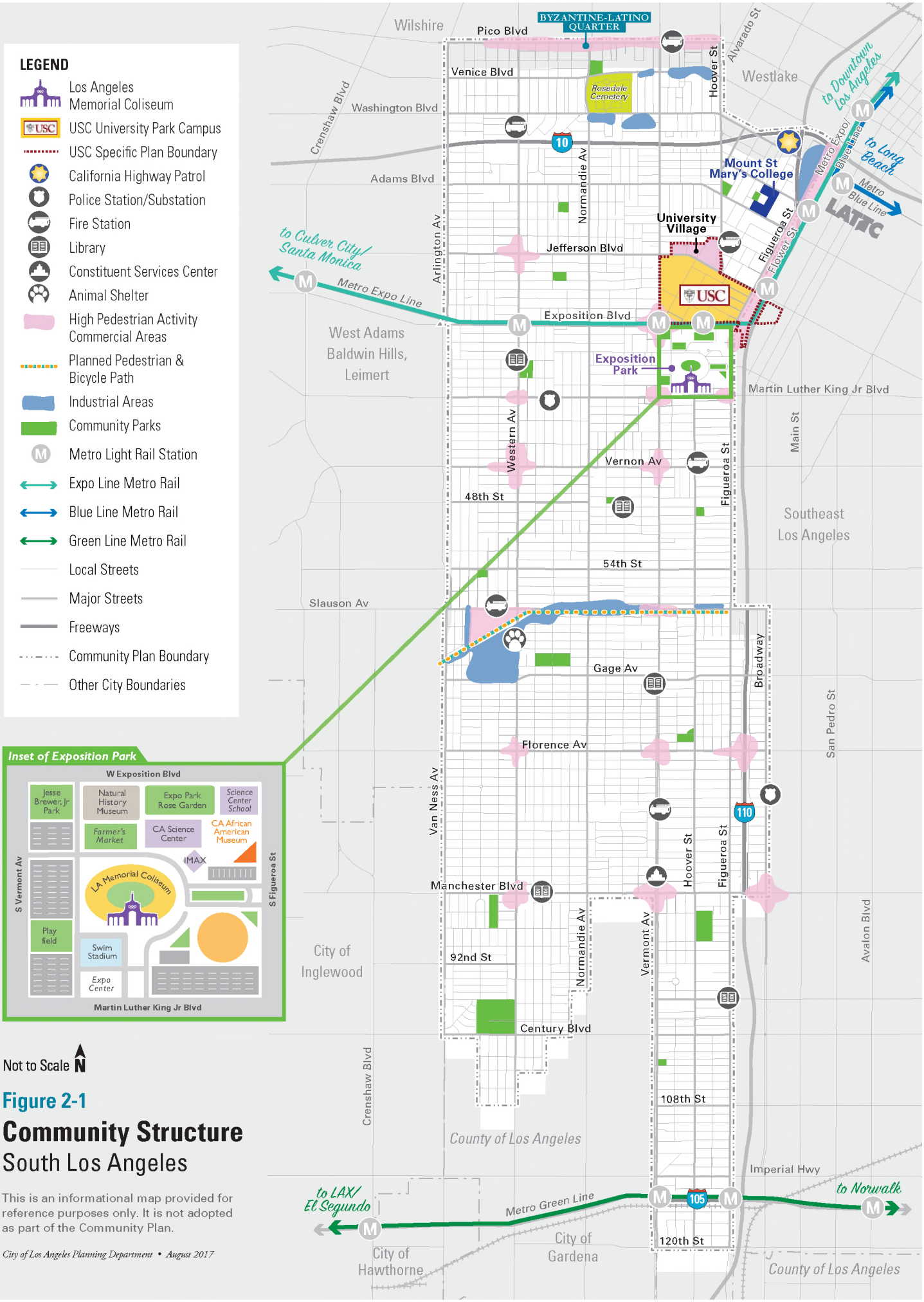

Figure 2-1

Community Structure

South Los Angeles

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Single-family homes along Cimarron Street.

Existing Land Uses

The South Los Angeles Community Plan Area is approximately 7,272 acres or roughly 15.4 square miles of land area, and is located less than two miles southwest of Downtown Los Angeles. The Plan Area is generally 1.5 miles from west to east (between Arlington Avenue and Figueroa Street) and 8.5 miles from north to south (between Pico Boulevard and Century Boulevard), making it relatively long and narrow.

Residential. The South Los Angeles Community Plan Area is comprised largely of residential land uses with 5,258 acres or 72 percent devoted to some form of housing. Of those 5,258 residential acres, over 40 percent are designated for single-family homes, many of which are located in stable, low-density residential neighborhoods. Single-family residential uses are primarily located in the southern and western portions of the Community Plan Area, while multi-family residential uses are concentrated in the northern and eastern portions of the Community Plan Area. The majority of residential uses are located within the Low Medium I and II land use designations.

Commercial. Surrounding the residential areas are commercial land uses, primarily located along the Community Plan Area's major corridors. Existing commercial land uses in South Los Angeles total approximately 1,063 acres or about 15 percent of the community. Commercial uses are dispersed along the major east-west and north-south corridors, on parcels designated Neighborhood Commercial, General Commercial and Community Commercial. Uses along the corridors include a variety of low-rise retail, office, government and institutional buildings.

Industrial. South Los Angeles also contains a small portion of industrial land that primarily consists of Commercial Manufacturing, and Light and Limited Industrial uses. Industrial land uses comprise a total of 130 acres or about 2 percent of the Community Plan Area. Much of the industrial uses are within the Light Industrial land use designation, and are concentrated in only one area that's generally located near Western Avenue, south of Slauson Avenue and north of Gage Avenue. Limited and Hybrid Industrial uses can be found along portions of Washington Boulevard, Venice Boulevard, and Slauson Avenue.

Open Space and Public Facilities. South Los Angeles is relatively park-poor compared to the rest of Los Angeles; Open Space uses comprise a total of just 160 acres or 2 percent of the South Los Angeles Community Plan Area. Expo Park, while a huge asset to the community, provides limited green space for recreation. A variety of small- and large-scale parks with different amenities, including sports facilities, playgrounds and passive green spaces, provide recreational opportunities for South Los Angeles residents.

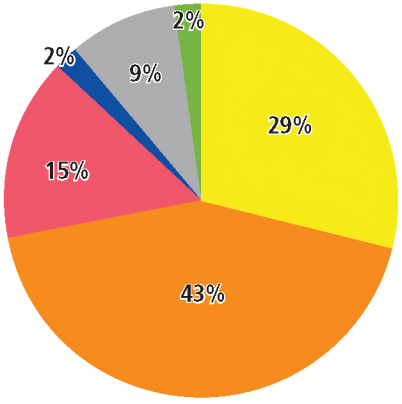


CHART 2.1
Existing Land Use Distribution

Single-Family Residential	29%
Multi-Family Residential	43%
Commercial	15%
Industrial	2%
Public Facilities*	9%
Open Space	2%

Source: City of Los Angeles, Department of City Planning

**Includes Public Facilities - Freeway*

Relationship to Adjacent Communities

The South Los Angeles Community Plan Area is bordered by the Wilshire and Westlake Community Plan Areas to the north, the Southeast Los Angeles Community Plan Area to the east, the Harbor Gateway Community Plan Area and the unincorporated Los Angeles County communities of West Athens and Westmont to the south, and the City of Inglewood and the West Adams-Baldwin Hills-Leimert Community Plan Area to the west (see Figure 1-2).



USC, the largest private employer in South L.A., is also the largest private employer in the entire City

Trends and Projections

The State of California requires that regions plan for changes in population, housing, and employment. If growth is projected, each city must accommodate a share of the region's anticipated growth. These projections are developed by the Southern California Association of Governments (SCAG), which forecasts population and job growth for cities and counties in the six-county Southern California region. The City must then accommodate, or create the "capacity" for these projected levels of population, housing, and employment through its Community Plans. The following section describes the South Los Angeles Community Plan's population, housing, and employment projections, as well as other influencing factors that may impact these estimates. In addition, recent state legislation, including two important climate change bills, is discussed.

Population, Housing, and Employment

SCAG's 2035 population and housing forecasts for Los Angeles' thirty-five Community Plan Areas are based on historic and recent growth trends. The Department of City Planning refines the population and housing allocations so that projected growth is directed to regional and commercial centers, consistent with the Framework Element and other City policies. SCAG's employment projection for 2035 is based on the 2008 Regional Transportation Plan (RTP). The 2035 projections for population, housing, and employment in the South Los Angeles Community Plan Area are shown in Table 2-1.



People wait for the bus at the corner of New Hampshire Avenue & Venice Boulevard



Pedestrians shop, walk along a busy stretch of Pico Boulevard

TABLE 2-1:
Projected Population, Housing, and Employment for South Los Angeles: 2035

	Census 2010	2035 Projection[2]	Plan Capacity
Population	270,354	311,200	313,836
Housing (Dwelling units)[1]	82,186	97,900	97,897
Employment (Jobs)	51,078	56,500	69,470

1 City of Los Angeles Department of City Planning, 2013; 2010 Census.
2 City of Los Angeles Department of City Planning , SCAG projection.

Plan Capacity

The capacity of this plan to accommodate population, housing, and employment is based on assumptions about the level of development that can reasonably be expected to occur during the life of the plan, given the plan's land use designations and policies. Past building data demonstrates that not all sites will be built to the maximum densities permitted by the Plan for a variety of reasons, including economic conditions and market trends, financial lending practices, construction and land acquisitions costs, physical site constraints, and other General Plan policies and regulations. Table 2-1 shows the reasonable expected population and housing (in dwelling units) for South Los Angeles.

Employment capacity is estimated for the life of the plan based on the amount of land designated for non-residential uses that generate employment: Commercial, Industrial, Public Facilities, and Open Space. To determine employment estimates for each job-generating land use, industry standard ratios of average square feet per employee were used. For example, retail and office uses account for more employees per square foot than industrial, research and development, or warehouse uses. The land use capacity for employment-generating uses in South Los Angeles, shown in Table 2-1, was determined to sufficiently accommodate the 56,500 jobs projected by SCAG.

A more detailed discussion of the South Los Angeles Community Plan Area's capacity estimates, and its population, housing, and employment projections is included in the Environmental Impact Report (EIR) for this Community Plan.

Other Influencing Factors

In any planning effort, population projections and estimates are prepared in an attempt to anticipate, predict, and forecast population trends over a planning period. Understanding population change is necessary to predict future demand for housing units, transportation, community facilities, and natural resources within the Plan Area. It needs to be recognized, however, that these figures are only best estimates and are derived from regional data disaggregated to the city and community levels. The intensity of development is affected by many factors, and the rates at which population, jobs, and housing grow may be faster or slower than anticipated. External factors such as global economic trends, demographic changes, immigration and migration rates, global warming, and water rights may also influence community development.



Exhaust from freeways, such as the I-10, is a major contributor to greenhouse gas emissions

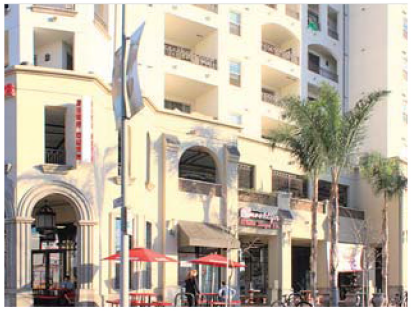
Recent State Legislation

At the State level, senate and assembly bills that influence local planning policy are often adopted. For example, recent legislation calls for greater local emphasis on greenhouse gas reductions as well as better integration of transportation and land use planning.

Global Warming Solutions Act of 2006 (Assembly Bill 32). This bill requires California to reduce its greenhouse gas emissions to 1990 levels by no later than 2020. The California Air Resources Board (CARB), the State's lead air pollution control agency, is assigned primary responsibility for coordinating development of the measures needed to achieve the required emissions reductions.

Complete Streets Act of 2007 (Assembly Bill 1358). This bill requires cities, when updating General Plans, to identify how the jurisdiction will provide for the routine accommodation of all users of the roadway including motorists, pedestrians, bicyclists, individuals with disabilities, seniors, and users of public transportation.

Landmark Land Use and Greenhouse Gas State Law of 2008 (Senate Bill 375). This bill helps to implement Assembly Bill 32's greenhouse gas reduction goals by targeting transportation-related emissions through better integration of land use and transportation planning. Regions must adopt a "sustainable communities strategy" which demonstrates that their housing and transportation plans reduce greenhouse gas emissions.



A mixed-use, transit-adjacent project by USC on Figueroa Street, just east of the Plan Area



There is an overconcentration of auto-oriented uses in the Plan Area



Enhanced bicycle infrastructure will expand mobility options and promote sustainability

The South Los Angeles Community Plan includes new policies and programs that address the objectives of these bills, such as:

- Policies and zoning that encourage a mix of uses to reduce distances between residential and employment uses, resulting in fewer vehicle miles traveled (VMT).
- Additional opportunities for transit expansion, as well as the creation of transit-oriented development (TOD) areas, which focus on concentrating development in key locations around transit station stops, thereby reducing vehicle trips.
- Encouraging pedestrian-friendly development through appropriate design guidelines that promote safety, accessibility, and visual and aesthetic sensitivity, and that promote walking as a means of travel, thereby reducing vehicle trips.
- Reducing the overconcentration of uses that are incompatible or have historically created nuisances or unsafe conditions in the community of South Los Angeles.
- Integrating the Los Angeles Mobility Plan 2035 with the Community Plan.
- New goals and policies focusing on sustainability (see Chapter 3 Land Use and Urban Design).



Land Use and Urban Design

Chapter 3 of the Community Plan contains the goals and policies for the Plan's Residential, Commercial, and Industrial land use designations, as well as special study areas. The Department of City Planning is the primary department responsible for overseeing these goals and policies, and for coordinating with other departments and agencies. In addition to the goals and policies presented here, land use objectives are addressed through Mobility and Public Facilities goals and policies found in Chapters 4 and 5, respectively, and programs to implement these interrelated policies are included in Chapter 6. Although policies that address residential uses are included in Chapter 3, more specific housing policies and programs are developed on a citywide level and are maintained in the Housing Element, which is updated regularly on an eight-year cycle.

South Los Angeles is a community full of diverse neighborhoods rich in cultural and historic character. Located immediately southwest of Downtown Los Angeles, the urban and land use development of South Los Angeles was heavily influenced by the introduction of the streetcar system which originated in Downtown Los Angeles and extended out to various South Los Angeles residential neighborhoods. South Los Angeles became a residential suburb of Downtown Los Angeles, which served as a major employment center at the time. In fact, certain areas such as Adams Boulevard became hubs for prominent wealthy residents, many of whom were influential in the growth of industry and development throughout the region. South Los Angeles' historic character is evident today in the numerous Historic Cultural Monuments and Historic Preservation Overlay Zones (HPOZs) that are concentrated in the northern part of the Community Plan Area, the portion of South Los Angeles that was most heavily served by the streetcar system. Many of the City's important cultural landmarks are also located in South Los Angeles, including the Los Angeles Memorial Coliseum, the Shrine Auditorium, the California Science Center, and the Natural History Museum.

Residential land use is the most prominent land use in South Los Angeles. Single-family and multi-family uses comprise approximately 72.3% of the total land area in the Community Plan Area. South Los Angeles' residential neighborhoods are surrounded by extensive commercial corridors, some of which run the length of several miles, such as Vermont Avenue which runs more than eight miles from the Community Plan Area's northern to southern boundaries. Although many of the South Los Angeles corridors lack a diverse commercial and retail component, such corridors serve as buffers to some of the City's most stable and intact single-family neighborhoods. These neighborhoods represent early- to mid-20th century architecture and development patterns and are considered to be valuable assets in the community. The need to preserve these established single-family neighborhoods was one of several recurring themes identified through an extended outreach program during the formation of the South Los Angeles Community Plan.

Left: Spanish style houses on 81st Street in the historic Vermont Knolls neighborhood

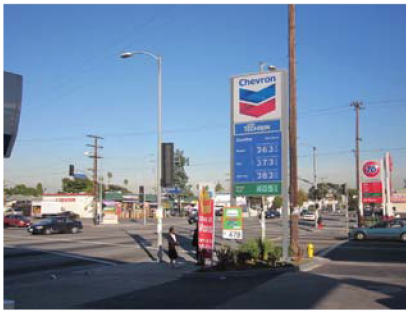
Other concerns identified as part of the outreach program include:

- Revitalizing commercial corridors and providing community-serving commercial uses
- Addressing the proliferation of over-concentrated uses, and attracting needed uses
- Focusing on conflicts between, and lack of appropriate buffering between, residential and industrial land uses
- Protecting residential neighborhoods from increased development pressure
- Promoting a built environment that fosters a healthy and sustainable community

Despite facing many challenges, South Los Angeles' unique character offers many opportunities for transformation. The area's enduring and stable residential neighborhoods are one of the community's greatest assets. Unfortunately, the lack of retail and neighborhood-serving establishments along its commercial corridors leaves residents with limited options, forcing many South Los Angeles residents to leave their community for much needed services. Fortunately, the underutilized commercial corridors in South Los Angeles present opportunities for new investments through infill development. The redevelopment of the South Los Angeles corridors, coupled with the introduction of a variety of retail uses, will greatly benefit residents in the area who will be able to access their retail and neighborhood service needs easily and conveniently, close to where they live.

Another important and unique asset of South Los Angeles is its potential to create transit-oriented districts around key transit stations and nodes throughout the community. The recent construction of the Metro Exposition Line connecting Downtown Los Angeles to Santa Monica through South Los Angeles, has created more opportunities for the creation of attractive, mixed-use streets that foster walkability, diverse retail and services, and healthy food options.

The South Los Angeles Community Plan provides a comprehensive allocation of land to accommodate the various needs of the community including housing, employment, and the provision of goods and services. A specific set of design guidelines tailored for South Los Angeles will promote new development that respects surrounding low-density residential development and targets new well-designed development towards mixed-use nodes and transit-served areas. This chapter specifies land use goals and policies that support citywide objectives while addressing issues unique to South Los Angeles.



An underutilized intersection dominated by auto-oriented uses on three corners and a liquor store parking lot on the fourth



Residential and industrial uses in close proximity to each other



Rincon Hondureño Restaurant, Adams Boulevard & Kenwood Avenue



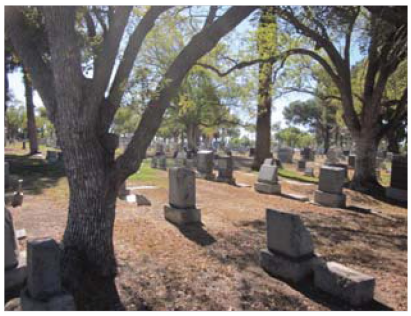
Parks where children can play help foster a healthy and sustainable community

South Los Angeles Vision for 2035

To assist in addressing the unique issues and opportunities within the community, the Community Plan includes a Vision Statement that describes what the community seeks to become and how it will look, function, and improve or differ in the future. The Vision Statement is unique to the community of South Los Angeles and was crafted by the South Los Angeles Community Plan Advisory Committee (CPAC), which was composed of community members of diverse backgrounds from throughout the South Los Angeles Community Plan Area.

Vision Statement

The heart of the Community Plan, the Vision Statement describes what the community seeks to become; it gives the Plan a purpose and provides a foundation of change that is shared by community members, homeowners, developers, business owners, elected officials, and City departments.



Angelus Rosedale Cemetery, established in 1884

South Los Angeles Vision Statement

South Los Angeles is a diverse community that embraces its history, fosters sustainable neighborhoods, and promotes economic viability for everyone.

In order to implement this vision, the South Los Angeles Community Plan will foster revitalization of the Plan Area's significant corridors, in turn promoting convenient access to goods and services within the Community Plan Area, eliminating the introduction of new uses that are already over-concentrated, and encouraging new development around transit stations. In addition, the Plan puts forth a set of design guidelines that encourages all new development to be not only well-designed, but also to respect the existing character of the Community Plan Area.

The South Los Angeles Community Plan focuses particular attention to the sustainability and health of its neighborhoods and residents by implementing clear and predictable land use regulations that enhance a pedestrian-oriented environment. The Plan enables existing commercial, industrial and transit-oriented opportunity areas to accommodate future growth in a manner that improves the economic and physical vitality of the Community Plan Area and advances health outcomes of its residents. Finally, the Community Plan promotes a continuous network of enhanced pedestrian, bicycle and vehicular linkages to nearby amenities, including recreational open space opportunities and neighborhood services.

General Plan Land Use

Land uses are organized into general classifications—residential, commercial, and industrial—which are further defined by use, intensity, and density (see Table 3-1).

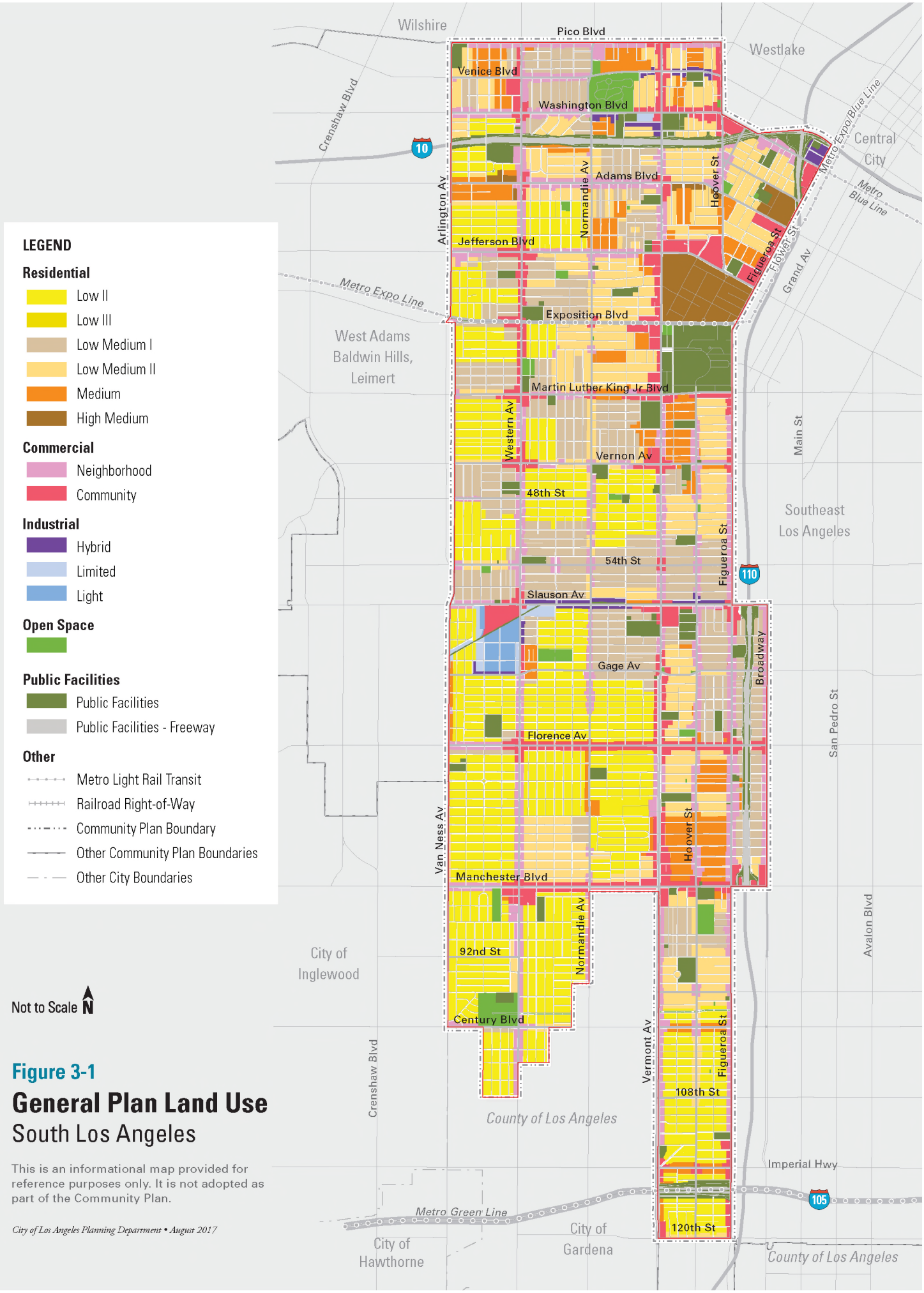
Each land use category includes a list of permitted **zones**, which delineate the types of uses, densities, intensities, and heights permitted on a particular parcel.

The City's 35 Community Plans, which together constitute the Land Use Element of the General Plan, guide the location and intensity of private and public uses of land; direct the arrangement of land uses, streets, and services; and encourage the economic, social, and physical health, safety, welfare, and convenience of people who live and work in the community. Land uses are organized into general classifications—residential, commercial, industrial, open space and public facilities—which are further defined by use, intensity, and density (see Table 3-1). Each land use category includes a list of permitted zones, which delineate the types of uses, densities, intensities, and heights permitted on a particular parcel.

The General Plan Land Use Map is a graphic representation of the location of the Community's land use classifications and the policies contained in the Community Plan. Figure 3-1 presents the General Plan Land Use Map, which is also available on the Department of City Planning website.

TABLE 3-1
General Plan Land Use

	Corresponding Zones	Net Acres	% of Area	Total Net Acres	Total % of Area
Residential				**5,258**	**72.3%**
Single-Family Neighborhoods				**2,138**	**29.4%**
Low II Residential	R1 (RZ5)	2,138	29.4%		
Low III Residential	RD5	0	0%		
Multi-Family Neighborhoods				**3,121**	**42.9%**
Low Medium I Residential	R2, RD3	1,226	16.9%		
Low Medium II Residential	RD1.5, RD2, RZ2.5	1,235	17%		
Medium Residential	R3	466	6.4%		
High Medium Residential	R4	194	2.7%		
Commercial				**1,063**	**14.6%**
Neighborhood Commercial	C1, C1.5, CR, C2, C4, R3, RAS3	561	7.7%		
Community Commercial	C2, C4, CR, R3, RAS3, R4, RAS4	502	6.9%		
Industrial				**130**	**1.8%**
Hybrid Industrial	CM	54	0.7%		
Limited Industrial	MR1, M1	32	0.4%		
Light Industrial	MR2, M2	44	0.6%		
Other				**820**	**11.3%**
Open Space	OS, A1, A2	160	2.2%		
Public Facilities	PF	522	7.2%		
Public Facilities - Freeway	PF	138	1.9%		



Not to Scale

Figure 3-1

General Plan Land Use

South Los Angeles

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Community Themes

As discussed in Chapter 1, the General Plan Framework Element establishes guiding principles for growth and development for the City. While all community plans implement these guiding principles, Los Angeles is a city of diverse neighborhoods and communities with their own varied and localized issues. The South Los Angeles Community Plan carries out the General Plan Framework Element's guiding principles through its land use designations, policies, and community-focused themes. The community themes provide a more detailed expression of the community's vision statement and lay the foundation for the Community Plan's goals, policies, and implementation programs. They build on major points of agreement that emerged from community discussions about the valued qualities of South Los Angeles, hopes and aspirations for the area's future, and strategies for achieving that vision. The Community Themes are as follows:

Revitalize Corridors and Preserve Neighborhood Character

Revitalizing commerce and industry within the South Los Angeles Community Plan Area's corridors is of great importance, and encouraging improvements to existing buildings will also be vital in the continued revitalization of the South Los Angeles corridors. The Plan contains policies that ensure that new construction and the rehabilitation of existing buildings is of high quality architectural, landscape and environmental design. Projects should contribute to reinforcing the distinctive and historical character of the corridors and the residential neighborhoods they serve. The investment in commercial corridors should also involve nurturing and supporting growth of small and medium-sized businesses through reinvestment in older, established commercial corridors. This approach not only protects the community's heritage, but also generates local jobs, supports independent businesses, increases civic participation, and bolsters the community's sense of place. As part of the regenerative process of producing complete neighborhoods, the creation of diverse employment opportunities in all sectors is encouraged.

Promote Appropriate Uses that Support Community Needs

A diverse and equitable distribution of uses contributes to a community's well-being. The South Los Angeles Community Plan addresses uses detrimental to the health and welfare of the community due to nuisance, over-concentration, or reliance on uses dominated by excessive automobile orientation. A diversity of uses is encouraged to support healthy living, provide important goods and services, and foster a variety of job opportunities.



Historic mixed-use building at Adams Boulevard & Normandie Avenue



YMCA at Vermont Boulevard & Century Boulevard



Saint Sophia Greek Orthodox Cathedral, Normandie Avenue & 15th Street

Establish Transit-Oriented District Plans

Transit-Oriented Development (TOD) is a priority theme in South Los Angeles. Among the Plan Area's most significant assets are the seven light rail transit station stops that are within or immediately adjacent to the Community Plan Area, and the five Metro Rapid bus lines with stops at key intersections throughout the Plan Area. These transit stops create an opportunity for investment in those parts of the community that can most readily accommodate it, thus conserving and protecting existing residential neighborhoods. The Expo Line light rail in the northern part of the Plan Area, together with the Green Line light rail located along the southernmost section of the Plan Area and the area's numerous Metro Rapid bus stops, is not only critical in linking South Los Angeles to Downtown Los Angeles and to Culver City and Santa Monica, but will also centralize access to a variety of goods and services in an environment that provides convenience to transit users, and promotes walking and bicycling rather than vehicular travel.

The objective of TODs is to create walkable and pedestrian-friendly communities, encourage high-quality mixed-use projects, and provide a variety of land uses within a ten-minute or half-mile walk from a transit station. With services in close proximity, local residents can travel shorter distances, thereby reducing the cost of transportation and freeing up income that can be used for other necessities such as food, clothing and shelter. TODs reduce dependence on automobiles and encourage walking and cycling with easy access to employment centers. In addition, TODs discourage sprawl while minimizing air pollution and the consumption of fossil fuels.

As traffic congestion on local streets and freeways increases, a well-planned public transit system becomes crucial. The public transit system in South Los Angeles is composed of five light rail stations along with many local bus lines. Targeting development around key nodes with easy access to major public transit will also encourage the creation of affordable housing, services, and jobs for the local community. Utilizing this method of planning will ultimately protect and maintain the surrounding low-density residential neighborhoods from high-density, incompatible infill development.



The Plan seeks to preserve existing industrial uses such as this furniture manufacturer

Maintain Viable Commercial and Industrial Land for Emerging Job-Generating Uses

In South Los Angeles, land designated for commercial and industrial uses is at risk for conversion into residential uses. A renewed commitment is crucial to improving the jobs/housing balance and ensuring appropriately located land suitable for commercial and industrial uses, including the accommodation of space for small-scale or niche manufacturing and emerging green technologies. The South Los Angeles Community Plan retains the commercial and industrial land use designations where appropriate and supports zoning to incentivize and promote green and clean technology.

Resolve Residential-Industrial Land Use Conflicts

The South Los Angeles Community Plan strives to protect residential neighborhoods from encroachment by industrial uses and other incompatible uses. Plan policies and certain use restrictions address conflicts that can arise due to such factors as the physical orientation of a building or operating characteristics of a use. The goal of these policies is to limit the impact on residential uses located in close proximity to industrial uses. Additional factors addressed include transitions and buffering; edge improvements for incompatible uses; the appearance of buildings and landscaping as seen from public views; and protection of residential uses located adjacent to industrial uses. Additionally, the Community Plan re-designates industrially zoned land that is predominantly developed with commercial uses to a land use designation that is appropriate and in accordance with the existing built environment.



Industrial uses on one side of Gage Avenue, across the street from a single-family neighborhood

Develop a Sustainable Community

Land use planning is at the heart of a community's sustainability, as it determines key principles such as: how efficiently people share space; how frequently they can walk, bike, or use transit to get to their destinations; whether people have convenient access to parks or open space; and whether land is available for viable businesses and employment. The very same concepts that dictate more sustainable development also enhance quality-of-life and public health, such as mixing land uses, expanding transit choices, growing our urban forest, providing better access to healthy foods, and supporting cultural and social opportunities. Goals and policies related to sustainability are woven throughout this Community Plan.



A neighborhood market on Pico Boulevard sells a variety of fresh fruit and juices

Sustainable Development

Sustainable development encompasses established principles of good planning and advocates a proactive approach to future development. The basic concept of sustainability is meeting the needs of current generations without compromising the ability of future generations to meet their own needs. Sustainable development can be further defined as promoting the "three E's": environment, economy, and equity.

What does sustainable development look like on the ground? In a community that is developing sustainably, the neighborhood is the basic building block of urban design and is characterized by walkability, mixed-use development, and mixed-income housing. Walkability is a function of compactness and density. Attention to streetscape and public spaces is key in creating desirable places to live. Such neighborhoods are more likely to support efficient transit systems, placing the character and function of each neighborhood properly within its regional setting. This approach to planning, from the neighborhood to the regional level, is often referred to as "smart growth."

Source: The Governor's Office of Planning and Research, State of California General Plan Guidelines 2003. www.opr.ca/gov



Vermont Square Park, along 47th Street between Normandie Avenue & Vermont Avenue



A beautiful day at the Exposition Park Rose Garden



Vermont Square Library and Park



Access to fresh produce is key to healthy communities

Healthy Communities

A growing body of research has shown that there are connections between development patterns, community design and health outcomes. Crafting a more health-friendly Community Plan is critical to the overall health of a community. Healthy communities are characterized by equitable access to recreation facilities such as parks and community centers to promote physical activity; to grocery stores and healthy foods; to safe, active transportation options such as biking and walking; to health services; to affordable housing; to economic development opportunities; to healthy environmental quality; and to safe public spaces.

Create a Healthy Community

Healthy communities recognize the link between the built environment and health, particularly the influence that land use patterns, density, transportation choices, and street design have on chronic diseases and health disparities. The Community Plan makes community health a priority by taking several steps:

- Producing clear lines of communication and collaboration between local health officials, planners, and the community
- Supporting safe, convenient opportunities to purchase fresh fruits and vegetables by ensuring that sources of healthy foods are accessible in all neighborhoods
- Developing land use and development strategies that encourage walking and bicycling
- Creating safe neighborhoods by implementing policies from Crime Prevention Through Environmental Design (CPTED) principles
- Supporting an active, inclusive, and responsive community where healthy habits are encouraged rather than discouraged by the built environment

Residential Neighborhoods

South Los Angeles, originally established as one of the first residential suburbs of Downtown Los Angeles, continues to be primarily a residential area, as 72.3% of land in the Plan Area is designated for residential uses. The goals and policies provided below are common across all residential land uses within the South Los Angeles Community Plan Area. Goals and policies tailored to Single-Family and Multi-Family land uses are provided in subsequent sections.

Goal LU1: **Safe, secure, healthy and high-quality residential environments that provide housing for all economic levels, ages, physical abilities and ethnicities.**

Policies

LU1.1 **Home Ownership for Diverse Groups.** Encourage greater access to home ownership of adequate housing for all persons regardless of income, age, and cultural, racial or ethnic identity.

LU1.2 **Adequate Lighting and Street Maintenance.** Encourage safe streets, parks, recreation facilities, sidewalks, and bike facilities by providing adequate lighting and well-kept, paved surfaces.

LU1.3 **Parks and Open Space.** Encourage the development of parks and open space, as well as a network of pedestrian walkways for physical activity in all neighborhoods.

LU1.4 **Design for Safety.** Pursue urban design strategies that reduce street crime and violence, such as Crime Prevention Through Environmental Design (e.g., "defensible space," "eyes on the street," and pedestrian-friendly lighting) without creating barriers that disconnect neighborhoods.

LU1.5 **Alleviate Overcrowding.** Alleviate overcrowded housing conditions through greater accessibility to a range of housing choices and programs targeting this issue.

LU1.6 **Affordability.** Encourage affordable housing options by promoting the benefits of tax credit programs such as LAHD's Mortgage Credit Certificate program, homebuyer incentive programs that involve the reuse and rehabilitation of existing structures, other tax programs and the density bonus ordinance.

LU1.7 **Maintenance and Rehabilitation.** Maintain existing residential neighborhoods and support programs for the renovation and rehabilitation of deteriorated and aging housing units.



Spanish style house in Vermont Knolls



Home near Vermont Square

Crime Prevention Through Environmental Design (CPTED)

Crime Prevention Through Environmental Design (CPTED) is defined as a multi-disciplinary approach to deterring criminal behavior through environmental design. CPTED strategies rely upon the ability to influence offender decisions that precede criminal acts by affecting the built, social and administrative environment. Four primary principles include:

- Natural Surveillance
- Natural Access Control
- Territorial Reinforcement
- Maintenance



Historic home in West Adams Terrace



Multi-family apartment building in the Vermont Knolls neighborhood



Single-family home in the Harbor Gateway neighborhood, south of the 105 freeway

LU1.8 **Front Yard Landscape.** Preserve the front yard landscapes in residential neighborhoods by limiting paving to that required for driveways, and encourage the planting of drought tolerant landscaping and well-maintained edible landscaping that does not mask the primary structure.

LU1.9 **Transitional Housing.** Support the development of transitional housing units and emergency shelters that are appropriately located within the Community Plan Area.

LU1.10 **Minimize Displacement.** New development should aim to minimize displacement of current residents.

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

LU1.12 **Healthy Homes.** Promote "green" and safe building practices that support healthy homes (e.g. use materials with low-VOC emissions, lead-free paint).

LU1.13 **Oil and Gas Extraction.** Seek to prohibit new and expanded oil and gas facilities and extraction technologies as a reasonable means of protecting the health and welfare of residents consistent with federal and state law.

LU1.14 **Industrial and Commercial Conflicts.** Strive to eliminate the encroachment of adjacent industrial or commercial uses into residential neighborhoods, particularly through the demolition of dwelling units for the development of parking lots for industrial or commercial businesses.

LU1.15 **Universal Design.** Promote "universal design" within various housing types (e.g., stepless entrances, space for platform lifts, wide door frames and turning space) and ensure adequate housing units for senior citizens are developed in neighborhoods that are accessible to public transit, commercial services and health facilities.

LU1.16 **Simplify the Development Process.** Encourage development reform efforts to simplify complicated and often opaque zoning in the South Los Angeles Community Plan Area.

LU1.17 **Tenants' Right of Return.** Support projects that offer former low-income tenants of demolished units with the first right of refusal on leases for the new housing units.

LU1.18 **Alleys.** Maintain and improve existing neighborhood alleys as an alternative, safe, well-maintained vehicular access to homes and parking areas that reduces curb cuts, driveways, and associated pedestrian-automobile conflicts along sidewalks. Utilize alleys to reinforce pedestrian character, walkability and bikeability in residential neighborhoods.

Single-Family Residential

South Los Angeles contains many established single-family neighborhoods. Approximately 2,138 acres or 29.4 percent of land area in South Los Angeles is designated exclusively for single-family uses, mostly concentrated in the western and southern portions of the Community Plan Area, as seen in Figure 3-2. A primary concern in the community is preserving residential neighborhood character in established single-family and low-density neighborhoods. In order to address this concern, the Community Plan provides policies for the preservation of the character of single-family neighborhoods, as well as the retention of existing single-family land use designations. In addition, the Community Plan directs growth to transit-oriented districts and commercial corridors to protect residential neighborhoods from increased development pressure.



Historic homes in West Adams Terrace

Goal LU2: **Single-family neighborhoods that are stable and have varied and distinct residential character.**



Storybook house, Vermont Knolls

Policies

LU2.1 **Quality Design.** Seek a high degree of architectural compatibility and landscaping for new infill development, as well as for additions to existing structures, in order to protect the character and scale of existing single-family residential neighborhoods.

LU2.2 **Preserve Neighborhoods.** Maintain existing single-family land use designations throughout the Community Plan Area.



Western Heights historic home

Goal LU3: **Factors such as compatibility of land uses and impact on livability are considered when changes to residential densities are proposed.**

Policies

LU3.1 **Consider Compatibility.** Protect existing single-family and low-density residential neighborhoods from encroachment by higher-density residential and other incompatible uses.

LU3.2 **Appropriate Scale.** Proposed development should be designed to achieve transition in scale and be compatible with adjacent single-family neighborhoods.

LU3.3 **Compatible Design.** New development of single-family units should maintain the visual and physical character of adjacent single-family properties in the neighborhood, including the maintenance of front property setbacks, including front yard fence location, design, and materials, modulation of building volumes, and articulation of façades to convey the sense of individual units, and the use of building materials that characterize single-family housing.



Historic home near Normandie Avenue & Adams Boulevard

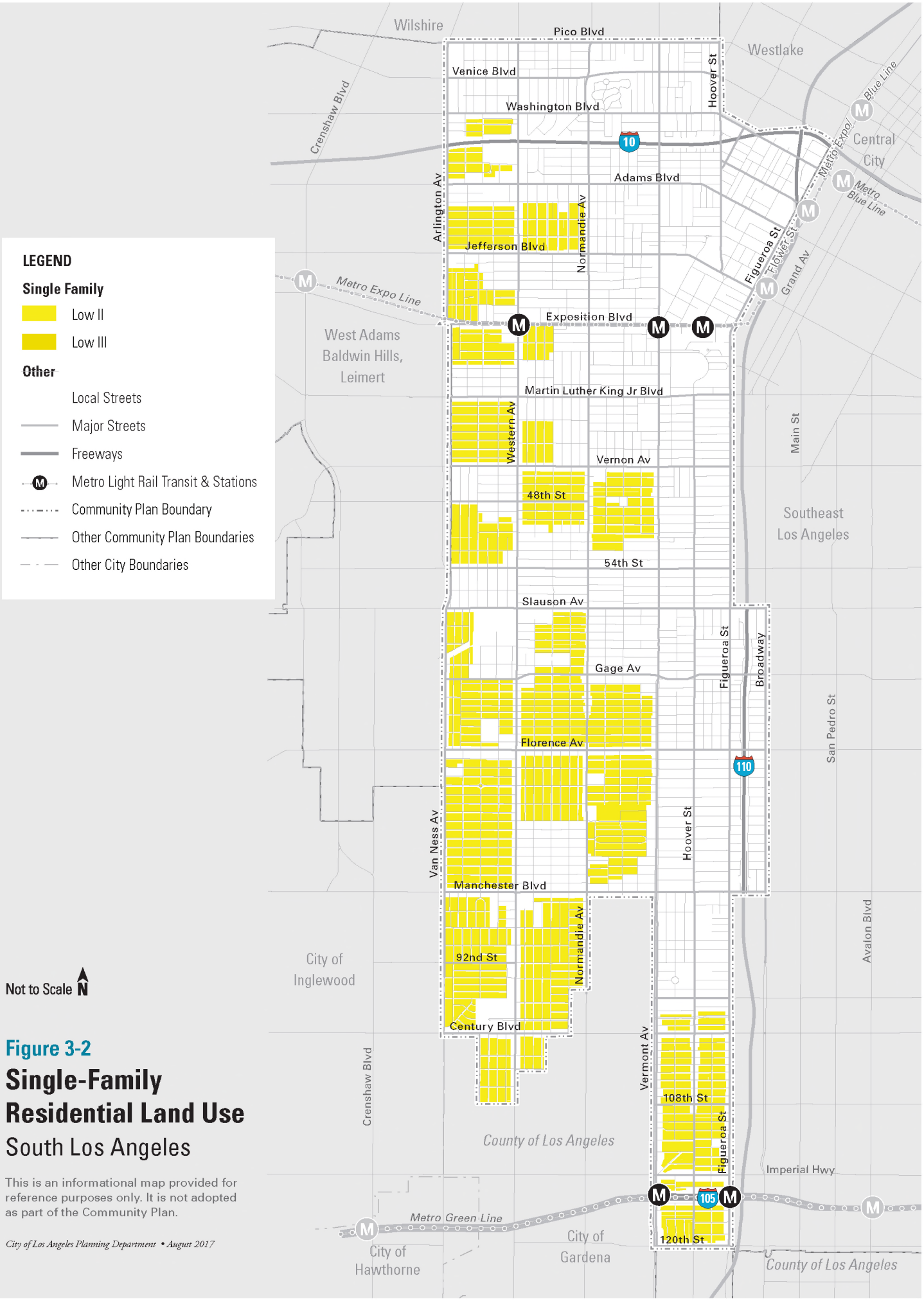

Figure 3-2

Single-Family Residential Land Use

South Los Angeles

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Single-Family Residential Design Guidelines

Single-family residential design guidelines, presented here, further promote the retention and enhancement of the unique character of the single-family neighborhoods of the South Los Angeles Community Plan Area.

G1. New projects in single-family residential neighborhoods should respect the existing predominant or historic pattern, and should not dominate neighboring homes but be complementary and designed to a similar size and scale.

G2. New construction in single-family residential neighborhoods should stay consistent with the historic use of materials and details.

G3. New projects located in single-family residential neighborhoods should follow existing driveway location, scale and materials, whenever possible, and should retain the predominant historic setback.

G4. New construction and additions should incorporate materials that are selected for longevity, not just affordability.

G5. Windows and doors should not be flush with the exterior wall. The building design should include a window plan that develops a hierarchy of window types, with larger windows for the largest rooms such as living rooms, etc.



Unlike this multi-family building, projects should never pave the front yard to use for parking, and should complement neighboring homes (G1, G3)



This single-family home has been restored using high-quality materials (G4)



A multi-family building respects the historic setback, lining up with its neighbors and creating a sense of cohesion (G3).

Single-Family Residential Design Guidelines

G6. Front yard fences are discouraged and should be especially avoided on streets where the majority of the homes do not have fences.

G7. In neighborhoods where fences dominate, fences should be appropriate for the primary residence and should not exceed three feet six inches (3'6") in height; however, if the fence is a block wall, it should not be more than two feet (2') high. Chain link and Concrete Masonry Unit (CMU) block are discouraged.

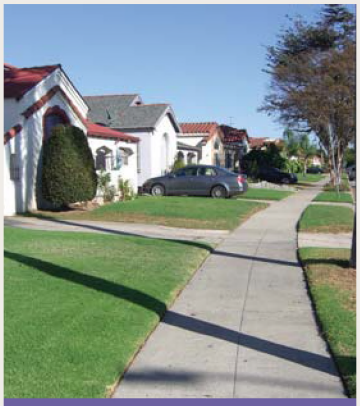
G8. Additions should be consistent with the original house and compatible with the neighborhood. The size and scale of any addition should not overwhelm the original house and should be layered behind the primary street elevation. Materials should match the original materials used when appropriate.

G9. Roofs should be integrated with the original house and remain consistent in form.

G10. When a secondary unit is added on a residential property, it should be sited behind the primary residence. It should match the style of the primary residence, using similar materials and details.



Built in a style compatible with its historic surroundings, this new infill development has an appropriate hierarchy of windows and a pitched roof similar to its neighbors (G5, G9).



A fence-free residential street in Vermont Knolls (G6).



A secondary unit sited behind the primary residence incorporates matching materials and colors (G10).

Multi-Family Residential

South Los Angeles contains a significant amount of multi-family residential land uses designated for densities ranging from lower-density to medium-density land uses, and with corresponding zones ranging from R2 to R4. Multi-family residential uses in South Los Angeles comprise approximately 3,121 acres or 42.9% of the total South Los Angeles land uses, as seen in Figure 3-3. While multi-family residential land uses are located throughout the Community Plan Area, there are higher concentrations located in the northern and eastern portions. Over three-quarters of the multi-family land uses are represented by Low Medium I and Low Medium II land uses. For example, the area located just north of the University of Southern California (USC) campus is comprised mostly of Low Medium I land use designations, with existing uses being primarily multi-family residential units. Many of these Low Medium I and Low Medium II neighborhoods are unique and historically significant in character. As a result, many have been designated as Historic Preservation Overlay Zones (HPOZs). The northern part of the Community Plan Area is home to all of South Los Angeles' HPOZs, including the following:

- University Park HPOZ (Adopted 3/22/2000)
- Adams-Normandie HPOZ (Adopted 7/5/2000)
- Harvard Heights HPOZ (Adopted 8/2/2000)
- Western Heights HPOZ (Adopted 3/2/2001)
- West Adams Terrace HPOZ (Adopted 12/2/2003)
- Jefferson Park HPOZ (Adopted 6/28/2011)

Another overlay that also addresses historic character in South Los Angeles is the North University Park Specific Plan, adopted in 1983. The Specific Plan functions similarly to an HPOZ, in that it establishes design guidelines to protect the area's historic character.

In addition to the above mentioned overlays, there are several redevelopment plans within the South Los Angeles Community Plan Area that have been established in multi-family neighborhoods to ensure the preservation of certain historic neighborhoods. The Los Angeles Community Redevelopment Agency established several project areas that specifically address the preservation of historic residential buildings, including the Exposition/Hoover, Vermont Manchester, and Mid-City Corridor redevelopment project areas. Although the CRA was dissolved in 2012 as a result of Assembly Bill ABx1-26, the project areas remained in effect. The land use authority within these plans was designated to the Department of City Planning.

With the exception of those historically significant multi-family residential neighborhoods, many medium-density multi-family developments lack character and quality design and are often built with minimal consideration to the character of surrounding structures. The Community Plan provides policies and design guidelines that address compatibility and quality of development to ensure that new projects are high-quality, sustainable and well-designed.



Charming courtyard bungalow apartments on Harvard Boulevard



"Troyland" apartments, located in the University Park HPOZ just north of USC

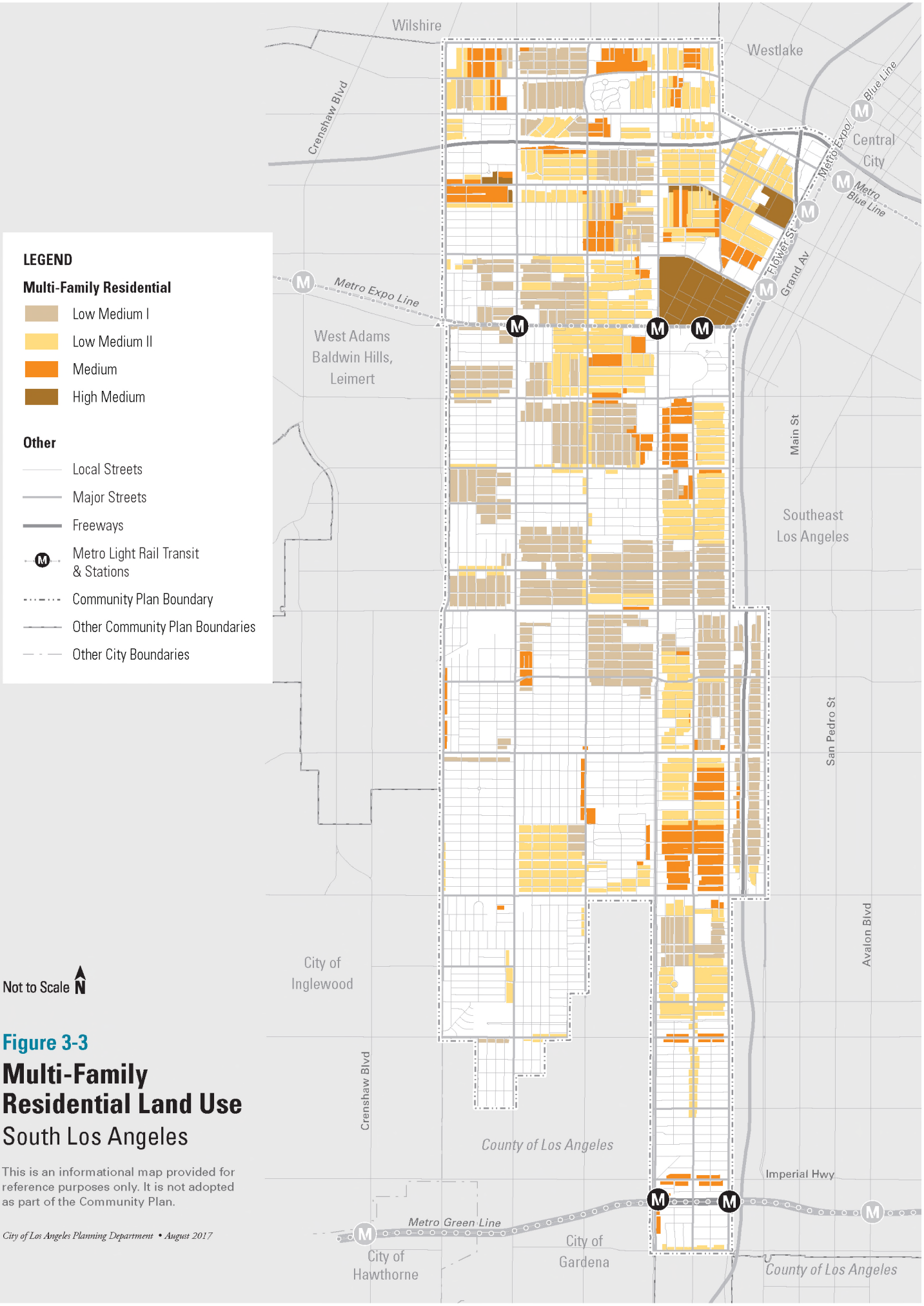


Figure 3-3

Multi-Family Residential Land Use

South Los Angeles

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Goal LU4: **Distinct multi-family neighborhoods that preserve physical assets and foster neighborhood character and identity.**

Policies

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

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

LU4.3 **Compliance with Design Guidelines.** New multi-family residential development should be designed in accordance with established design guidelines to ensure high-quality design.

LU4.4 **Coordination with Community Based Organizations.** Foster effective collaboration and coordination between City departments and tenant organizations working in the Community Plan Area to more quickly identify displacement and eviction threats and more efficiently respond with adequate resources and strategies.



Multi-family apartment buildings with individual street-level entrances, Martin Luther King, Jr. Boulevard & Harvard Boulevard

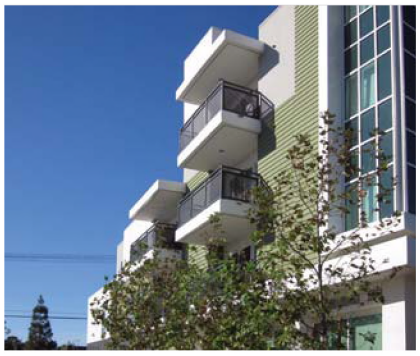
Multi-Family Design Guidelines

Before the remodeling of, or construction of any multi-family structures, residents and developers should consult Chapter 2: Multi-family Residential of the Citywide Design Guidelines located on the Department website.

In addition to the Citywide Design Guidelines, residents and developers should also consult the South Los Angeles Community Plan Design Guidelines located as Appendix B of this Plan.



Older multi-family building in the northern end of the Plan Area



Modern multi-family along South Vermont Avenue



Tall apartment building in the background, historic single-family homes in the foreground



Casa Shalom, Pico Boulevard & New Hampshire Avenue

Goal LU5: **Adequate housing units are promoted and provided for all segments of the community regardless of income, age, physical ability, or ethnic background.**

Policies

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

LU5.2 **Diverse and Affordable Housing.** Prioritize housing that is affordable to a broad cross-section of income levels, that provides a range of residential product types, and that supports the ability to live near work.

LU5.3 **Senior Housing.** Encourage that adequate affordable housing units for senior citizens are developed according to incomes in neighborhoods that are accessible to public transit, commercial services and health facilities.

LU5.4 **Preserve Rent Stabilized Units.** Encourage the preservation and maintenance of rental units that are protected by the Rent Stabilization Ordinance and strive for a no net-loss of affordable units in the Plan Area and discourage displacement of existing residents.

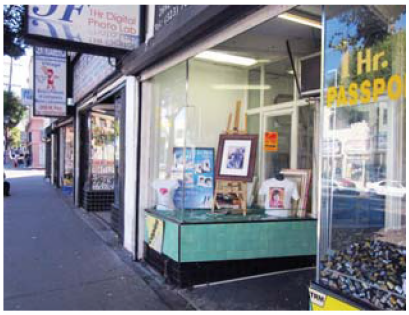
LU5.5 **Housing for Families.** Promote family-friendly projects that include residential units of three or more bedrooms suitable for larger families.

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

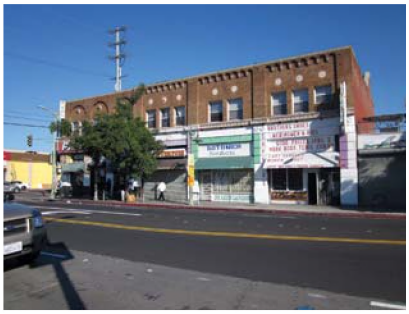
Commercial Land Use

Commercial land uses comprise 1,063 acres or 14.6% of the South Los Angeles Community Plan Area, and are provided primarily along major north-south and east-west boulevards (as opposed to dense commercial clusters or centers). South Los Angeles' geographic size is among the largest of the community plans in the City, as is evident in the significant number of major transportation corridors within the Community Plan Area. There are approximately six north-south and twelve east-west corridors which transverse the Community Plan Area, together totaling well over 60 miles in length. Some of the east-west corridors range from two to four miles in length, while the north-south corridors generally range from six to eight miles in length. Corridors in South Los Angeles that are predominantly commercial include:

- Western Avenue
- Vermont Avenue
- Figueroa Street
- Broadway
- Pico Boulevard
- Washington Boulevard
- Jefferson Boulevard
- Slauson Avenue
- Manchester Avenue
- Florence Avenue



Pedestrian-scale retail along Pico Boulevard



Example of traditional urban form: mixed-use building with retail on the ground floor

The remainder of the corridors have a mixture of residential and commercial uses, including Normandie Avenue, Hoover Avenue, Adams Boulevard, Exposition Boulevard, Martin Luther King Jr. Boulevard, Venice Boulevard, Vernon Avenue, Century Boulevard, and Imperial Highway. Some of these corridors, including Venice Boulevard, Slauson Avenue and Washington Boulevard, also contain small pockets of light industrial uses.

The commercial corridors in South Los Angeles are in need of investment and upgrading and are typically lined with inconsistent uses. An over-concentration of certain uses and a shortage of goods and services that support the needs of the community have impacted the quality of life of South Los Angeles residents. The predominant commercial land use pattern in South Los Angeles is mainly strip-mall commercial along major transportation corridors. This development pattern conflicts with the traditional urban form of storefronts built to the sidewalks.

The Community Plan's primary goal for commercial corridors is to revitalize under-utilized commercial areas through strategic incentives for new development along major corridors. Commercial land use policies reflect the need to locate new and retain existing commercial uses in the community to facilitate convenient shopping and access to professional services. Redevelopment of existing commercial corridors and areas, and conversion of existing structures to more appropriate uses, should result in the physical and aesthetic upgrading of these areas. Commercial land use policies seek to address these issues through the implementation of design guidelines while promoting a diverse and equitable distribution of retail, services and healthy food options. Another challenge is the shallow size of parcels located along the corridors. Most lots fronting major corridors range from 100 to 150 feet in depth. Unfortunately, this is a major development challenge. In order to address



University Gateway, a mixed-use building that incorporates a bank, small grocery store, drug store, and restaurants below with student housing above

this issue, the Community Plan policies support the development of large or aggregated parcels for commercial and mixed-use development.

The Commercial Land Use Map (Figure 3-4) shows the general boundaries of commercial land use designated for the South Los Angeles Community Plan Area. The following policies are intended to apply to all commercial development within the South Los Angeles Community Plan Area.

Goal LU6: **A commercial sector that is strong and competitive, that serves the needs of individual neighborhoods and the broader community, and that provides local residents with access to high quality jobs providing a pathway out of poverty.**

Policies



County of Los Angeles Administration building on South Vermont Avenue

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

LU6.2 **Feasible Development Sites.** Encourage consolidation and deepening of shallow commercial corridor lots in a manner that is compatible with the prevailing urban form as a means to stimulate existing businesses and create feasible opportunities for new development.

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



Retail sign along Figueroa Street

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

LU6.5 **Range of Health Services.** Make it a priority to provide a range of health services (e.g. primary, preventative, dental care, prenatal, counseling) in locations that are accessible to the community, particularly Federally Qualified Health Centers.

LU6.6 **Minimize Displacement of Small Businesses.** Encourage the retention of existing small businesses that strengthen the local economic base of the Community Plan Area.

LU6.7 **Simplify the Development Process.** Encourage development reform efforts to simplify complicated and often opaque zoning in the South Los Angeles Community Plan Area.

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

LU6.9 **Land Acquisition for Affordable Housing.** Develop strategies to assist community land trusts and affordable housing developers with property acquisition. Coordinate with non-profit developers and community land trusts to take advantage of off-site acquisition options.

LU6.10 **Strategic Use of Public Property.** Encourage the use of public property and joint development to create 100 percent affordable and/ or supportive housing projects.

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



Auto uses abound in South Los Angeles

Goal LU7: **Uses which are detrimental to the health and welfare of the community, such as automobile-oriented uses, overconcentrated uses and community nuisances, are effectively addressed.**

Policies

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

LU7.2 **Improve Existing Auto-Related Uses.** Expansions and modifications of existing auto-related facilities should be designed to improve landscaping, buffering and architectural character in order to minimize environmental impacts.

LU7.3 **Screen and Buffer.** Support the screening of open storage, recycling centers and auto uses, and limit visibility of automobile parts storage and other related products from public view.

LU7.4 **Limit Overconcentrated and Incompatible Uses.** Limit overconcentrated uses that are incompatible in a neighborhood context, such as stand-alone drive-thru fast food establishments, off-site alcohol sales, recycling facilities, smoke shops, and check cashing facilities to avoid impacts to the neighborhood.

LU7.5 **Fast Food Restaurant Limitations.** Limit further proliferation of new fast food restaurants within commercial areas, particularly free-standing restaurants.



Liquor stores were identified by the community as an over-concentrated use in the plan area

LU7.6 **Limit Off-Site Liquor Sales.** Limit further proliferation of off-site alcohol sales, particularly liquor stores, and consider increasing notification radii in surrounding neighborhoods.

LU7.7 **Marijuana Establishments.** Support the implementation and enforcement of citywide regulations on medical marijuana dispensaries and adult use marijuana outlets and supporting businesses.

LU7.8 **Revoke Public Nuisances.** Encourage greater use of the City's revocation process to close down serious public nuisance alcohol sales outlets and motel sites involved with repeated prostitution and drug sales.

LU7.9 **Oil and Gas Extraction.** Seek to prohibit new and expanded oil and gas facilities and extraction technologies as a reasonable means of protecting the health and welfare of residents consistent with federal and state law.

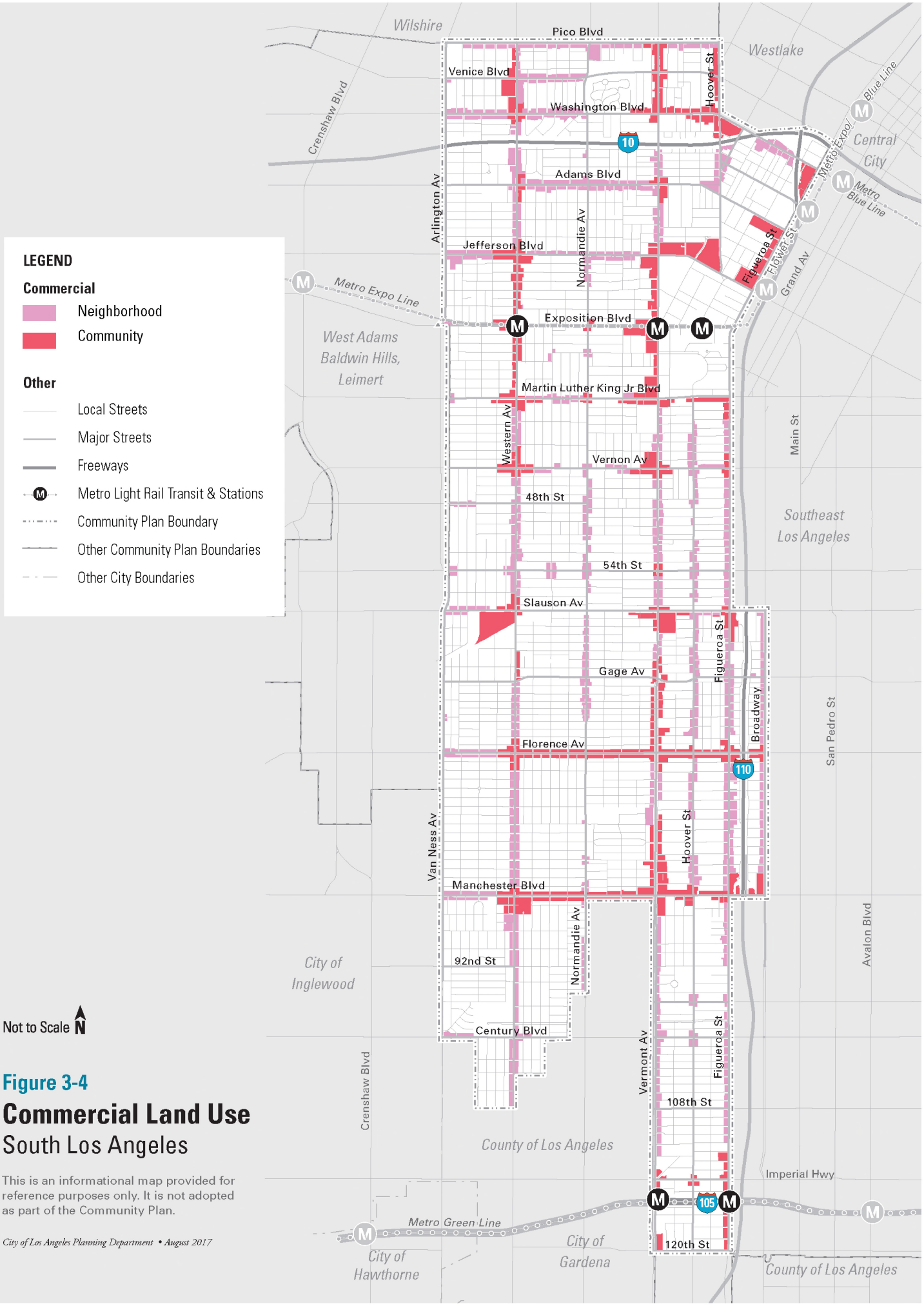
LU7.10 **Oil Operations.** Protect sensitive land uses from oil operations.

LU7.11 **Small Business Retail Space.** Encourage mixed-use and commercial developments to provide retail spaces conducive to community-serving small businesses and business incubation.

LU7.12 **Support Neighborhood Stores.** Support existing neighborhood stores (i.e. mom-and-pop shops) that support the needs of local residents, are compatible with the neighborhood and create a stable economic environment.

LU7.13 **Non-Conforming Oil Operations.** Support discontinuing non-conforming oil extraction uses.

LU7.14 **Street Vending.** Enhance opportunities for permitted vending in parks and on sidewalks in appropriate locations. Coordinate with City Departments to support vendors in obtaining permits and encourage healthy food vending.



Not to Scale N

Figure 3-4

Commercial Land Use

South Los Angeles

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Goal LU8: **High quality, context-sensitive design that is reflective of the desired community character, and preserves the historic and cultural character of the district.**

Policies



This public plaza at Normandie Avenue and Pico Boulevard provides a nice space to sit and relax.

LU8.1 **Create Transitions.** Create adequate transitions between commercial uses along the corridors and adjacent residential neighborhoods through elements such as transitional height requirements and landscape buffers.

LU8.2 **Design for Quality.** Support efforts to enhance community character, scale and architectural diversity, by promoting quality site and landscape design for new commercial uses.

LU8.3 **Site Design and Streetscapes.** Enhance the public realm in commercial areas by promoting quality site, architectural and landscape design, as well as vibrant streetscapes.

LU8.4 **Design Guidelines.** Recommend that development projects conform with the Citywide Design Guidelines and the South Los Angeles Design Guidelines included as Appendix B.

LU8.5 **Freeway Adjacencies.** Support efforts to protect the public from the adverse effects of vehicle-generated air emissions, noise, and vibration along freeway corridors using techniques such as extensive landscaping and trees along freeway-fronting elevations, and including design elements that reduce noise and provide for proper filtering, ventilation, and exhaust of vehicle air emissions.



Vacant lots like the one shown here should be developed into usable community spaces.

LU8.6 **Vacant Lots.** Encourage the redevelopment of existing vacant lots throughout the community that create unsightly and blighting conditions along the corridors. Vacant lots can be transformed into usable community spaces such as parks, plazas or community gardens.

LU8.7 **Visible and Noteworthy Structures.** Encourage the retention and rehabilitation of visible and noteworthy structures.

Goal LU9: **Areas of high pedestrian activity that thrive and vibrant, cohesive neighborhoods that feel inviting and safe.**

Policies

LU9.1 **Design for Pedestrians.** Preserve, enhance and expand existing pedestrian orientation along commercial streets through design standards such as maintaining a uniform street frontage and locating parking at the rear of lots.

LU9.2 **Active Streets.** Encourage an active street environment along commercial corridors by incorporating commercial or other active public uses along street frontages.

LU9.3 **Improve Parking Lot Design.** Improve safety and aesthetics of parking lots in commercial areas using features such as additional lighting, landscaping, pedestrian pathways and improved visibility.

LU9.4 **CPTED.** Pursue urban design strategies such as Crime Prevention Through Environmental Design (CPTED) that reduce street crime and violence.

LU9.5 **Enhance the Public Realm.** Encourage the public realm to be enhanced with street trees, street lighting, street furniture, and public art, as well as wider sidewalks along commercial corridors.

LU9.6 **Universal Design.** New development should incorporate universal design for a range of users including the disabled.

LU9.7 **Minimize Displacement.** Discourage the displacement of existing residents and strive for a no net loss of affordable housing units in the plan area, including those protected by the Rent Stabilization Ordinance.

LU9.8 **Reduce Conflicts.** Design mixed-use projects to mitigate potential conflicts between commercial and residential uses (e.g., noise, lighting, security, truck and automobile access), and provide adequate amenities for residential occupants.

LU9.9 **Incentives for Healthy Family Uses.** Incentivize the inclusion of public amenities, community facilities, full-service grocery stores, child care and accessible open space areas in large, mixed-use projects.

LU9.10 **Minimize Curb Cuts.** Minimize curb cuts along boulevards and encourage vehicular access from alleys or side streets.



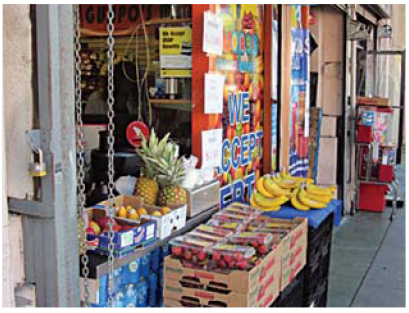
Colorful, pedestrian-scale retail along South Vermont Avenue



Room for improvement: surface parking lot at Adams Boulevard & Vermont Avenue



A shaded, pedestrian-friendly sidewalk along Adams Boulevard



Small store selling fresh produce, Pico Boulevard

Goal LU10: **Healthy foods, including fresh produce, that are conveniently available in all neighborhoods.**

Policies

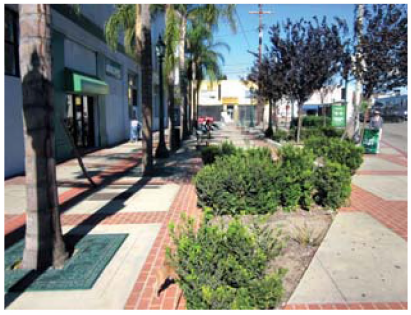
LU10.1 **Full Service Grocers.** Utilize development incentives to attract full-service grocery stores, and encourage stores to sell fresh, healthy foods in underserved areas.

LU10.2 **Farmers' Markets.** Encourage certified farmers' markets in parks, plazas and other appropriate locations to provide ready access to healthful and nutritious foods.

LU10.3 **Over-concentration of Unhealthy Food Options.** Limit the over-concentration of unhealthy food sources.

Goal LU11: **"Green" development that promotes an ecologically sustainable community and reduces greenhouse gases.**

Policies



Corner plaza at Pico Boulevard & Normandie Avenue

LU11.1 **Rehabilitate Existing Buildings.** Promote the preservation and reuse of existing buildings, and provide tools to assist property owners in applying green principles to historic buildings while adhering to preservation standards.

LU11.2 **Reuse Grayfields.** Support the reuse of grayfields (i.e., older, underperforming commercial areas surrounded by underutilized parking lots).

LU11.3 **Green Building Practices.** Promote green building practices, technologies, green roofs, tree planting and other features that minimize impacts on the environment, including the reduction of heat island effect and greenhouse gases.

LU11.4 **Conserve Energy.** Encourage the conservation of energy and resources, and the use of alternative energy sources for commercial development.

Sustainability

Sustainability is defined as the ability to "meet the needs of the present without compromising the ability of future generations to meet their own needs." The three components of a sustainable community are a prosperous economy, a quality environment and social equity.

LU11.5 **Implement Sustainability Policies.** Evaluate development for consistency with established City sustainability policies and regulations.

LU11.6 **Native and Drought-Tolerant Landscaping.** Encourage the use of native and drought-tolerant plants in all new development to conserve water use.

LU11.7 **Green Buffers.** Support the creation of non-publicly accessible green buffers next to highways to reduce the amount of particulate matter in residential areas.



Native, drought-tolerant landscaping at Western Avenue and 31st Street

Redevelopment in South Los Angeles

CRA/LA, a designated local authority (DLA) is the successor to the former Los Angeles Community Redevelopment Agency, the public agency that was established in 1948 pursuant to California State Law (Code Section 33000) to attract private investment into economically depressed communities. Although ABx 1-26 dissolved the agency in 2012, the land use authorities granted in the Redevelopment Project Area Plans remain effective and will continue to be administered by the Department of City Planning.



Western/Slauson Redevelopment Project



Vermont/Manchester Recovery Redevelopment Project

South Los Angeles contains seven redevelopment project areas established by the former Community Redevelopment Agency of Los Angeles (see Figure 1-3). These redevelopment areas encompass many of South Los Angeles' commercial districts and boulevards, and portions of residential neighborhoods. Redevelopment goals include the elimination of blight and creation of a healthy local economy; production of housing for low- to moderate-income families; removal of structurally substandard buildings; changes in land use to facilitate commercial development; provision of new public facilities; and expansion of economic and employment opportunities.

The seven South Los Angeles CRA/LA redevelopment project areas include:

- Exposition/University Park
- Council District 9 Corridors
- Western/Slauson
- Vermont/Manchester
- Mid City Corridors
- Broadway/Manchester
- Pico Union 2



Rendering of the Broadway/Manchester Recovery Redevelopment Project

Community Commercial Land Use

Community Commercial is a land use designation located throughout South Los Angeles along portions of major corridors, including Western Avenue, Vermont Avenue, Figueroa Street, Manchester Avenue and Florence Avenue. The intent of the Community Commercial land use designation is to provide a variety of retail establishments, services and amenities for residents, employees and visitors of the surrounding area. However, the vast length of the area's corridors presents a challenge, as the traditional urban form is diminished by auto-oriented development and overconcentrated uses that dominate the land use pattern along the corridors. Most of the north-south commercial corridors of the Community Plan Area consist of a combination of traditional storefronts and strip-mall commercial development. The east-west commercial streets of Florence and Manchester Avenues have a land use pattern and existing commercial uses that are predominantly auto-oriented, and the development pattern along these heavily trafficked corridors is typically one-story buildings set back at the rear of the property with surface parking lots fronting the sidewalks. In addition, lots along these corridors are shallow, with lot depths ranging from 82 feet to 125 feet. The Community Plan seeks to limit residential-only development along these two high traffic corridors.



Ralphs supermarket in the southernmost part of the South Los Angeles Plan Area, at Vermont Avenue & 120th Street

This Plan designates the areas around Vermont Avenue and Exposition Boulevard and at Vermont Avenue and Manchester Boulevard as Community Centers. The Vermont Exposition area is well served by the Expo Line light rail and features a grocery store, community serving retail, government buildings, religious institutions, and access to the cultural and recreational resources at Expo Park as well as USC. The Vermont Manchester area, while currently underdeveloped, features a number of potential development sites and has long been identified as a potential center for the community. This Plan also designates the area around Figueroa Street approximately between Martin Luther King Jr. Boulevard and Adams Boulevard as a Regional Center. This area stands out for its excellent museums, the Coliseum, and other attractions at Expo Park and the University of Southern California, both of which draw employees and visitors from across the region. This Regional Center is also characterized by retail, restaurants, religious institutions, and hotels, and is in close proximity to the new University Village shopping center at Jefferson Boulevard and Hoover Street.



An auto-oriented portion of Western Avenue

The South Los Angeles Community Plan goals and policies seek to revitalize the Community Commercial corridors through the implementation of design standards and guidelines, as well as by limiting the proliferation of undesirable uses and encouraging an equitable and diverse mix of quality uses along the corridors. The plan also establishes guidelines that improve the transition between new development along the corridors and adjacent lower-scale, single-family and multi-family homes.



The University Gateway mixed-use project at Figueroa Street and Jefferson Boulevard

Goal LU12: **Strong and competitive community commercial areas that serve the needs of the surrounding community while preserving historic commercial and cultural character.**

Policies

LU12.1 **Density and Mixed-Use.** Locate higher densities and a mix of uses in areas designated community commercial, as appropriate, unless identified as commercial-only.

LU12.2 **Design for Transitions.** The scale and massing of new development along corridors should provide appropriate transitions in building height and bulk that are sensitive to the physical and visual character of adjoining neighborhoods with lower development intensities and building heights.

LU12.3 **Design Standards and Guidelines.** Recommend that new development projects conform to design standards and guidelines that promote high-quality and attractive buildings, as well as an active pedestrian oriented environment.

LU12.4 **Auto-Oriented Corridors.** Discourage new residential uses along auto-oriented corridors that have high traffic volumes, multiple driveways, and are not pedestrian-friendly.

LU12.5 **Limit Incompatible and Overconcentrated Uses.** Maintain the community feel of community commercial areas by limiting uses that impact the built environment, are over-concentrated, and contain incompatible operations that spill over into the residential neighborhoods.



The Expo light rail line connects downtown L.A. to the Westside

Commercial Design Guidelines

Before the remodeling or construction of any commercial or mixed-use structure, residents, business owners, and developers should refer to Chapter 3: Commercial Boulevards, Standards, and Guidelines of the Citywide Design Guidelines, located on the Department website, and the South Los Angeles Design Guidelines, located as Appendix B of the Plan.

Neighborhood Commercial Land Use

The Neighborhood Commercial land use designation is located throughout the community, providing daily convenience services to people living in nearby residential areas as well as providing some additional housing opportunities. Typical establishments found in these areas include markets, barber and beauty shops, laundromats and dry cleaners, restaurants, convenience stores, coffee shops and small professional offices. Corridors with the Neighborhood Commercial land use designation include Washington Boulevard from Arlington Avenue to Normandie Avenue, Venice Boulevard and Pico Boulevard from Western Avenue to Normandie Avenue, Pico Boulevard from Menlo Street to Hoover Street, Hoover Street from the 10 Freeway to Adams Boulevard, Vermont Avenue from the 10 Freeway to Jefferson Boulevard, Western Avenue from 88th Street to 98th Street, Manchester Avenue from Arlington Avenue to St. Andrews Place, and Florence Avenue from Arlington Avenue to St. Andrews Place. Many of these corridors are presently in need of investment and aesthetic upgrading, and the overconcentration of certain uses and the lack of other uses on these corridors has impacted the quality of life for South Los Angeles residents.



A walkable, accessible neighborhood commercial area at 23rd Street & Hoover Street

This Plan designates the areas around Pico Boulevard and Normandie Avenue, Hoover Street and Union Avenue, Western Avenue and Slauson Avenue, and Western Avenue and Manchester Boulevard as Neighborhood Districts. The Pico Normandie area is the heart of the Byzantine-Latino Quarter, and is characterized by its pedestrian orientation, neighborhood serving retail, sit-down restaurants (including the popular Papa Cristo's Greek Restaurant), and large religious institutions including the Greek Orthodox Cathedral of Saint Sophia and Saint Thomas the Apostle Roman Catholic Church. At Hoover Street and Union Avenue, pedestrian-oriented restaurants and retail with historic, storefront form and other local businesses surround a park-like, triangle-shaped median. Closer to the center of the plan area, the Slauson Western area features a Big Lots store, Home Depot, Food 4 Less grocery store, and a number of other retail establishments, including a Starbucks coffee shop. Western Avenue near Manchester features grocery stores, restaurants, and neighborhood-serving retail and services.

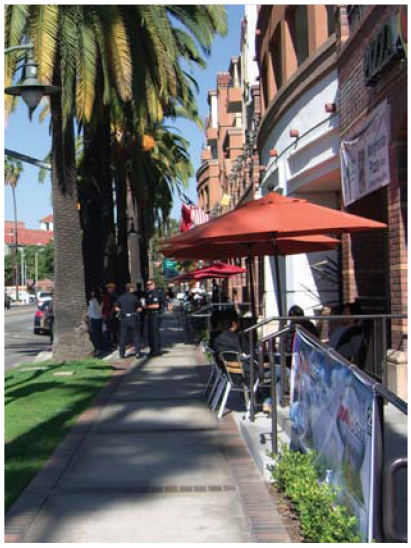


A neighborhood cafe on Washington Boulevard

The following goals and policies for areas with the Neighborhood Commercial land use designation encourage vibrant and attractive streets with pedestrian-oriented development facing the sidewalks and with parking located out of view. Community Plan policies seek to address the over-concentration of certain uses while promoting a diverse and equitable distribution of retail, services and healthy food options.



Mixed-use with pedestrian scale retail at Adams Boulevard & Normandie Avenue



The Tuscany, a mixed-use project along Figueroa Boulevard across from Exposition Park

Goal LU13: **Strong and competitive Neighborhood Commercial areas that serve the needs of individual neighborhoods while preserving existing historic commercial and cultural character.**

Policies

LU13.1 **Protect Commercial Land.** Protect commercially planned and zoned Neighborhood Commercial areas from excessive encroachment by low intensity residential-only development or non-commercial uses.

LU13.2 **Limit Incompatible Uses.** Maintain the neighborhood feel of these Neighborhood Commercial areas by limiting uses that impact the built environment, reduce walkability and contain incompatible operations that spill over into the residential neighborhoods (e.g. auto-related uses).

LU13.3 **Local Business.** Support local businesses that create a stable economic environment, serve the needs of local residents and are compatible with the neighborhood.

LU13.4 **Desirable Uses.** Support efforts to locate desirable uses and neighborhood amenities equitably throughout the Plan Area.

LU13.5 **Promote Mixed-Use Districts.** Encourage mixed-use districts that combine a variety of uses to achieve a community where people can shop, live and work with reduced reliance on the automobile.

LU13.6 **Appropriate Medium-Density Housing.** Increase mixed-use housing opportunities by encouraging medium-density residential development, including townhomes and senior housing, where appropriate.

LU13.7 **Daily Needs Within Walking Distance.** Encourage walkability within Neighborhood Commercial areas by fostering a variety of uses that serve the daily needs of adjacent residential areas.

Industrial Land Use

Industrial Areas

The Framework Element establishes City policy to preserve industrial lands for the retention and expansion of the City's industrial job base. Today's "industrial" jobs are not just traditional 20th century manufacturing and warehousing jobs, but also include jobs in "clean tech" and "green" companies, research and development, food production, artisan industries, media production, and more. The City seeks to increase employment in these sectors in order to provide improved employment opportunities for City residents, maintain the City's jobs-housing ratio, reduce the need of City residents to commute to remote work locations, and to help maintain the City's fiscal health.



A former industrial bakery located in the Plan Area

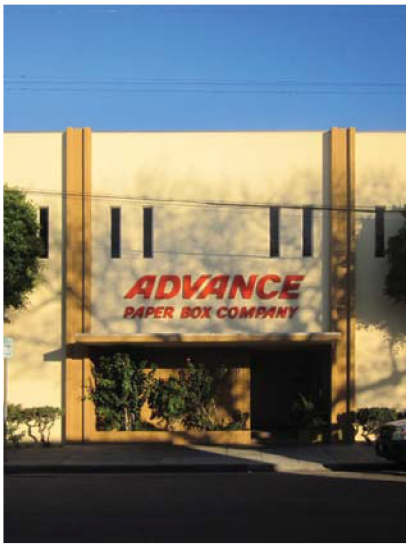
South Los Angeles' proximity to the City's historic core and the railroad network has resulted in the existing pattern of land for industrial uses. At just 130 acres, industrially designated land in South Los Angeles currently makes up only about 1.8% of the overall land uses (Figure3-5). The industrial land located just southwest of the Western Avenue and Slauson Avenue intersection is the only significant heavy industrial pocket left in the South Los Angeles Community Plan Area. Over the years, light industrial uses, especially along Vernon Avenue, Washington Boulevard and Slauson Avenue, have been lost due to commercial uses and to the construction of new public schools developed by the Los Angeles Unified School District. However, there are still limited pockets of light industrial uses along some segments of these streets. The South Los Angeles Community Plan seeks to protect the remaining industrial uses and establish design guidelines that would improve the overall physical conditions of such uses.



Underutilized industrial land

The long-term viability of South Los Angeles' industrial districts needs to be improved by updating and improving the infrastructure, aesthetics, and interface with surrounding uses. Many underutilized sites and large parcels with antiquated facilities have considerable potential for redevelopment.

The South Los Angeles Community Plan protects industrial land by prohibiting non-industrial uses and uses that compromise job-producing potential in many of the industrial districts. Community Plan policies also address transitions and buffering, improvements at the edges of industrial districts, and the protection of residential uses located immediately adjacent to strip industrial land uses.



The Advance Paper Box Company provides jobs in the Plan Area

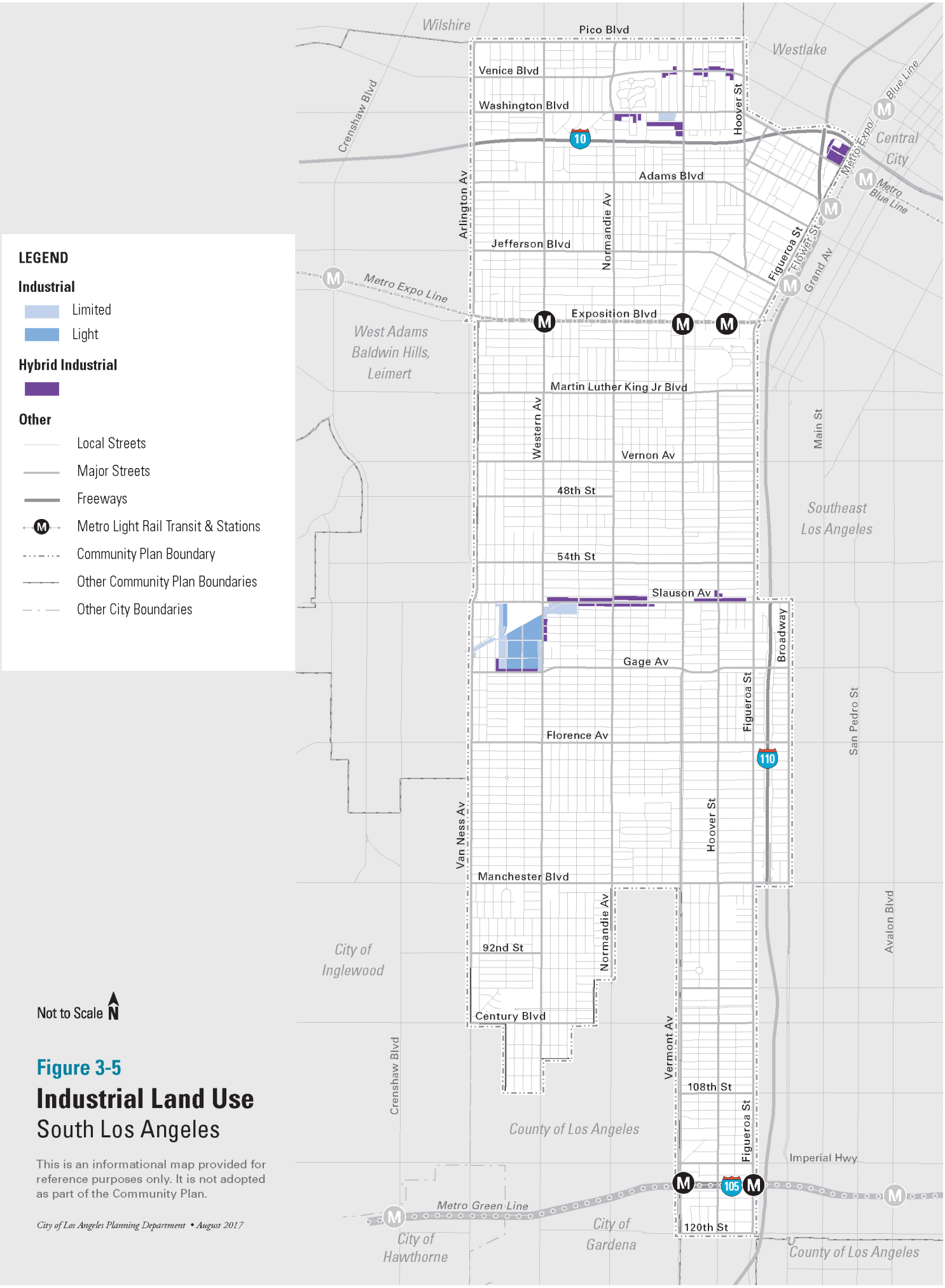


Figure 3-5

Industrial Land Use

South Los Angeles

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Goal LU14: **Land that is designated for a variety of industrial uses with maximum employment opportunities that provide local residents with access to high quality jobs.**

Policies

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

LU14.2 **Preserve Industrial Land.** Retain industrial plan designations to maintain the industrial employment base for community residents and to increase it whenever possible.

LU14.3 **Job Training and Local Hiring.** Promote job training, living wage provisions and local hiring for community residents, including individuals facing barriers to employment.

LU14.4 **Technology-Based and Emerging Industries.** Foster opportunities for attracting more technology-based and emerging industries.

LU14.5 **Simplify the Development Process.** Encourage development reform efforts to simplify complicated and often opaque zoning in the South Los Angeles Community Plan Area.



An unpaved alley collects water after a rainstorm



Plantings along an industrial wall

Goal LU15: **Industrial uses that are safe for the environment.**

Policies

LU15.1 **Compliance with Environmental Policies.** Support the removal and management of environmental toxins in accordance with existing local, regional and federal policies, and avoid future environmental contamination.

LU15.2 **Promote Green Industries.** Encourage "green" industries to locate in South Los Angeles that bolster the economic base and provide high-skill/high-wage job opportunities.

LU15.3 **Revitalization of Brownfields.** Support remediation and reuse of brownfields.

LU15.4 **Oil and Gas Extraction.** Seek to prohibit new and expanded oil and gas facilities and extraction technologies as a reasonable means of protecting the health and welfare of residents consistent with federal and state law.

LU15.5 **Sustainable Practices and Policies.** Encourage sustainable practices in private and public development and operations as well as consistency with established City sustainability policies and regulations.



A well-designed planted area provides a permeable buffer alongside the sidewalk.



Many older industrial buildings have good redevelopment potential



An older industrially-zoned building with great historic character

Goal LU16: **Industrial uses that are compatible with adjacent neighborhoods and land uses.**

Policies

LU16.1 **Mixed-Use District with Light Industrial and Limited Residential.** Promote a mixed-use district with light industrial uses and limited residential uses.

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

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

LU16.4 **Adult Businesses.** Due to issues with residential and other sensitive uses prevalent in industrial areas in South Los Angeles, encourage a strengthened review process for adult business applications and ensure compliance with existing regulations, consistent with federal and state law.

LU16.5 **Design Guidelines.** Recommend that development projects conform with the adopted Citywide Design Guidelines and the South Los Angeles Design Guidelines, included as Appendix B.

Industrial Design Guidelines

Residents, businesses, and developers should consult the South Los Angeles Design Guidelines and Citywide Design Guidelines, Chapter 4: Industrial, before remodeling or constructing any residential, mixed-use, or commercial structures.

Goal LU17: **Industrial developments that utilize sustainability principles.**

Policies

LU17.1 **"Green" Industries Incentives.** Develop programs and incentives to attract "green" industries to the community.

LU17.2 **Energy Conservation.** Encourage the conservation of energy resources and the use of alternative energy sources for industrial development and operations.

LU17.3 **Broad Sustainability Practices.** Encourage sustainable practices in private and public development and operations.

LU17.4 **Policy Consistency.** Evaluate development for consistency with established City sustainability policies and regulations.

Hybrid Industrial Land Use

(Previously Named Commercial Manufacturing)

The Commercial Manufacturing land use designation has been renamed Hybrid Industrial. Just about 54 acres, or 0.8%, of land in South Los Angeles is designated as Hybrid Industrial. Hybrid Industrial areas are located along portions of Venice Boulevard, Washington Boulevard, Slauson Avenue, and the northern end of Figueroa Street. These corridors typically serve as transition zones between industrial land and residential or commercial areas. The corridors have the flexibility to accommodate a variety of uses such as commercial, residential or manufacturing uses. However, certain Hybrid Industrial districts in the Plan Area are intended to include limited residential uses while accommodating job-generating manufacturing or light industrial uses that are compatible with sensitive uses. Community Plan policies address the compatibility of uses and design of projects in order to minimize potential noise and air impacts, ensure adequate screening, require landscaping and ensure high quality architectural character. In addition to the following, Hybrid Industrial areas should conform to the applicable goals and policies outlined in the Industrial Areas section above.

Goal LU18: **Hybrid Industrial corridors that facilitate transitions from traditional industrial districts to neighborhoods and commercial areas, and accommodate job generating uses with limited residential in selected areas.**

Policies

LU18.1 **Preserve Hybrid Industrial Zones.** Improve the jobs-housing balance by preserving the job generating potential of Hybrid Industrial zones.

LU18.2 **Minimize Impacts.** Minimize impacts to sensitive uses and surrounding neighborhoods through transitions and buffering.

LU18.3 **Simplify the Development Process.** Encourage development reform efforts to simplify complicated and often opaque zoning in the South Los Angeles Community Plan Area.

The **Transit-Oriented District** plans for South Los Angeles will tailor development potential to the existing scale, infrastructure and land uses at each station.

Special Districts

South Los Angeles boasts a large number of residential neighborhoods that are notable for their historic value or their intact character, as well as numerous intersections along major corridors that are well-served by transit (both bus and fixed rail). Figure 3-6, Transit Oriented Districts, shows the density of transit in the Community Plan Area, highlighting the areas within a half mile of light rail stations and most Rapid bus stops.



Jefferson/USC Expo light rail station

Figure 3-7 illustrates the Historic Preservation Overlay Zones (HPOZs) in the northern part of the Plan Area, districts designated by the City which provide for review of proposed exterior alterations and additions to historic properties, and the North University Park Specific Plan, which functions very similarly to an HPOZ. A bit further south there is also one proposed HPOZ, Vermont Square. Figure 3-7 also shows the Historic Districts and Planning Districts that SurveyLA has identified within the South Los Angeles Community Plan Area. The South Los Angeles Community Plan also proposes three additional districts: the Character Residential, Multi-Family, and Legacy Single Family Residential Standards Districts, the details of which are described below.

Transit-Oriented Districts

The South Los Angeles Community Plan Area has direct access to the region's growing transit infrastructure with five light rail stations located within the Community Plan Area (Figure 3-6). There are two stations along the Metro Green Line, which connects South Los Angeles to Norwalk and Redondo Beach, and three Expo Light Rail stations located along Exposition Boulevard, connecting South Los Angeles to Downtown, to Culver City and Santa Monica. There are also numerous Metro Rapid bus stops located along Western Avenue, Vermont Avenue, Broadway, Venice Boulevard, and Vernon Avenue. The Community Plan implements policies that focus growth in jobs and housing around these stations and along transit corridors. The Transit-Oriented District plans for South Los Angeles will tailor development potential to the existing scale, infrastructure and land uses at each stop or station. For example, the two Green Line stations at the southern end of the Community Plan Area are surrounded by low density neighborhoods and have limited accessibility due to their location in the median of the I-105 Century Freeway; therefore, moderate capacity will be located only at strategic locations in that area. In contrast, some Expo Line stations are located at-grade, are easily accessible and are well-integrated into the fabric of the community. Thus, these stations have greater potential to become higher intensity Transit-Oriented Districts. Providing a safe and inviting street environment for pedestrians is very important in these areas, so the plan encourages the future establishment of Streetscape Plans around transit nodes and select corridors as a subsequent implementation program for South Los Angeles.



The Gateway development near the Expo line includes a drug store, grocery, and student housing



A single family home across the street from the Expo/Western station platform

Transit-Oriented Development (TOD)

Cities and counties should promote more livable communities by expanding opportunities for transit-oriented development (TOD) so that residents minimize traffic and pollution impacts from traveling for purposes of work, shopping, school, and recreation. TOD is defined as moderate- to high-density development located within an easy walk of a major transit stop, generally with a mix of residential, employment, and shopping opportunities. TOD encourages walking and transit use without excluding the automobile. TOD can be new construction or the redevelopment of one or more buildings whose design and orientation facilitate transit use.

A well-designed, vibrant TOD community can provide many benefits for local residents and businesses, as well as for the surrounding region. Compact development near transit stops can increase transit ridership and decrease rates of vehicle miles traveled (VMT), thereby yielding a good return on transit system investments. TOD can also provide mobility choices, increase public safety, increase disposable household income by reducing transportation costs, reduce air pollution and energy consumption rates, help conserve resources and open space, assist in economic development, and contribute to the housing supply.

Source: The Governor's Office of Planning and Research, State of California General Plan Guidelines 2003. www.opr.ca/gov

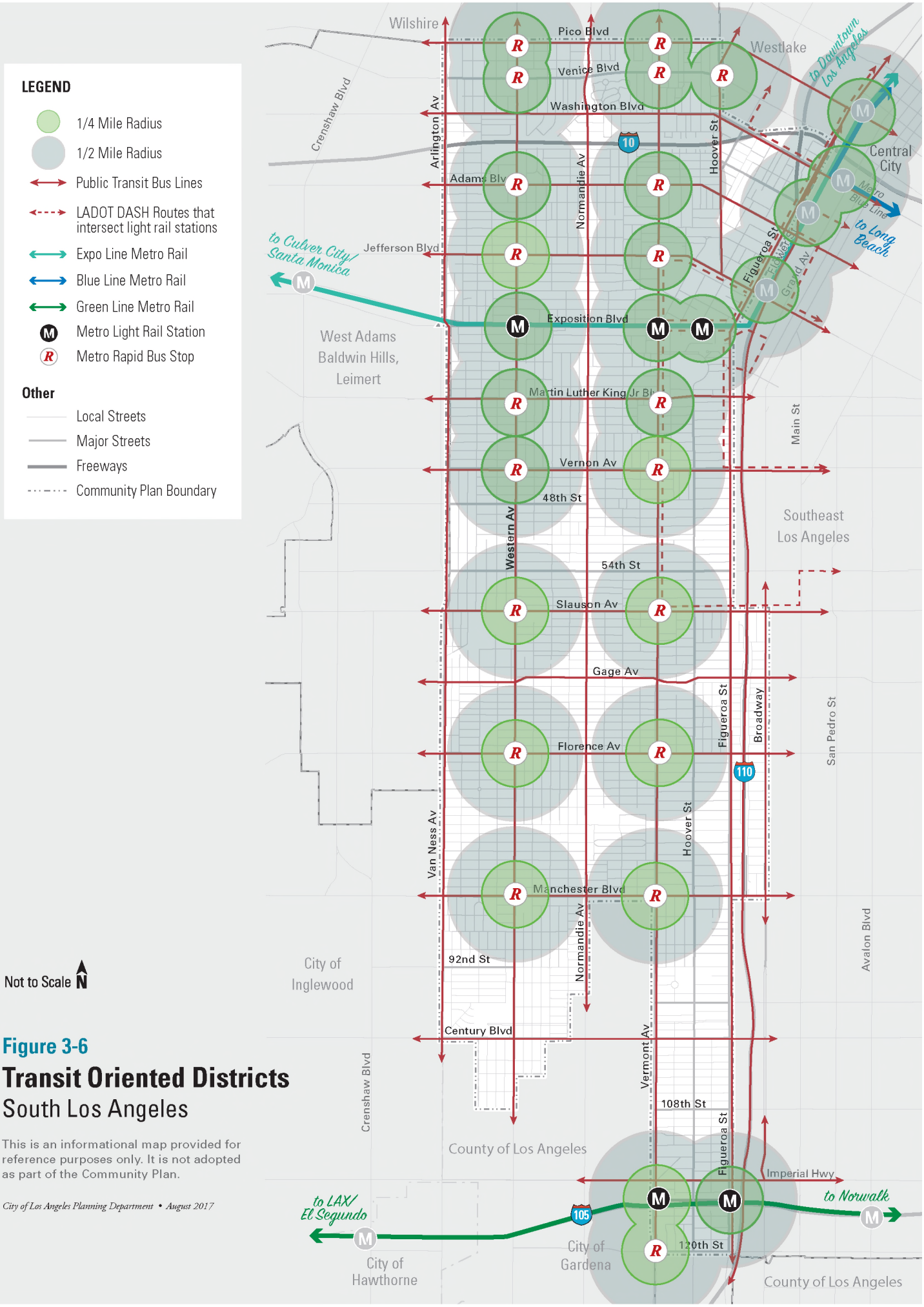

Figure 3-6

Transit Oriented Districts

South Los Angeles

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Goal LU19: **Transit-Oriented Districts around light rail transit stations and select Metro Rapid bus stops that are characterized by a mixture of uses, a safe and attractive pedestrian environment, reduced parking, direct and convenient access to transit facilities, and moderate- to higher-density as appropriate to the existing scale and context.**

Policies

LU19.1 **Context-Specific Transit-Oriented Districts.** Tailor the design, intensity and character for each Transit-Oriented District to promote compatibility with adjacent neighborhoods and to highlight the unique characteristics of the surrounding context.

LU19.2 **Incentivize Mixed-Use.** Develop incentives for higher density, mixed-use projects that incorporate a desirable ground floor use, such as a full-service grocery store or drug store, in targeted Transit-Oriented Districts.

LU19.3 **Mixed-Income Housing.** Incentivize the production of affordable and/or mixed-income housing in Transit-Oriented Districts.

LU19.4 **Housing for Transit Users.** Prioritize new housing for transit users and the transit-dependent community.

LU19.5 **Use Regulations.** Establish use regulations to discourage auto related uses, drive-thrus, and auto-oriented building form and other uses that detract from a pedestrian friendly, walkable district.

LU19.6 **FAR/Height Minimums and Reduced Parking.** Establish floor area ratio (FAR) minimums, height minimums and reduced parking requirements in TOD districts, where appropriate.

LU19.7 **Design Standards and Guidelines.** Recommend that new development projects conform to design standards and guidelines that promote high-quality and attractive buildings, as well as an active, pedestrian-oriented environment.

LU19.8 **Streetscape Plans.** Develop Streetscape Plans that implement complete streets strategies and streetscape improvements for major corridors near TODs that create pedestrian-friendly environments and provide accessibility and connectivity to the stations.

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



The area around the Expo / Western light rail station is characterized by lower density

LU19.10 **Transit-Oriented District Plans Near Single-Family Housing.** Recommend that Transit-Oriented District Plans for station areas adjacent to single-family residential (R1) uses provide development standards, adequate bulk and height transitions, appropriate intensities, and regulations tailored to lower-density neighborhoods while focusing on connectivity to the station.

LU19.11 **Condo Conversion.** Ease condo conversion pressure in TOD areas by limiting the number of existing affordable and rent stabilized units converted to condominiums annually, and by ensuring that such conversions do not negatively affect the local rental market.

LU19.12 **Minimize Displacement.** Discourage the displacement of existing residents and strive for a no net loss of affordable housing units, including those protected by the Rent Stabilization Ordinance.

LU19.13 **Active First Floor Building Frontages.** The first floor frontage of structures should be designed to include commercial or other active public uses.

LU19.14 **Compact Development Patterns.** Promote compact development patterns that are oriented to and frame the street in order to enhance pedestrian activity, and establish a safe and comfortable environment for walking.

LU19.15 **Transfer of Floor Area.** Support the development of a transfer of floor area rights program to facilitate transfers that generate public benefits, such as affordable housing.

LU19.16 **First/Last Mile Improvements.** Coordinate with the Mobility Hubs Program to plan, design, construct, operate, and maintain first/last mile improvements near existing Metro light rail stations, the Slauson Avenue Active Transportation Corridor, the Silver Line Transitway, Bus Rapid Transit stations, and future Vermont Bus Rapid Transit stations.

LU19.17 **Major Transit Stops.** Provide enhanced amenities at major transit stops, including widened sidewalks, where possible, pedestrian waiting areas, transit shelters, comfortable seating, enhanced lighting, information kiosks and wayfinding signage (directing pedestrians to transit stops and stations, and from transit facilities to points of interest in the surrounding neighborhood), advanced fare collection mechanisms, shade trees and landscaping, bicycle access, self-cleaning restrooms, and enhanced, ADA compliant street crossing elements adjacent to transit stops and stations (i.e. enhanced crosswalks, crossing signals, and accessible ramps). Support transit information kiosks at major transit stops, transfer points, and activity centers to supply travelers with real time information about transit services. Consult Mobility Hubs Project plans to coordinate improvements especially in the "South Los Angeles Transit Empowerment Zone" (SLATE-Z) Promise Zone.

LU19.18 **Mobility Hubs.** Support the development of Mobility Hubs at key destinations, especially near existing Metro light rail stations, the Slauson Avenue Active Transportation Corridor, the Silver Line Transitway and Bus Rapid Transit stations and future Vermont Bus Rapid Transit stations.

LU19.19 **Sustainable Mobility Options.** Encourage sustainable mobility options including transportation options for persons who do not have cars or want to use their cars less and promote the use of taxis, rental cars, shared cars, shared bicycles, van pools, shuttles, secure bicycle parking, consolidated pick-up and drop-off areas for Transportation Network Companies (TNCs), and other short trip and first/last mile connections to transit. Encourage the location of these services and bus layovers near Metro light rail stations and major transit nodes, especially the Slauson Avenue Active Transportation Corridor, the Silver Line Transitway, Bus Rapid Transit stations, and future Vermont Bus Rapid Transit stations.

LU19.20 **Transit Incentives.** Encourage new developments and existing multi-family residential and mixed-use projects to offer tenants incentives for using transit, such as subsidized Metro monthly passes to tenants and/or employees and subscriptions to programs that provide first/last mile connections such as bike share, car share, or Transportation Network Companies. Coordinate guaranteed ride home programs or carpooling among tenants.

Character Residential Districts

Character Residential Districts are special districts that provide tailored development and design standards intended to preserve and enhance the historic character of unique single-family and multi-family residential neighborhoods, protecting the existing neighborhood character from incompatible infill development. Standards are established for new construction and for the rehabilitation of existing structures that have been identified by SurveyLA as eligible resources. Figure 3-7 illustrates the locations of the Character Residential Districts in South Los Angeles, which include the Angelus Vista, Manhattan Place, Sugar Hill, Granada Tract, Normandie Five, Washington Gardens Multi-Family, Magnolia Avenue Residential, Browning Duplex, Exposition Park Square, and Vermont Knolls Historic Districts that were identified by SurveyLA.

Goal LU20: **Character Residential Districts that are attractive, walkable and protect the historically significant architectural features of the area through appropriate design standards for infill development.**

Policies

LU20.1 **Design Guidelines.** Provide design guidelines related to bulk and massing in order to preserve and enhance the character of residential neighborhoods.

LU20.2 **Compatible Development.** Protect neighborhoods from incompatible and out-of-scale development while maintaining the potential to provide additional housing units.

LU20.3 **Infill Development.** Provide direction for new residential infill development that is consistent with the existing neighborhood character.

LU20.4 **Design Quality.** Enhance the design, architectural quality and livability of existing well-established neighborhoods.-



Houses line a street in the Character Residential District



Another multi-family residence located in the Character Residential District



Historic homes on Magnolia Avenue are part of the Character Residential District



These duplex homes on Browning Boulevard are also in the Character Residential District

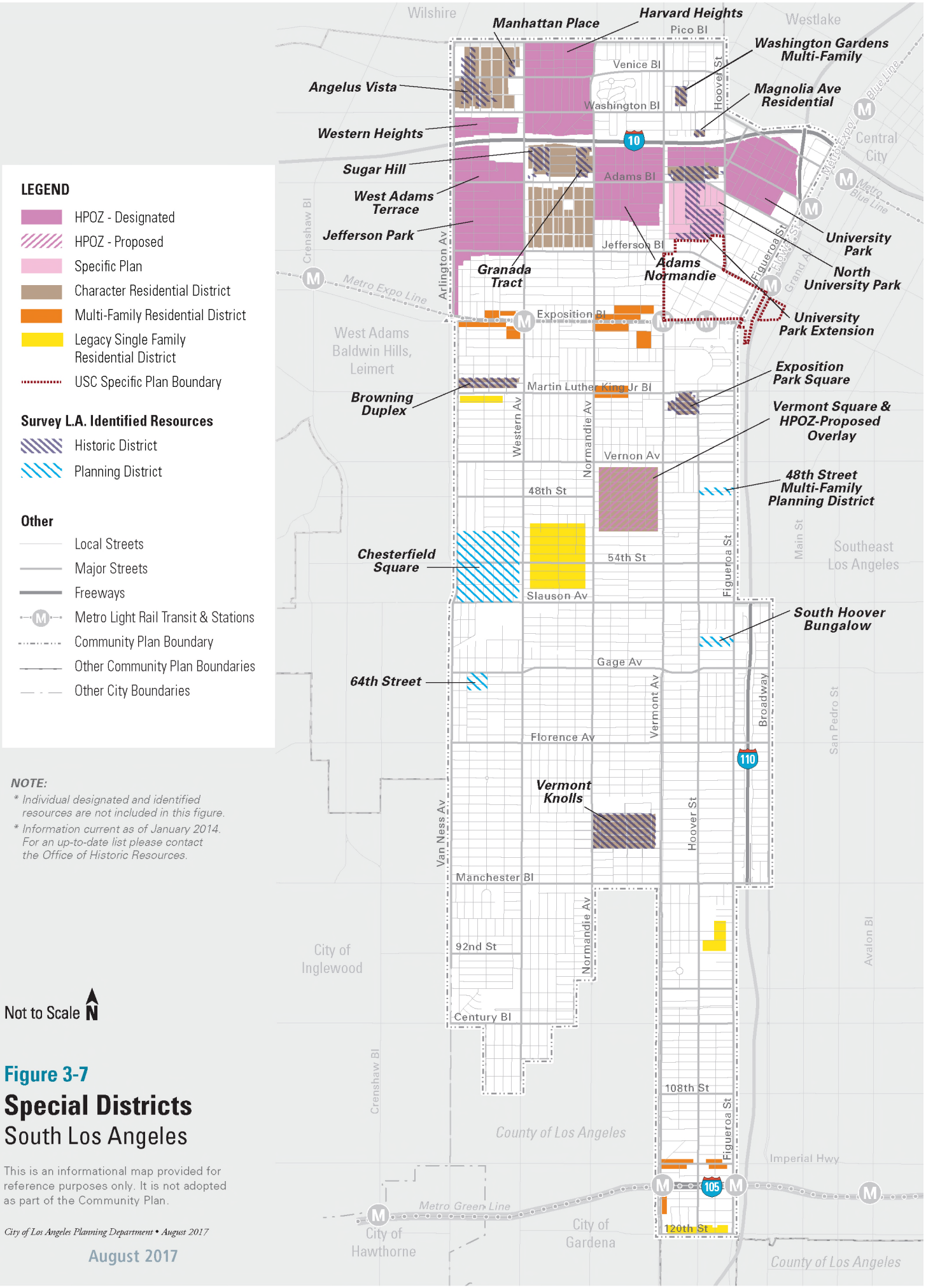

Figure 3-7
Special Districts
South Los Angeles

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At the southern end of the plan area, 120th Street has been identified as a Legacy Single-Family District



This duplex in the Legacy Single-Family District matches 120th street's single-family character

Multi-Family Districts

Multi-Family Districts are special districts that are generally zoned low-medium to medium density multiple family and are in close proximity to transit. The intent of this district is to establish design standards that would encourage compatible infill development that will improve the aesthetic value, pedestrian orientation, and livability of the neighborhood. Figure 3-7 illustrates the location of Multi-Family Districts.

Goal LU21: **Incorporate well designed infill projects.**

Policies

LU21.1 **Infill Development.** Provide direction for new infill multi-family residential development that is consistent with the existing neighborhood character.

LU21.2 **Walkability.** New infill development should be designed to be pedestrian friendly.

LU21.3 **Design Quality.** Enhance the design, architectural quality and livability of existing well-established neighborhoods.

Legacy Single-Family District

South Los Angeles' early development was primarily single-family housing. Over the years some of these neighborhoods transitioned into low density multi-family residential land uses, yet some of these stable (now zoned R2) neighborhoods have generally retained their original single-family character. The intent of the Legacy Single-Family District is to protect the character of these lower-density neighborhoods from new development that does not match the scale and character of existing structures. Unlike the Character Residential Districts, the Legacy Single-Family District was not identified by SurveyLA as a potential historic district, but instead is notable for its distinct single-family character. Figure 3-7 illustrates the location of the Legacy Single-Family District.

Goal LU22: **A Legacy Single-Family District that retains its existing single-family character.**

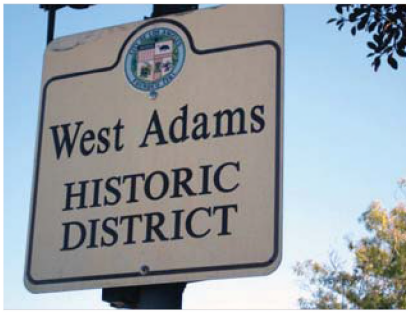
Policies

LU22.1 **Development Standards.** Provide development standards related to bulk and massing in order to preserve and enhance the character of stable lower-density residential neighborhoods.

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

Historic Resources

The South Los Angeles Community Plan Area has a rich assortment of key buildings and places that are significant for their notable architecture or their association with the social and cultural history of the community. The development of the northern portion of South Los Angeles was heavily influenced by the historic streetcar routes that originated in Downtown Los Angeles and traveled through South Los Angeles. The neighborhoods thrived primarily because of their close proximity to Downtown Los Angeles and their accessibility to the streetcars, which allowed residents to access shopping, entertainment, and employment centers Downtown. These South Los Angeles residential neighborhoods, built in the late 1800s through early 1900s, demonstrate a wide range of architectural styles typical to the Victorian and Arts and Crafts building periods, and have remained intact with high concentrations of historically significant structures.



Signs designate historic districts within the Community Plan Area

South Los Angeles contains six Historic Preservation Overlay Zones (HPOZs) and one Specific Plan, all of which contain standards and regulations designed to preserve the historic character of these neighborhoods. The northern part of the Community Plan Area is home to all of South Los Angeles' HPOZs: the University Park, Adams-Normandie, Harvard Heights, Western Heights, West Adams Terrace, and Jefferson Park HPOZs. The North University Park Specific Plan is also located in this area; although not an HPOZ, it functions similarly to an HPOZ in that it establishes design guidelines to protect the area's historic character.


Historic home in West Adams Terrace

South Los Angeles is also home to several historically designated monuments, including the Shrine Auditorium, the Los Angeles Memorial Coliseum, and several buildings located at Exposition Park and on the USC campus. The preservation of such historic resources protects Los Angeles' built legacy, ensuring continuity and the retention of the community's collective memory. Historic preservation also offers economic benefits, as communities throughout the nation have used preservation as a successful tool to promote revitalization and economic development.

Citywide preservation policies have been established through a Cultural Heritage Master Plan (adopted by the City Council in 2000) and the Conservation Element of the General Plan. The Department of City Planning's Office of Historic Resources helps guide implementation of these policies and is currently conducting the multi-year Los Angeles Historic Resources Survey known as SurveyLA, the findings of which are publicly available.


The Los Angeles Memorial Coliseum is the only stadium to have hosted the Olympic Games twice, in both 1932 and 1984.

SurveyLA identifies and evaluates properties according to standardized criteria for listing in the National Register of Historic Places, the California Register of Historical Resources, and for local designation as Historic-Cultural Monuments and Historic Preservation Overlay Zones. The information gathered during the surveys provides baseline information to inform planning decisions and support City policy goals and processes. SurveyLA findings are subject to change over time as properties age, additional information is uncovered, and more detailed analyses are completed.



Art Deco building along South Vermont, now the Scientology Community Center

SurveyLA identifies individual resources, non-parcel resources, historic districts, planning districts, and district contributors and non-contributors. Figure 3-7, Special Districts, shows the locations of the Historic Districts and Planning Districts identified by SurveyLA. Historic Districts are areas that are related geographically and by theme, and may include single or multiple parcels depending on the resource. Planning Districts are areas that are related geographically and by theme, and have consistent planning concepts, such as height, massing, setbacks, and street trees. However, Planning Districts do not meet eligibility standards for designation, generally because the majority of the contributing features have been altered, diminishing the overall integrity of the area. Also, Planning Districts are not historical resources under CEQA.

Resources identified through SurveyLA are not designated resources. Designation by the City of Los Angeles and nominations to the California or National Registers are separate processes which include property owner notification and public hearings.

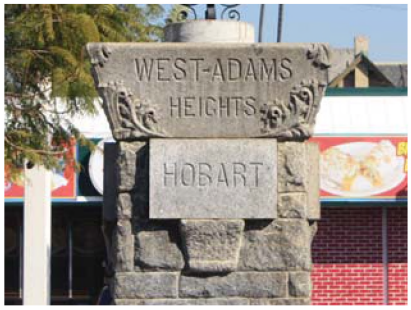
Goal LU23: **South Los Angeles' significant cultural and historical resources are protected, preserved and/or enhanced.**

Policies

LU23.1 **Protect Historic Resources.** Continue to identify and protect designated City of Los Angeles Historic-Cultural Monuments.

LU23.2 **Identify Future Resources.** Promote inclusion of additional architecturally and historically significant landmarks which serve to preserve Los Angeles' historic past.

LU23.3 **Assist Property Owners.** Assist private property owners of historic resources to maintain and/or enhance their properties in a manner that will preserve their integrity.



Historic stone columns welcome people to Hobart Boulevard in the West Adams Heights neighborhood.

Goal LU24: **Applicable preservation criteria are considered when reviewing projects affecting designated and eligible historic resources.**

Policies

LU24.1 **Historic Preservation Standards.** Apply the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (Weeks and Grimmer, 1995) to all projects that affect designated historic resources.

LU24.2 **CEQA Review of Eligible Resources.** Discretionary project proposals affecting resources identified through the Los Angeles Historic Resources Survey (SurveyLA) as eligible for historic designation should undergo thorough review pursuant to the California Environmental Quality Act (CEQA).



Historic home on Harvard Boulevard

LU24.3 **Evaluate Potential Significance.** Consult with the Office of Historic Resources regarding projects that require environmental review in order to adequately evaluate the potential significance of buildings 45 years of age or more.

Goal LU25: **Preserve neighborhoods that are identified and/or appear to be eligible for historic district status by initiating and adopting new Historic Preservation Overlay Zones (HPOZs) and other neighborhood conservation techniques.**



Another well-maintained Harvard Boulevard home

Policies

LU25.1 **Support Continued District Designations.** Promote district designations, as well as maintenance and rehabilitation of historically significant structures in potential and proposed historic districts.

LU25.2 **Promote Neighborhood Conservation Techniques.** Promote the initiation and adoption of innovative neighborhood conservation techniques such as community plan implementation overlays (CPIOs) and community design overlays (CDOs) for areas that retain cohesive character but are not eligible to become HPOZs.

LU25.3 **Façade Restoration and New Construction.** Encourage the preservation, conservation, rehabilitation and adaptive reuse of existing buildings in commercial areas through the restoration of original façades and the design of new construction which complements the prevailing historic pattern of development.



A historic home located in the Character Multi-Family District

Goal LU26: **Partnerships with relevant neighborhood organizations and City agencies that advance preservation efforts in the community through informational, educational and incentive programs.**

Policies

LU26.1 **Forge Partnerships for Community Preservation.** Promote public/private partnerships to create new informational and educational programs, tours and signage programs that highlight the community's history and architectural legacy.

LU26.2 **Utilize Incentive Programs.** Promote the use of historic preservation incentive programs, such as the City Mills Act, Historical Property Contract Program, the Federal Historic Rehabilitation Tax Credit, and California Historical Building Code.

LU26.3 **Financial Resources for Home Owners.** Identify financial resources for low- to moderate-income home owners. Partner with the Los Angeles Housing and Community Investment Department (HCID) and other agencies to identify new financial resources for rehabilitation grants and loans.



A sign designates the Western Heights historic district



Historic houses in the Western Heights neighborhood

Goal LU27: **Preserve existing cultural resources to enhance the cultural identity of the community.**

Policies

LU27.1 **Promote Community Awareness.** Promote community awareness of cultural amenities by implementing the City's Cultural Master Plan and Cultural Heritage Master Plan.

LU27.2 **Enhance Cultural Resources.** Protect and enhance places and features identified within the Community Plan Area as cultural resources for the City of Los Angeles.

LU27.3 **Coordinate Cultural Programs.** Encourage the coordination of cultural programs at local schools, utilizing resources such as the Cultural Affairs Department and local artists.



The California Science Center is a valuable cultural resource for the entire region

Supplemental Use Districts

Oil District

Los Angeles oil fields collectively produce approximately two million barrels of crude oil every year, with a fair concentration of oil fields located in South Los Angeles. Oil drilling has been taking place for decades in South Los Angeles, particularly in urbanized areas, and therefore the land use conflict between oil drilling and its neighbors has long existed, and has been exacerbated as the City continues to grow. Oil and gas extraction and production has evolved over time. Technological advances such as hydraulic fracturing, horizontal drilling, and acidizing are becoming more common and driving expansion of oil and gas exploration. New drilling technologies have coincided with complaints from residents regarding odors, noise, vibration, visual blight, and most importantly negative health impacts.



An oil extraction site located within the boundaries of the South Los Angeles Community Plan Area

The Oil Drilling District (O District) in South Los Angeles was established in the early 1950s when oil extraction methods consisted largely of traditional drilling. Figure 3-8 illustrates where O District zoning exists within the Community Plan Area which is largely over the La Cienegas Oil Field. No new O Districts are being proposed with this plan.

The O District does not specifically address newer extraction technologies and their potential health impacts. It is important that all oil operations are performed in the safest manner possible. Therefore, discretionary review of future activities within the adopted boundaries of the Oil District should be substantially consistent with the following goals and policies.

Goal LU28: **Oil and gas extraction activities that are performed with the greatest regard for public and environmental health and welfare.**



A temporary wall constructed around an oil extraction site in South LA

Policies

LU28.1 **Discretionary Review.** Seek a high level of discretionary review for any changes to, or expansion of, existing oil extraction sites, surface production facilities and activities so that the public may remain informed and involved, and so that appropriate environmental review may take place pursuant to the California Environmental Quality Act.

LU28.2 **Periodic Review.** Any extraction activities, and associated production facilities involving hazardous materials should include regular and periodic discretionary review.

LU28.3 **Community Health.** All extraction technology, including fracking, drilling, acidizing, or other technologies that involve potentially hazardous materials, should have no negative impacts on public or environmental health. Support the requirements of comprehensive plans which strive to stop the release of chemicals into the groundwater or the surrounding environment.

LU28.4 **Emergency Preparedness.** Recommend that emergency responders, including LAPD and LAFD, review any plans involving the storage, transportation, or use of hazardous materials, and that comprehensive abatement, fire protection protocol, and emergency response plans exist prior to the issuance of any decision to approve any expansion of, or change to, extraction activities.

LU28.5 **Hazardous Materials.** Any decisions to approve the transportation, disposal, subsurface injection or use of hazardous materials should be based on sound understanding of potential public health impacts, and that adequate study and analysis should be conducted and demonstrated as part of the decision-making record.

LU28.6 **Mitigation of Impacts.** Strive for adequate mitigation of noise, odor, truck trips, toxic chemical usage, glare, vibration, and aesthetic impacts and recommend that continuous around-the-clock drilling does not occur.

LU28.7 **Design and Compatibility.** Recommend that any construction, including accouterments intended to buffer or mitigate, be compliant with any applicable Community Plan Design Guidelines, or Historic Preservation Overlay Preservation Plan Design Guidelines.

LU28.8 **Geotechnical Studies.** Recommend that applicant provide additional seismic and other geotechnical studies which demonstrate that there will be no increased risk of earthquakes, subsidence or related geologic issues resulting from extraction, drilling or injection activities.

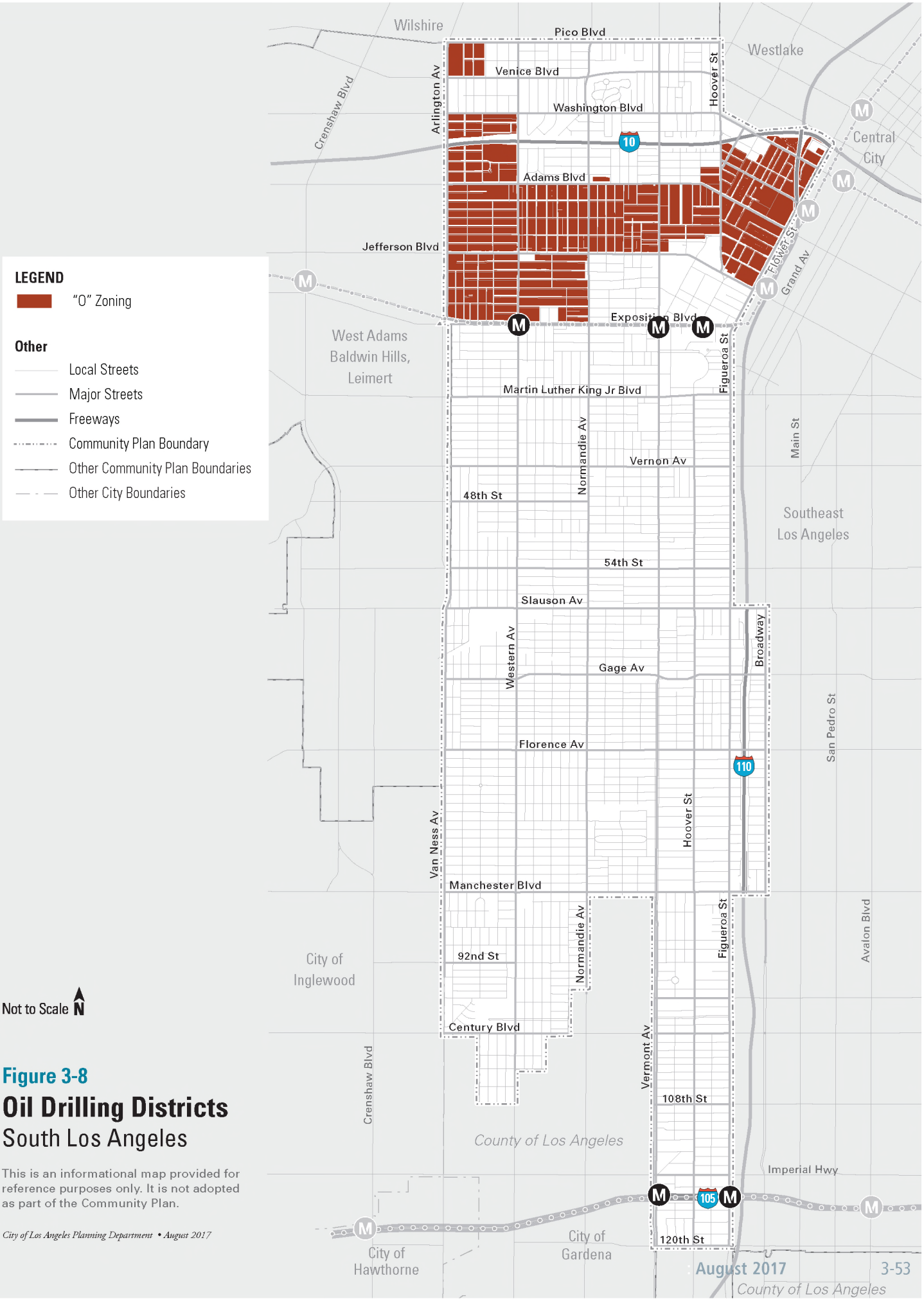


Figure 3-8

Oil Drilling Districts

South Los Angeles

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Mobility

The Mobility chapter outlines the transportation goals and policies for the South Los Angeles Community Plan and introduces the concept of "complete streets," the basis for South Los Angeles's multi-modal approach to mobility. Official street standards, modifications to these standards, and street prioritization by mode are also discussed in this chapter. The Mobility chapter is organized in the following sections:

- Circulation System
- Community-Wide Goals and Policies
- Walking
- Bicycling
- Public Transit
- Motorized Vehicles
- Parking Management
- Scenic Highways

What is Mobility?

Whether walking, riding a bike, taking public transit or driving a car, community members want efficient, safe and enjoyable modes of transportation to reach their destinations. "Mobility" is the ability to comfortably travel within the community and region using one or several modes of transit. Mobility is enhanced when community members have a variety of travel options ranging in feasibility and cost.

The South Los Angeles Community Plan recognizes that land use and mobility goals and policies are interdependent. Mobility objectives cannot be achieved without the support of appropriate and complementary development; at the same time, land use and urban design objectives can be undermined by conflicting mobility policies. Therefore, the mobility goals and policies in this chapter enhance and reinforce the land use and urban design policies discussed in Chapter 3, while integrating city-wide mobility goals, including those established in the General Plan Framework and Mobility Element with community-specific objectives. The citywide goals include:

- Supporting a first-class, multi-modal transportation system in which jobs, services and amenities are easily accessible to all residents and visitors, which respects the City's unique communities and neighborhoods, and which reduces the City's dependence on automobiles.
- Improving air quality, public health, and quality of life through continued investment in rail, transit, bicycle, pedestrian, and trail infrastructure.
- Creating a street network that balances the needs of all roadway users, including pedestrians, bicyclists, transit riders, and motorists, and which values streets as public open spaces.

Our City's streets serve many different roles within a community. They are a means to get people to places they need to go, via bus, light rail, car, motorcycle, bicycle, on foot and more, as well as being places to gather, recreate, shop, exercise, and socialize. They are the backbone of a healthy community and an indicator of a local neighborhood's culture and values. Streets must also provide mobility for our

Left: Pedestrians, cars and a bike pass by the Expo Light Rail, Vermont Avenue & Exposition Blvd

businesses, which often rely on the timely delivery of merchandise to their stores or the ability to deliver services in customer's homes or offices. Furthermore, streets accommodate utility and sewer lines, collect and transport water on rainy days, and accommodate lighting, trees, and other amenities.

Daily life demands a great deal from our streets, and therefore the sustainable future of our neighborhoods depends on a network of roadways that balance the needs of these multiple interests and functions. Currently, most of the City's streets are devoted primarily to moving vehicular traffic; however, overdependence on motor vehicles puts communities in a vulnerable economic position and diminishes our quality of life. Therefore, the South Los Angeles Community Plan encourages a more balanced multi-modal approach to mobility in which the community's streets are more equitably shared by all users, an approach used by the California Complete Streets Act of 2007.



Accomodation of bicycle riders is an element of Complete Streets

Complete Streets

"Complete streets" are roadways designed and operated to enable safe, attractive, and comfortable access and travel for all users. Pedestrians, bicyclists, equestrians, motorists and public transport users of all ages and abilities are able to safely and comfortably move along and across a complete street. In 2007, the State of California adopted the "Complete Streets Act," which requires local municipalities to plan for the routine accommodation of all roadway users when updating its General Plan.



Bus, bike, and train: At the Green Line Station where Vermont Avenue crosses the 105 Freeway.

Circulation System

The majority of the streets in South Los Angeles are situated on a north-south axis grid, with the exception of that portion of South Los Angeles bounded by the Interstate 10 (I-10) Santa Monica Freeway, Hoover Avenue, Adams Boulevard, and Figueroa Street. In this portion of the Community Plan Area the streets are skewed diagonally at a 36-degree northeast angle, because that area was initially located within the boundaries of the original Pueblo de Los Angeles. With approximately seven north-south and fifteen east-west streets serving as major transit corridors within and through the Community Plan Area, the South Los Angeles circulation system is quite extensive. Below is a list of some of these corridors.



A local MTA bus passes Vermont Avenue & Pico Boulevard

North-South Corridors

- Arlington Avenue
- Western Avenue
- Normandie Avenue
- Vermont Avenue
- Hoover Street
- Figueroa Street
- Broadway

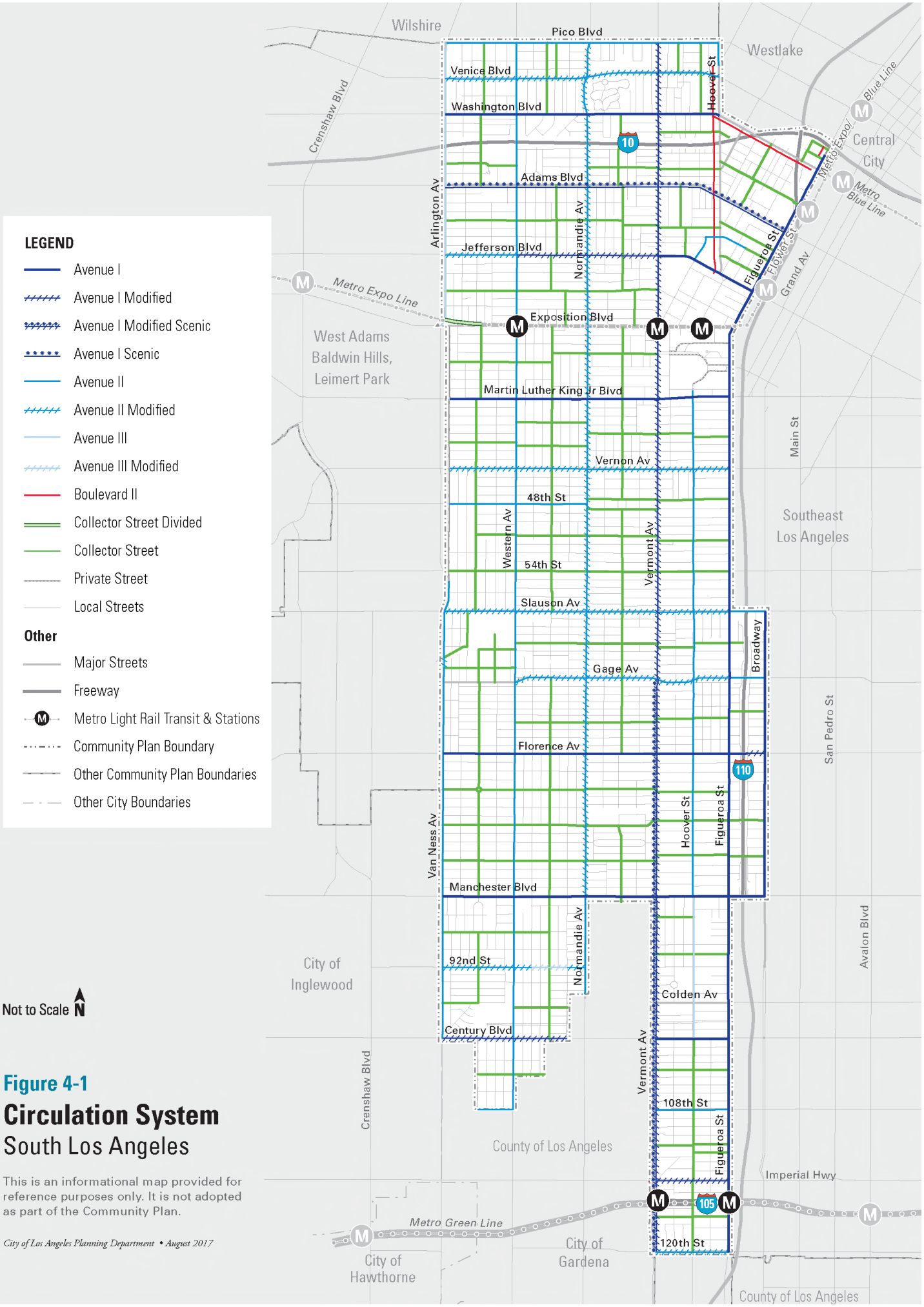

Figure 4-1

Circulation System

South Los Angeles

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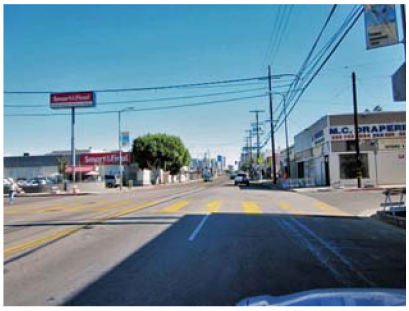
East-West Corridors

- Pico Boulevard
- Venice Boulevard
- Washington Boulevard
- Adams Boulevard
- Jefferson Boulevard
- Exposition Boulevard
- Martin Luther King Jr. Boulevard
- Vernon Avenue
- Slauson Avenue
- Gage Avenue
- Florence Avenue
- Manchester Avenue
- Century Boulevard
- Imperial Highway
- 120th Street



Pico Boulevard looking east

The South Los Angeles Community Plan Area is served by an extensive network of transportation infrastructure, including highways (freeways and high capacity roadways), arterials (moderate capacity roadways), collector streets, local streets, light rail transit (LRT) lines, and a freight railroad route running along Slauson Avenue. The South Los Angeles Community Plan also supports an extensive public transit network that includes numerous Local and Rapid Bus Lines and the Exposition and Green Line light rail transit lines, all of which are run and operated by Metro (formally Los Angeles Metropolitan Transit Authority or LAMTA). The public transit network also includes the DASH shuttle service, which is run and operated by the City of Los Angeles Department of Transportation (LADOT). In addition, there are three major freeways that travel through the Community Plan Area: the Interstate 10 Santa Monica Freeway (I-10), the Interstate 110 Harbor Freeway (I-110) and the Interstate 105 Century Freeway (I-105).



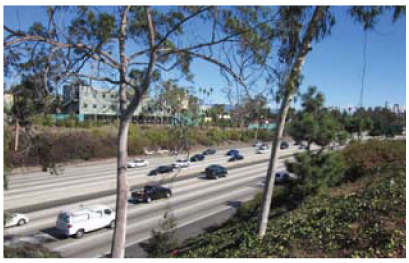
Just east of the Plan Area, the 110-105 Judge Harry Pregerson Interchange is one of the biggest and tallest freeway interchanges in the country

Freeways

The I-10 Santa Monica Freeway travels in an east-west direction and spans the northern part of the Community Plan Area from Figueroa Street to Arlington Avenue. The I-10 provides access from South Los Angeles to destinations to the east, including Downtown Los Angeles, East Los Angeles, the San Gabriel Valley and the Inland Empire, and to the west, including West Los Angeles and Santa Monica. The I-110 Harbor Freeway travels along a north-south route on the eastern end of the Community Plan Area (just west of Figueroa Street), running from the I-10 Santa Monica Freeway to Figueroa Street, and from Slauson Avenue to Manchester Avenue. The remaining portions of the Harbor Freeway not located completely in the South Los Angeles Plan boundary are located approximately a block away outside of the eastern South Los Angeles Plan Area boundary, in the adjacent Southeast Los Angeles Community Plan Area. The I-105 Century Freeway travels along an east-west route through the southern end of the Community Plan Area from Figueroa Street to Vermont Avenue. The freeway system in the South Los Angeles Community Plan Area creates a physical and visual barrier within the community. The numerous on- and off-ramps spill into the community and encourage travel through the major corridors within the Community Plan Area. Washington Boulevard, Manchester Avenue, Florence Avenue, Century Boulevard, and Vermont Avenue are a few examples of some of the major corridors frequently utilized by commuters either to access the freeway system or to seek alternative routes when there is congestion on the freeways.



A dead end sign on Cimarron Street marks where the I-10 Santa Monica Freeway cuts through the neighborhood



The I-10 Santa Monica Freeway runs east-west through the northern part of the Plan Area



Palm-lined residential street in the northern part of the Plan Area

Standard Street Classifications

The City's streets are organized by standard street classifications, established in the General Plan, as well as standard street dimensions, adopted by the City Planning Commission and Board of Public Works, and depicted in the Department of Public Works Standard Plan. Street classifications describe the function of a particular street within the larger street network, while street dimensions assign appropriate street right-of-way widths (comprised of space for sidewalks, parkways, street parking, travel lanes, and medians) for each classification. Figure 4-1, Circulation System, delineates South Los Angeles' street network by designation. Although street widths for each of the above street classifications are standardized, actual street widths vary because, historically, streets were built to different, narrower standards. In these circumstances, older streets are incrementally widened through street dedications from new development; however, this method of street widening may be impractical or counter to goals of increased pedestrian, bicycle, or development activity. Existing, non-standard street dimensions, types of adjacent land uses, lot depths, and volumes of vehicular, pedestrian, and bicycle activity may all indicate the need for a different street dimension than the adopted standard. In these cases, streets and street segments can be modified to reflect the specific needs of a community. Street classifications are summarized in the accompanying text box. Selected modified street designations are illustrated in Figure 4-2, Modified Street Standards.

Street Classifications

Streets are organized by official standard street classifications established in the Mobility Element, and street dimensions, depicted in the Department of Public Works Standard Plan Forms, as adopted by the City Planning Commission. The purpose of standardizing street dimensions is to assign appropriate street right-of-way widths — comprised of space for sidewalks, street parking, travel lanes, and medians — for each street type. Boulevards and Avenues are commonly referred to as arterial streets while collector and local roads are referred to as non-arterial streets. The Mobility Element, as an update to the 1999 Transportation Element, replaces Standard Plan Form S-470-0 with S-470-1 and includes the following street types:

Boulevards I and II. Formerly Major Highway – Class I and II, Boulevards are designed to carry high volumes of traffic at relatively high speeds. A Boulevard I typically includes 136 feet of right-of-way with three lanes of traffic in each direction. A Boulevard II typically includes 110 feet of right-of-way with two lanes of traffic in each direction. Access to individual parcels along the street should be limited.

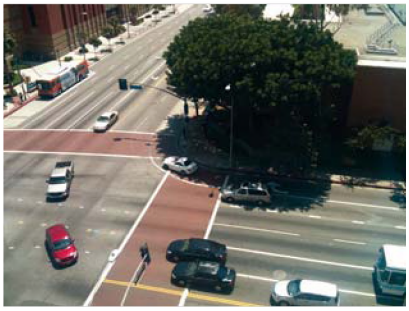
Avenues I, II and III. Formerly Major Highway Class II and Secondary Highways, Avenues are intended to supplement the through-traffic carrying characteristics of Boulevards, and are designed for fewer daily trips than a Boulevard and typically provides more access to individual parcels. The road-bed is commonly 70 feet for Avenue I, 56 feet for Avenue II and 46 for Avenue III. Avenues should have two travel lanes in each direction, with left turn lanes at signalized intersections. Local serving on-street parking should be encouraged to support pedestrian scale commercial along avenues.

Collector Streets (standard, industrial, and hillside). Collector Streets are moderate-volume, medium-speed roadways that provide access between neighborhoods and higher volume arterial streets. Collector streets should not be designed to accommodate "thru traffic" seeking to avoid congestion on parallel arterial streets.

Local Streets (standard, industrial, and hillside). Local Streets are designed to allow local traffic access to individual properties and/or destinations.

Priority Streets

The Mobility Plan introduces the concept of prioritized improvements on streets that are part of the Plan's Enhanced Network. The Mobility Plan allows communities to further classify streets at the local level by priority mode or modes of travel, termed Priority Streets. Priority Streets are organized by walking, bicycling, transit, or motor vehicle priority. Widening streets to accommodate additional space for every mode of travel is often infeasible and undesirable. Instead, prioritization allows for a more tailored, efficient use of the street network that balances the needs of each mode in a holistic manner. Assigning street priorities assists City agencies, Planning Commissions, and elected officials in making strategic decisions about future street improvements while avoiding conflicting transportation projects. Prioritization does not preclude improvements to non-priority streets, it simply suggests where to focus attention first. Street priorities are summarized in Table 4-1, Priority Streets, and are discussed further in each relevant section in this chapter.



The intersection at Adams Boulevard & Figueroa Street

TABLE 4-1:
South Los Angeles Priority Streets

Street	Pedestrian	Bicycle	Public Transit	Motorized Vehicles
Venice		✓	✓	
Washington		✓		
Jefferson	✓	✓		
Exposition			✓	
Martin Luther King Jr.		✓		
Slauson		✓		✓
Florence			✓	✓
Manchester				✓
98th Street		✓		
Century		✓		
Western	✓		✓	
Vermont	✓		✓	
Hoover	✓			
Figueroa		✓	✓	
Broadway			✓	



Riding bikes, Adams Boulevard



A verdant part of Adams Boulevard, north of USC

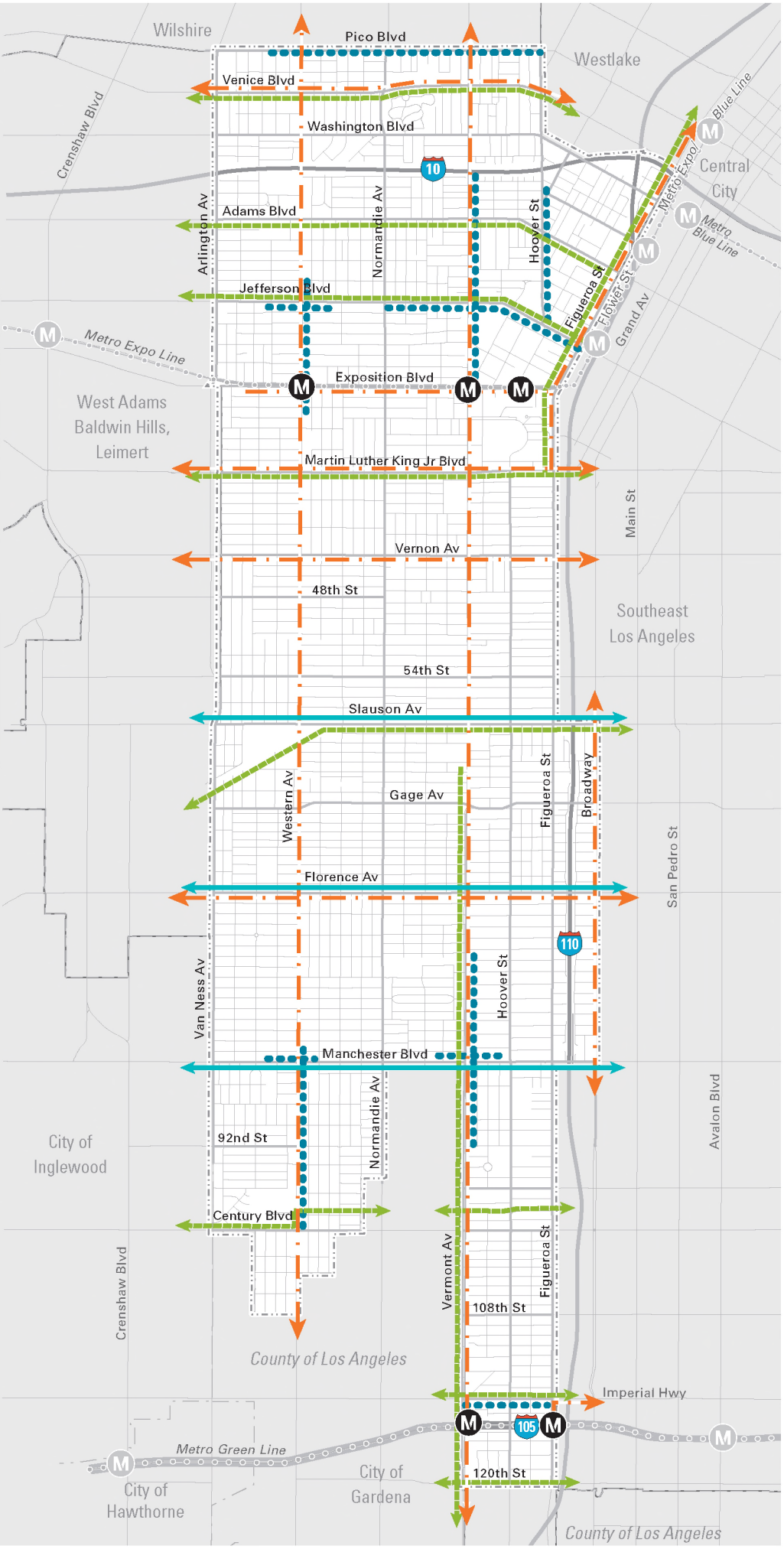


Figure 4-2

Priority Streets

South Los Angeles

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Community-Wide Mobility

The primary mobility objectives of the South Los Angeles Community Plan are enhancing connectivity to transit stations, improving the pedestrian experience along commercial activity centers, reducing auto dependence, and expanding bike facilities in the Community Plan Area. These goals are in line with the Complete Streets initiative to create sustainable, livable communities that benefit from different modes of transportation. The Plan seeks to capitalize on the light rail network in place by enhancing light rail station areas to create mixed-use, livable neighborhoods that provide multi-modal opportunities, thereby increasing transit ridership, walking and biking while reducing dependence on the automobile.



L.A. Bicycles bike shop, Washington Boulevard

Goal M1: **A street system that is diverse and balances the needs of pedestrians, bicyclists, transit users, mobility-challenged persons and vehicles, while providing sufficient mobility and abundant access options for the existing and future users of the street system.**

Policies

M1.1 **Complete Streets.** The community should be served by a complete street system, with some streets strategically prioritized for target users and other streets that connect the complement of arterials together to serve all users.

M1.2 **Mobility for Challenged Users.** Support, wherever feasible, transportation programs and services aimed at enhancing the mobility of senior citizens, disabled persons, young people and the transit dependent population.

M1.3 **Adequate Traffic Mitigation.** Developments that increase density or intensity by zone change, variance, conditional use, parcel map, subdivision or other discretionary action should provide adequate traffic mitigation and ensure that mobility needs are met.

M1.4 **Private Investment for Off-site Facilities/ Amenities.** Encourage new developments to include bicycle and pedestrian amenities, off-site transit, and road improvements, creating a circulation system that optimizes travel by all modes.

M1.5 **Modified Street Standards.** Where there is evidence of physical or other constraints, the City should consider modified street standards to implement modal priorities and to facilitate a "complete street" network.

M1.6 **Increased Network Access.** Maintain an open, accessible street network by discouraging the vacation of and gating of public rights-of-way.

Goal M2: **A circulation system that supports successful neighborhood commercial areas by providing multi-modal access, streets that accommodate public open space and gathering places, and streets that enhance sustainable watershed management.**

Public Health

Developing a plan that promotes and supports public health is important in Los Angeles. Physical inactivity is increasingly recognized as a public health problem due to the associated increases in obesity, diabetes, cancer, stroke, and heart disease in our communities. A 2007 study by Los Angeles County Public Health found that the communities of South Los Angeles and Southeast Los Angeles have a **29% prevalence of childhood obesity**. The ability to efficiently, safely, and enjoyably walk or bicycle in one's community can have a significant impact on individual activity levels. By promoting active living through walking and bicycling, improving access to parks and green spaces, and supporting safe routes to school, we promote a healthy lifestyle.

*Source: "Preventing childhood obesity: the need to create healthy places. A City and Communities Health Report" Los Angeles County Public Health, October 2007.



New water filtration features on 21st Street



People walking along Figueroa Street

Policies

M2.1 **Streetscapes.** Encourage and support streetscape improvements in neighborhood district commercial areas and transit-oriented development areas in order to foster the appeal of the street as a gathering place, including street furniture, well-maintained street trees, publicly accessible courtyards, wide sidewalks, bicycle access and appropriate traffic control measures to reduce travel speeds.

M2.2 **Special Events.** Encourage and support temporary special street closures for community activities such as street fairs, parades, festivals, farmers' markets, and other civic events.

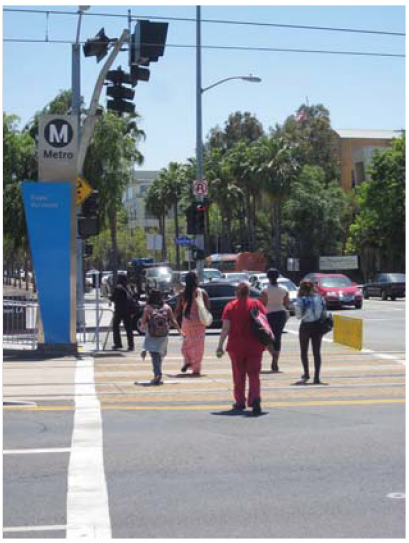
M2.3 **Watershed Management.** Support watershed management in the design of streets by incorporating swales, water retention and other such features in new development, streetscape programs and other street improvement programs.

M2.4 **Modified Street Standards.** Where there is evidence of physical or other constraints, the City should consider modified street standards to implement modal priorities and to facilitate a complete street network.

M2.5 **Clean Neighborhoods.** Support additional resources to foster clean neighborhoods through increased trash pick-up and cleaning of the streets, sidewalks and alleys as well as the creation of a program to address illegal dumping in South Los Angeles.

Walking

The benefits of walking as a mode of transportation are vast, including a healthier community, more social interaction, better air quality, a reduced carbon footprint, and substantial cost savings. Better walking conditions are beneficial for all community members, regardless of income, by reducing the share of household income spent on the cost of automobile ownership. In 2008, the City Planning Commission adopted the "Walkability Checklist," which instructs developers, architects, community members, and decision makers to design projects that encourage pedestrian activity.



Pedestrians cross Exposition Boulevard by the Vermont Expo Line station

A well-designed street provides a safe and enjoyable walking environment and encourages increased pedestrian activity. Street amenities, such as street trees, benches, landscaping, pedestrian street lights, minimal curb cuts and outdoor dining contribute to pedestrian-friendly environments. Walkability is especially important in neighborhood commercial areas, along transit corridors and near transit stations. Areas of high pedestrian activity in South Los Angeles are concentrated along transit routes, specifically around transit station areas of the Expo and Green Line light rail lines and in commercial areas, such as segments of Washington Boulevard, Figueroa Street, Vermont Avenue and Pico Boulevard.

Goal M3: **Throughout the community, a street environment that is pleasant, universally accessible, safe, and convenient for pedestrians.**

Policies

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

M3.2 **Priority Pedestrian Routes.** Streets within commercial, transit-oriented, mixed-use and employment districts should have pedestrian priority, establishing pedestrian needs as paramount to vehicular circulation needs and encouraging investment in pedestrian improvements and programs for identified segments.

M3.3 **Pedestrian Amenities.** Maintain sidewalks, streets and rights-of-way in good condition, free of obstructions, and with adequate lighting, trees and parkways. Streets should accommodate pedestrians comfortably through adequate sidewalks, parkway landscaping that provides shade, and street lighting that provides for safety during the night.

M3.4 **Minimize Pedestrian Conflicts.** Minimize conflicts between buses, cars, and pedestrians by designing and constructing sidewalks and crosswalks that make pedestrians feel safe, as well as by creating well-marked crossings at intersections and select mid-block locations, preferably within Transit-Oriented Areas and Districts.

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

M3.6 **Safe School Routes.** Encourage the development and improvement of safe routes via walking, bicycling or transit to schools throughout the community.

Pedestrian Priority Streets

Pedestrian Priority Streets are identified within districts where pedestrian activity is encouraged, including neighborhood districts, community and regional commercial centers, areas near transit stations, and areas adjacent to schools and other public facilities. Improvements include sidewalks that are wide enough to include ample pedestrian amenities such as kiosks, street benches, bus shelters, planters, pedestrian signage and lighting. Building frontages should provide a high level of pedestrian interest. Pedestrian crossings should have a high priority at intersections. In some locations, well-protected mid-block crosswalks may be appropriate.



Pedestrian crosswalk on Adams Boulevard



Button for pedestrian warning lights along crosswalk, Adams Boulevard



A walker and bike rider wait at an intersection in North University Park



Bicycle rider in Vermont Square neighborhood



Biking past the Golden State Mutual Building, Western Avenue & Adams Boulevard



Roughly 10,000 students ride bicycles each day at USC

Bicycling

Los Angeles is in an ideal position to encourage bicycle usage. Excellent climatic conditions for bicycling in Southern California prevail approximately 340 days per year. By increasing the number of bicyclists who ride for commuting and other utilitarian purposes, traffic congestion is reduced and air quality is improved. In addition, bicyclists benefit from improved health and fitness. A large portion of personal trips are two miles or shorter, many of which people may prefer to complete by bike, if safe routes exist.

The City's Circulation Element, Mobility Plan 2035, recognizes all modes of travel, including pedestrian, bicycle, transit, and vehicular modes as integral components of the City's transportation system. In particular, the plan aims to provide safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities. The South Los Angeles Community Plan helps to implement the Mobility Plan at the community level through policies and programs that support the goals above. Specifically, the Mobility Plan calls for increased bikeways along major arterials, particularly those with Rapid Bus Service, as well as the establishment of Neighborhood Streets on streets with low traffic volumes and slow speeds. Figure 4-3, Bicycle Plan, illustrates the streets adopted as bikeways in South Los Angeles.

Goal M4: **A safe, comprehensive, and integrated bikeway network that is accessible to all, and encourages bicycling for recreation and transportation.**

Policies

M4.1 **Priority Bikeways.** Support the citywide bikeway network to establish bicycle circulation as paramount to vehicular circulation needs on key streets, and to encourage investment in bicycle improvements and programs on these identified streets.

M4.2 **Bikeway Connections.** Provide bicycle access for open space areas, commercial and mixed-use boulevards, transit-oriented community centers and neighborhood districts in order to allow easy connections between residential neighborhoods and employment centers, as well as important non-work destinations.

M4.3 **Bicycle Amenities.** Incorporate bicycle amenities (such as parking, lockers, changing rooms and showers) in public facilities, parks, commercial and multi-family residential developments, employment and transit centers, as well as park-and-ride facilities.

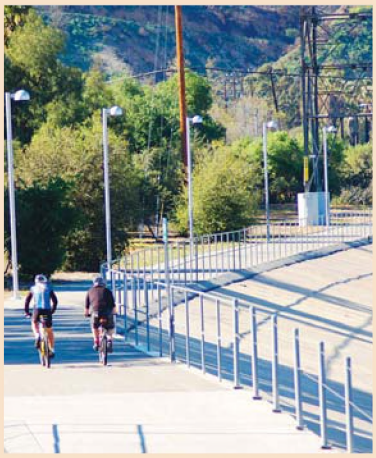
M4.4 **Regional Coordination.** Encourage coordination with adjacent jurisdictions and communities to link local bicycle routes and trails with neighboring areas.

M4.5 **Reclaimed Land for Bikeways.** Incorporate bicycle facilities into reuse of reclaimed land such as recreational use of closed oil fields, reservoirs, as well as public utility rights-of-way and access roads.

Bikeway Standards

A "bikeway" is a generic term for any road, street, path or way that in some manner is specifically designed for bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes. The Federal and State transportation system recognizes three primary facilities: Bicycle Paths (Class I), Bicycle Lanes (Class II), and Bicycle Routes (Class III). The City's Circulation Element, Mobility Plan 2035 focuses on Bicycle Paths, Bicycle Lanes and the Neighborhood Street classifications. The City has also developed a new Protected Bicycle Lane "cycle track" classification. See the following for descriptions:

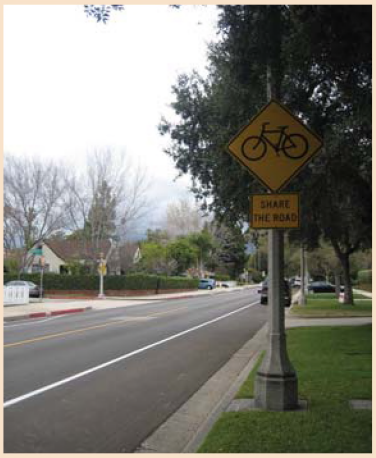
- **Bicycle Path** (Class I Bikeway). A paved pathway separated from motorized vehicular traffic by an open space or barrier, and either within the roadway right-of-way, or within an independent alignment. Bicycle paths may be used by bicyclists, skaters, wheelchair users, joggers, and other non-motorized users.
- **Bicycle Lane** (Class II Bikeway). Bicycle lanes designate a portion of the roadway for preferential or exclusive use by bicyclists through striping, signage and pavement markings.
- **Bicycle Route** (Class III Bikeway). A shared roadway for use by bicyclists, intended for streets with lower traffic volumes and speeds, usually with wide outside lanes, signalized intersections at crossings and/or cross-street priority, denoted by signs only. The Bicycle Route classification will be phased-out over time in favor of the Neighborhood Street, Class III shared use roadway classification.
- **Neighborhood Street** (Class III Bikeway). Neighborhood Streets are a type of Bicycle Facility established in the Mobility Element that gives bicyclists expanded access (via local and collector streets) with reduced motor vehicle through-traffic, lower speeds, and various design elements to enhance bicycle safety and enjoyment.
- **Protected Bicycle Lane/Cycle Track** (Class IV Bikeway). Bicycle lanes that provide further protection from other travel lanes by the use of a physical roadway intervention. In addition to signage and shared lane markings.



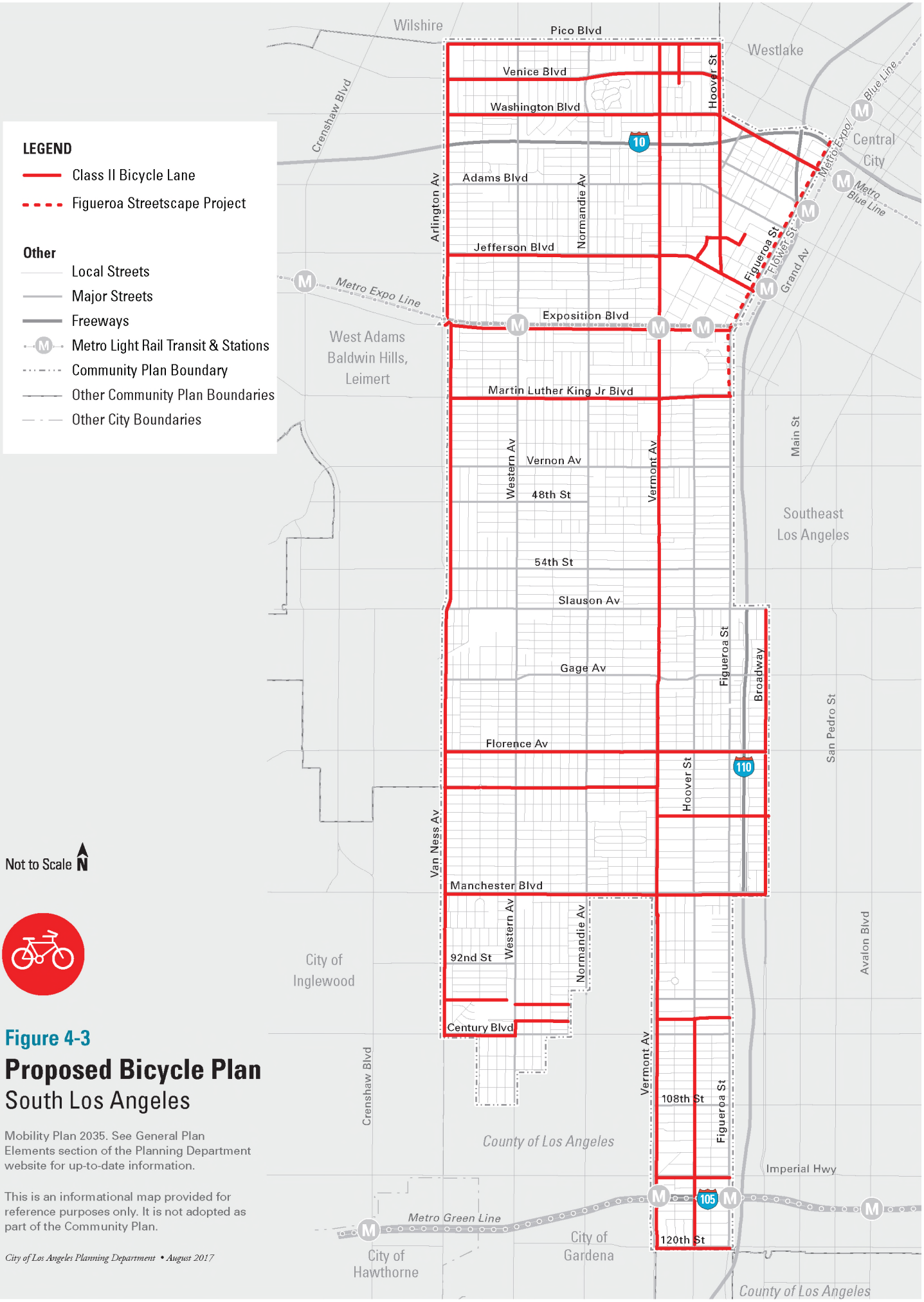
Bicycle Path (Class I)



Bicycle Lane (Class II)



Bicycle Route (Class III)



Not to Scale

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Figure 4-3

Proposed Bicycle Plan

South Los Angeles

Mobility Plan 2035. See General Plan Elements section of the Planning Department website for up-to-date information.

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Public Transit

The Public Transit system, including high-speed and commuter rail, subways, light rail, streetcar, Rapid Bus Service, and express and local buses, is a crucial component of the City's transportation system and is the most efficient means of moving people throughout the region. Transit accessibility increases mobility by providing people with expanded options for commuting to and from school, work, shopping areas, entertainment, parks, beaches, and other activities. It also provides an important service to those without access to a car, either by choice or due to age, ability, or income. Transit riders save money and produce fewer greenhouse gases than their driving counterparts.

South Los Angles has a large transit-dependent community. According to the 2010 Census, 18 percent of the area's residents use public transit as a means to travel to work compared to 11 percent citywide. The Community Plan is well served by an extensive public transit system including the Metro Expo Line, the Metro Green Line, and numerous Rapid and Local Bus lines. In fact, nearly all major corridors in the Community Plan Area are served by either Local or Rapid Bus Service, as illustrated



A Metro Local bus passes Papa Cristo's famous Greek restaurant on Pico Boulevard



Metro Rapid (red) and Local (orange) buses at Vermont Avenue &120th Street



Metro Rapid buses are known for their bright red color

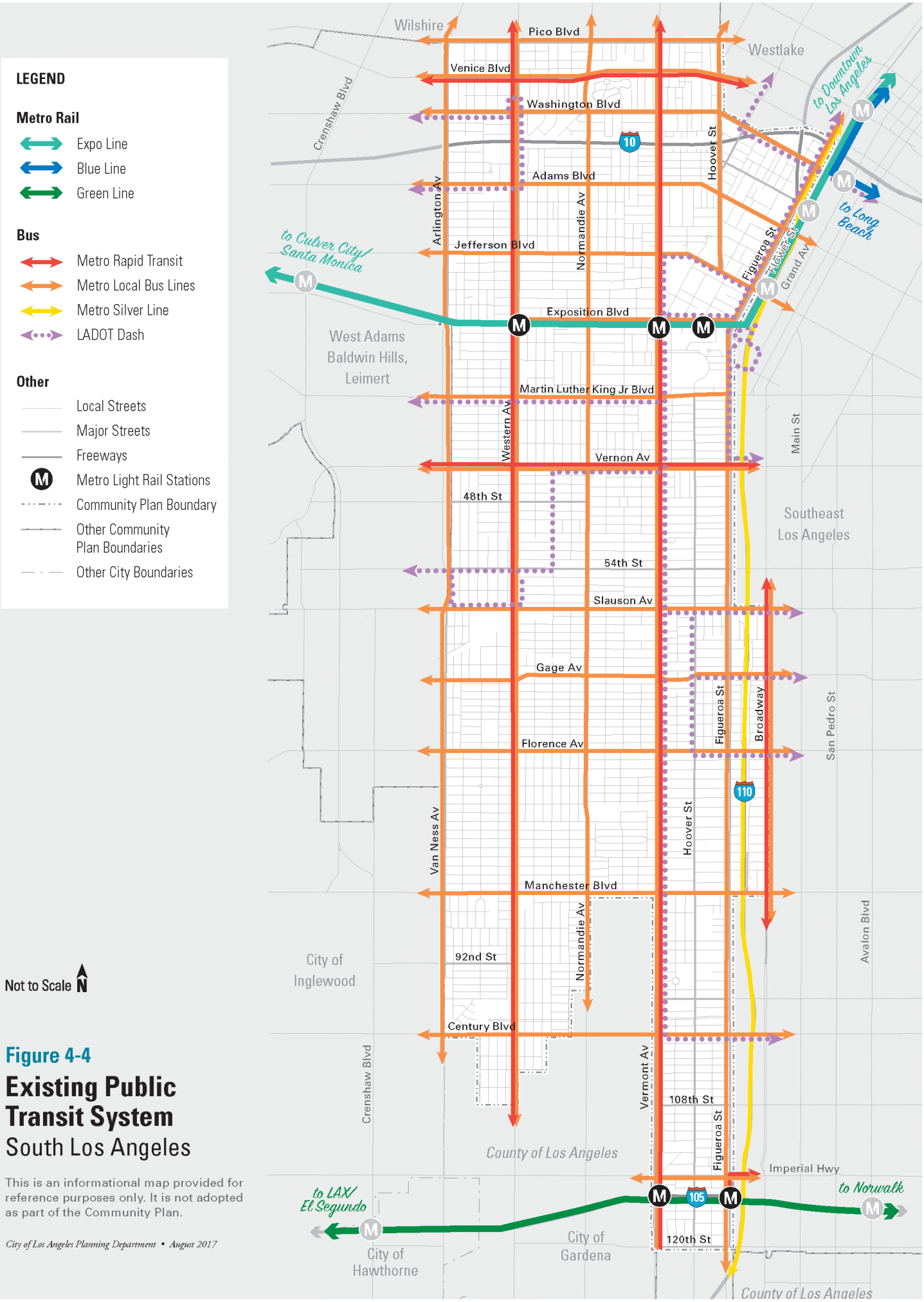

Figure 4-4

Existing Public Transit System

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in Figure 4-4 Public Transit System. However, there is a need to improve transit riders' safety and comfort by providing amenities such as shelters and benches at transit stops, as well as enhancing the streetscape with better sidewalks and increased lighting. The South Los Angeles Transportation Master Plan indicates the transportation improvements that would have the greatest impact and benefit to the community are improvements to Rapid Bus Service stops and intersections along selected transit corridors with especially high ridership, including Vernon Avenue, Florence Avenue, and Manchester Avenue. The study also recommends streetscape improvements along the full length of Vernon Avenue, from the West Adams Community Plan Area to the Southeast Los Angeles Community Plan Area, due to its function as a multi-modal transportation corridor.

Metro Rapid Bus Service

Metro's Rapid Bus Service system utilizes transmittal devices that signal traffic lights at major intersections to maintain green lights longer and shorten red lights in order minimize any delays caused by traffic signaling. Additional features of the Rapid Bus Service system include fewer transit stops and buses that run more frequently. This system works in concert with the extensive Local Bus system, with its main purpose to reduce commuter travel time on streets throughout Los Angeles County. In South Los Angeles, the Rapid lines travel along Vermont Avenue, Western Avenue, Vernon Avenue, Venice Boulevard and Broadway.

Metro Light Rail Service

The Metro Expo Line, which opened on April 28, 2012, added a new east-west light rail transit corridor to South Los Angeles. There are three Expo station stops within the Community Plan Area, including the USC-Trousdale station, the Exposition-Vermont station, and the Exposition-Western station. The Jefferson-Flower Expo station is located approximately one block outside of the South Los Angeles Community Plan Area boundary, within the Southeast Los Angeles Community Plan Area. Although outside of the South Los Angeles Plan Area, this is a key station in that it provides direct access to the USC Galen Center and to the USC campus. The Expo Line connects Downtown Los Angeles to Culver City, and will eventually extend to the City of Santa Monica. The Metro Green Line runs in an east-west direction along the median of the I-105 Century Freeway, with two South Los Angeles stations located where Figueroa Street and Vermont Avenue cross over the below-grade freeway, and a nearby connection to the Metro Blue Line in Southeast Los Angeles. The Metro Green Line generally provides a connection from the City of Norwalk to the City of El Segundo.



Passengers exiting the Expo Line at Western Avenue

LADOT DASH System

The DASH system, a local bus system that runs short loops within contained neighborhoods, is a quick, convenient and affordable way to travel within the South Los Angeles Community Plan Area. It also serves as a way to connect to the Southeast Community Plan Area, the West Adams-Baldwin Hills-Leimert Community Plan Area, and the Central City and Central City North Community Plan Areas in Downtown Los Angeles. The following DASH lines travel within the South Los Angeles Plan Area: F DASH, Midtown DASH, Vernon/Main DASH, Leimert/Slauson DASH, Chesterfield Square DASH, and Southeast DASH.

Goal M5: **An integrated land use and transit strategy that directs growth to areas accessible by transit facilities and services.**

Policies

M5.1 **Transit Connections to Key Areas.** Increase public transit access to neighborhood districts, community and regional centers, and mixed-use boulevards.

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

M5.3 **Regional Transit Connections.** Support efforts to establish, operate and maintain efficient and safe light rail and Rapid Bus Service throughout the Community Plan Area.

M5.4 **Shuttle Services.** Encourage large major developments to provide on-demand shuttle services to Metro stations located within transit-oriented development areas, major activity centers, or destinations in and around the South Los Angeles Community Plan Area.



The Plan also identifies Vermont Avenue as a transit priority street

Transit Priority Streets

Transit priority streets are arterials where bus use is prioritized. The design of these streets should support the comfortable use of transit, utilizing wide sidewalks, landscaping, attractive street furniture and well-designed bus stops/shelters. Pedestrian amenities, such as trash cans and benches, and safety measures, such as pedestrian lighting and special crosswalk paving, help support a pedestrian-friendly environment along these streets. Roadway construction features should include concrete bus pads and other features to address the extra maintenance issues associated with high volumes of bus traffic.

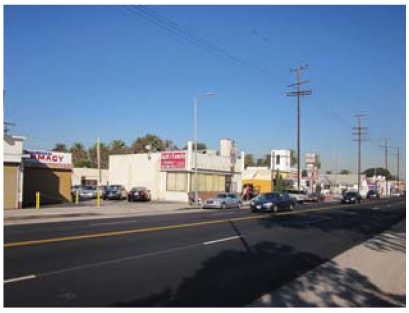
M5.5 **Land Uses Adjacent to Stations.** Encourage a coordinated integration of development around transit stations to improve services, access, and the economic vitality of the community.

M5.6 **On-Street Parking for Shared Vehicles.** Suppot the dedication of on-street parking spaces for shared cars near Metro stations.

Goal M6: **An expanded public transit system that provides residents, employees, and visitors safe and efficient access to jobs, services, recreation and other community assets so that automobile dependence can be reduced.**



Southbound traffic along Figueroa Street



Western Avenue is one of South Los Angeles' major north-south corridors

Policies

M6.1 **Transit Priority Routes.** Support the identification of transit priority street segments with high transit vehicle volumes to facilitate public transit circulation as paramount to vehicular circulation needs and to encourage investment in transit improvement programs for the identified routes, as well as programs to improve transit waiting areas and enhance pedestrian and bike routes connecting to transit areas, Mobility Hubs and other passenger facilities at Metro Expo, Blue, Green, Silver and existing and future Bus Rapid Stations and users of the Slauson Avenue Active Transportation Corridor.

M6.2 **Pedestrian Amenities and Access to Transit.** Improve pedestrian amenities and urban design along streets served by transit to create an easy and convenient user experience for people walking or bicycling by providing people-oriented built environment features such as bus bays or turnouts, street signage, striping, colored pavement, shade trees, countdown crosswalk signals, bus shelters, and bicycle racks or lockers.

M6.3 **Rapid Bus and Light Rail Focus.** Connect express bus service, such as Rapid, Express and Bus Rapid Transit (BRT), to integrated transportation (bus) hubs, light rail transit stations, and park-and-ride facilities in an effort to create multi-modal hubs at key locations within the Community Plan Area.



Vermont Avenue at Exposition Boulevard, heading south

Neighborhood Traffic Control

Quality of life in residential neighborhoods can be impacted by a preponderance of non-residential through traffic. A variety of neighborhood traffic controls exist that can be utilized to regulate, warn and guide movement of pedestrians and vehicular traffic in a safe, efficient and compatible manner. They include stop signs, speed humps, traffic diverters, truck prohibition signs, and right or left turn only lanes. To be effective, they should be clearly understood by motorists and pedestrians. To assure this, traffic control measures need to: (a) convey clear and unambiguous messages; (b) be justified; (c) be enforced; and (d) regulate the traffic for which they are applied and intended. In addition, community input is essential in determining such neighborhood traffic controls and is strongly encouraged.

Motorized Vehicles

Motorized vehicles include cars, trucks, motorcycles, and scooters, and are the primary mode of transportation for the majority of the City's population. The prevalence of vehicular traffic on our streets has negatively affected the quality of life in the South Los Angeles Community Plan Area's residential neighborhoods and along commercial streets, particularly as drivers search for alternatives to the congested I-110 and I-10 Freeways. Increased levels of vehicular congestion and extended peak hour traffic periods have decreased each individual's mobility and access to goods and services. .

The South Los Angeles Community Plan seeks to balance the need for efficient vehicle travel with the needs of other users on the street. Prioritizing streets for different users helps further this goal. Streets that carry greater traffic volumes are identified as motorized vehicle priority streets (see Table 4-1). The goals and policies in this section address the need to improve vehicular flow in some areas, while acknowledging that a continued emphasis on motorized vehicle mobility is not sustainable.

Motorized Vehicle Priority Streets

Street improvements for motorized vehicle priority streets may include peak hour parking restrictions for use of curb lanes, turn lane channelization, traffic signal coordination, and other traffic management techniques to facilitate motorized vehicle flow and discourage cut-through traffic on local neighborhood streets.

Goal M7: **A network of streets, highways, and freeways that supports existing and planned land uses, and provides improved motorized vehicle mobility throughout the South Los Angeles Community Plan Area, particularly on congested corridors.**

Policies

M7.1 **Priorities for Capacity Enhancements.** Implement a safe and efficient transportation network, and increase its capacity through, in priority order, the provision of alternative transit options (Transit), transportation demand management (TDM) and traffic system management (TSM) before considering street widening and network completion.

M7.2 **Priority Motorized Vehicle Routes.** Support the identification of motorized vehicle streets for arterials with the highest traffic volumes and congestion to establish motorized vehicle circulation as paramount to alternative roadway user needs and to encourage investment in congestion relief programs and/or truck safety improvements for the identified routes.

M7.3 **Access Management.** Minimize driveways and consider the addition of medians where feasible on Boulevards to promote the smooth and safe flow of vehicles, buses, pedestrians and bicyclists.

M7.4 **Alley Access.** Discourage the vacation and/or closure of existing public alleys in commercial districts and provide pedestrians, bicyclists, and motorists with alternative routes of travel. Maintain alleys to provide commercial uses fronting on major arterials with alley access and opportunities for off-street loading and unloading.

M7.5 **Emergency Access.** Develop, improve, and maintain streets so that they are easily accessible to emergency vehicles.

M7.6 **Coordinated Evacuation Routes.** Establish a network of routes that facilitate orderly evacuation of the community in an emergency, consistent with the Evacuation Plan adopted by the Emergency Management Department.

Goal M8: **Residential neighborhoods that are protected from the intrusion of cut-through traffic, with emphasis on safety and quality of life.**

Policies

M8.1 **Traffic Calming.** Support traffic calming measures and parking management for local and collector streets where a demonstrated need exists and with active community involvement.

M8.2 **Special Event Coordination.** Encourage coordination of park-and-ride shuttle services to activity centers and special events such as street fairs, parades and farmers' markets.

M8.3 **Traffic Mitigation for Major Development.** Major developments should mitigate traffic impacts on residential neighborhoods.

Transportation System Management (TSM)

Transportation Systems Management is a strategy that optimizes the use of the existing street system through traffic flow and information management tools to obviate the need for unnecessary roadway widenings. Use of the City's computerized traffic signal control system to smooth traffic flow and provide priority for the Rapid Bus System is a prime example of the use of TSM.



Orange Metro Local buses are an integral part of the transportation network



Cars, buses and pedestrians navegate a busy intersection at Exposition and Vermont

Transportation Demand Management (TDM)

Transportation Demand Management (TDM) is the term given to a variety of measures that encourage people to change their mode or time of travel or not make the trip at all (e.g., ridesharing, pricing incentives, parking management and telecommunication). TDM measures and services incentivize alternatives to the single-occupant vehicle to manage congestion and often include the following:

- Formation of a Transportation Management Association
- Merchant incentives
- Preferential parking
- Encourage employers to participate in Metro's B-Tap program
- Parking management strategies to incentivize ridesharing
- Park-and-ride shuttle services to activity centers and special events
- Public parking structures
- One-stop parking (valet service system)
- Incentives for walking and bicycling
- Adequate and appropriate lighting for pedestrian, vehicular, bicycle and transit uses
- Bicycle access and parking facilities
- Flexible work hours
- Carpooling and vanpooling
- Local business centers to facilitate work at home strategies
- Technology and marketing events to enhance the use of transit
- Enhanced transit services, including a transit center, and improved transit safety
- Strategies that bridge the first/last mile gap between transit stop/station and a person's origin/destination

Goal M9: **Improved air quality and health of residents as a result of decreased single-occupant automobile demand and reduced vehicle miles traveled.**

Policies

M9.1 **Regional Coordination.** Encourage coordination with Councils of Government, as well as regional transportation planning agencies (such as SCAG and Metro) and adjacent cities to improve shuttle services and encourage ridesharing, bicycle sharing, and other TDM programs within the region.

M9.2 **Reduce Auto Trips.** Create incentives for employers, institutions, and residential neighborhoods to reduce their vehicle trips by encouraging mixed-use development at appropriate sites that are well-served by transit in order to minimize Vehicle Miles Traveled (VMT).

M9.3 **Multimodal Options and Connectivity.** Reduce automobile dependency by providing a safe, convenient transit system, pedestrian linkages and a network of safe and accessible bikeways. Support the development of strategies and pilot programs that improve transit access, multimodal mobility, and connectivity, especially in the South Los Angeles Transit Empowerment Zone (SLATE-Z) Promise Zone.

M9.4 **TDM Plans.** Encourage major developments to submit a Transportation Demand Management (TDM) Plan to the City and provide employee incentives for utilizing alternatives to the automobile (i.e., carpools, vanpools, buses, flex-time, telecommuting, bicycling, walking, etc.).

M9.5 **Low Emission Vehicles.** Encourage alternatives such as reduced emission vehicles (i.e., neighborhood electric vehicles).

Parking Management

Parking Management policies focus on providing sufficient parking for businesses while protecting adjacent neighborhoods and the environment. It is important to note that parking policies and regulations are closely linked to both the physical and pedestrian character of an area. Well-placed shared parking lots or structures invite customers to park once and then walk to their various destinations. This increased pedestrian activity often spurs even more pedestrian life in commercial districts because other pedestrian-oriented businesses choose to locate nearby.

Parking demand is also affected by the prevalence of nearby transit options. When more people are able to take public transit to a commercial district, the demand for parking in that area may decline. For this reason, it can sometimes be appropriate to reduce parking requirements in areas well-served by transit. With this understanding of how parking can impact land use, walkability, and the physical character of an area, the South Los Angeles Community Plan seeks to adequately provide parking for its various uses while leveraging opportunities for improved parking efficiency that support a more walkable community.

A variety of issues related to parking were identified through the community outreach phase of the South Los Angeles New Community Plan Program. Some of these issues include:

- Spill-over of parking for commercial uses (i.e., auto-related) into adjacent residential areas;
- A shortage of on-street parking in the residential neighborhoods adjacent to USC and Exposition Park, resulting from students parking in the community and from public events held at the Los Angeles Coliseum;
- Overcrowding in residential neighborhoods which results in too many cars on residential streets; and
- Cars for sale parked on City streets.

Goal M10: **A parking supply that is sufficient, serves economic development and facilitates all modes of transportation.**

Policies

M10.1 **Parking Management Districts.** Support the creation of parking management district(s) in areas of high demand to facilitate parking within a group of shared facilities, such as around the University of Southern California.

M10.2 **Performance-Based Parking Supply.** Utilize performance-based metrics that evaluate existing and projected parking needs in determining parking requirements.

M10.3 **Parking Structures.** Support the development of City-owned or other parking structures, where appropriate, and discourage surface parking lots.



Street trees along the median, as far as the eye can see, along South Vermont Avenue.

M10.4 **Convenient Parking.** Provide public parking proximate to transit centers to help protect residential neighborhoods from parking encroachment.

Goal M11: **Parking policies and requirements that capture the true cost of private vehicle use and support livable neighborhoods, environmental sustainability, energy conservation, and the use of alternative modes of transportation.**

Policies

M11.1 **Reduced Parking Near Transit Centers.** Consider reductions in parking requirements for projects located within the transit station areas.

M11.2 **"Park Once" Strategy.** Collaborate with the business community to improve parking services, including shared parking facilities and public valet services in appropriate locations, to more effectively use the overall parking supply and implement a "park once and walk" strategy for commercial districts.

M11.3 **Priority Parking for Shared, Electric and Alternative Fuel Vehicles.** Encourage new commercial and retail developments to provide prioritized parking for shared vehicles, electric vehicles and vehicles using alternative fuels.

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

M11.5 **USC Parking District.** Support the establishment of a parking district in the residential areas immediately adjacent to the University of Southern California in order to protect the surrounding residential neighborhood from on-street parking congestion.

Goal M12: **A community where goods and services can be delivered to residents and businesses safely and efficiently, while maintaining the community's character and quality of life.**

Policies

M12.1 **Industrial Center Siting.** Site regional distribution centers and other large scale industrial uses in industrial districts proximate to the freeway system and regional truck routes and avoid adjacency to residential neighborhoods.

M12.2 **Efficient Truck Movement.** Provide appropriately designed and maintained roadways to safely accommodate truck travel.

M12.3 **On- Site Loading.** All commercial and industrial development should have adequate off-street accommodations for loading and unloading of commercial vehicles.

Goods Movement

Goods movement is a term used to denote goods or produce transported by ship, plane, train, or truck. Efficient goods movement is crucial to the local economy and is an important component of a sustainable, vibrant community. The delivery of goods and services that support retail development and the local economy must fit in with the local environment by minimizing residential impacts. Trucks are the primary method of transporting goods throughout the region. Controls and limitations exist on truck transport to minimize noise and other impacts on residents, to avoid damage to the infrastructure, and to minimize traffic congestion.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Community Facilities and Infrastructure

The ability of the City to provide needed community facilities and infrastructure is crucial to maintaining and improving quality of life for South Los Angeles residents and to supporting local businesses. Community facilities and infrastructure include police and fire stations, libraries, schools, parks and open space, as well as water and sewer systems, solid waste treatment systems, storm water drainage facilities and public utilities. These facilities, services, and infrastructure play an important role in determining the pattern of land uses within the community, where growth should occur, and at what intensities.

The purpose of this chapter is to integrate these important public needs into land use decision making when addressing the future needs of the projected population growth for 2035. Infrastructure improvements and new public facilities may be required to support population growth, and existing facilities that have deteriorated or become obsolete and may need to be replaced. This chapter identifies both existing facilities and future needs where applicable. The chapter is organized into three general topics:

- Public Facilities and Services, including Police, Fire, Libraries and Schools
- Parks, Open Space and the Urban Forest
- Infrastructure – Water, Wastewater, Solid Waste, Stormwater, Energy, and Street Lighting

General Plan Framework

The City's General Plan Framework Element is the citywide plan that establishes how Los Angeles will grow in the future. The Framework Element is a strategy for long-range growth and development, setting a citywide context for the update of Community Plans and citywide elements. The Framework Element, Chapter 9: Infrastructure and Public Services, provides an integrated framework of public facility goals, objectives, policies and implementation measures that incorporate the City's expectations to allow for the effective and efficient provision of public facilities concurrent with need. The Framework Element, Chapter 6: Open Space and Conservation, addresses both publicly- and privately-owned properties that are unimproved and used for the preservation of natural resources and outdoor recreation. Addressing public facilities at the South Los Angeles Community Plan level helps to ensure the Framework's linkage between facility planning and land use by addressing the types of infrastructure required to support the physical development of a specific portion of the City.

Left: Patrons at the historic Vermont Square Public Library

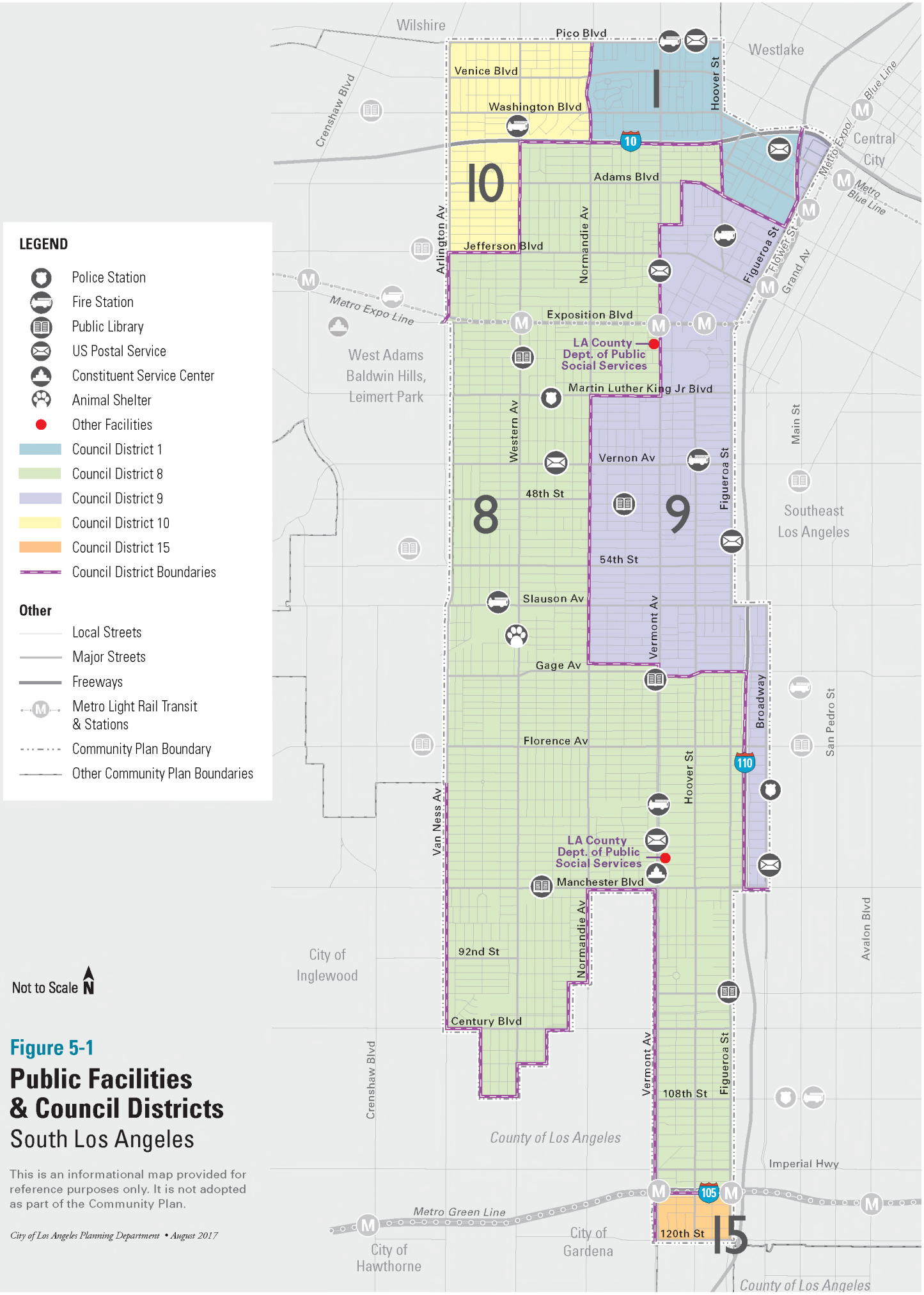

Figure 5-1

Public Facilities & Council Districts

South Los Angeles

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La Salle Avenue School



Manchester Avenue School



Street trees line the wide median along South Vermont Avenue



Norwood Street Elementary School

Overview

The South Los Angeles Community Plan allocates land to accommodate the range of public facilities and open space that the community will need through the life of the Plan, which is about 15 to 20 years. This acreage falls within the Public Facilities and Open Space land use classifications. Public facilities such as police stations, fire stations, libraries, schools and government buildings may be constructed on land designated and zoned for Public Facilities. In addition, support infrastructure for water, wastewater, stormwater, solid waste and utilities, including treatment or storage facilities, may also be constructed, with certain conditions, on land designated Public Facilities. Parks and related recreational facilities may be constructed on land within the Open Space and Public Facilities classification, as well as in all Residential and Commercial zones and selected Industrial classifications.

The South Los Angeles Community Plan has seen several public facilities and capital improvements, varying in size and scope, since the last Community Plan Update in 2000. New development in the Community Plan Area has primarily been focused on the construction of new public schools by the Los Angeles Unified School District (LAUSD). Additionally, since the Charter School Act of 1992, South Los Angeles has seen a vast number of publicly funded charter schools being constructed in the Community Plan Area. While these schools are privately operated, they are considered to be under the jurisdiction of the LAUSD. Currently, there are 183 charter schools in the City serving approximately 78,000 students in kindergarten through 12th grade. Within the South Los Angeles Community Plan Area, there are approximately 50 elementary and secondary charter schools. Also, the Recreation and Parks Department has proposed the development of several new pocket parks in the Plan Area as part of its 50 Parks Initiative.

Citywide Goals

It is the intent of the South Los Angeles Community Plan to achieve economy and efficiency in the provision of services and facilities, consistent with standards for environmental quality. Cost and distribution are major issues in the provision of services and public facilities. It is essential to establish priorities, identify new and diverse sources of revenue and to coordinate public and private development. The goals and policies in this chapter seek to:

- Achieve economy, efficiency and equitable distribution in the provision of services and facilities consistent with standards for environmental quality.
- Encourage facility-providing departments and agencies to carry out long-range capital facility planning and construction that is compatible with land use planning goals and policies established in the South Los Angeles Community Plan.
- Fully coordinate public and private development in order to avoid expensive duplication and to ensure a balance among needs, services and costs.

- Recommend large-scale projects to plan for the siting of necessary public facilities and to provide or fund their fair share of all public facility needs created by the development.
- Recommend that discretionary development projects provide or contribute toward the provision of all public facilities necessary to serve the development as a basis of approval.
- Encourage public/private ventures and other forms of collaboration between government, developers and residents to consider new ideas for providing public facilities and services.

Facilities for Police, Fire, Libraries, and Schools

The Framework Element contains citywide goals and policies for the provision of facilities to support municipal operations including police, fire protection and emergency medical services, libraries and schools. Toward this end, the goals and policies in Chapter 5 seek to:

- Protect the public and provide adequate public safety services, facilities, equipment, and personnel to meet existing and future needs.
- Provide library services for current and future community members.
- Encourage adequate school facilities to serve South Los Angeles neighborhoods.

Police

Law enforcement services are provided by the City of Los Angeles Police Department (LAPD), which operates within four bureaus (Central, South, Valley and West) throughout the City. The LAPD uses a work load computer model (Patrol Plan) to deploy patrol officers to the various geographic areas in the City. This model includes several factors such as response time, service calls, and traffic conditions. The South Los Angeles Community Plan Area falls within the jurisdiction of the Central, South, and West Bureaus of the LAPD.

Central: The Central Bureau encompasses approximately 65 square miles and serves a population of 900,000 people. This bureau operates five police stations, three of which serve portions of the project area: the Rampart, Central, and Newton Community Police Stations. The Rampart Community Police Station is located at 1401 West 6th Street, and serves a small portion of the South Los Angeles Plan Area along the northeastern boundary. The Central Community Police Station, located at 251 East 6th Street in Downtown Los Angeles, also serves a small portion of the Community Plan Area along its northern edge. The Newton Community Police Station is located in the Southeast Los Angeles Community Plan Area at 3400 South Central Avenue, and serves a small part of the South Los Angeles Community Plan Area along its eastern boundary, south of Slauson Avenue.



Homer F. Broome Jr. Southwest Community Police Station



Police vehicles patrol the Plan Area



Seven police stations serve the Community Plan Area

South: The LAPD South Bureau encompasses approximately 57 square miles and serves a population of approximately 640,000 people. This bureau operates four police stations, three of which serve the Plan Area: the 77th Street, Southeast, and Southwest Community Police Stations. The 77th Street Community Police Station is located at 7600 South Broadway and serves the southwest neighborhoods in South Los Angeles, generally between Vernon Avenue and 108th Street. The Southeast Community Police Station is located at 145 West 108th Street and serves the southern portion of the Community Plan Area, east of Vermont Avenue from Manchester Avenue to 120th Street. The Southwest community Police Station is located at 1546 Martin Luther King Jr. Boulevard and serves the northern part of the South Los Angeles Community Plan Area between Vernon Avenue and the I-10 Santa Monica Freeway.

West: The LAPD West Bureau serves an area of approximately 124 square miles and approximately 840,000 residents. The West Bureau operates five police stations, one of which serves the Plan Area. The Olympic Community Police Station, located at 1130 South Vermont Avenue, serves the northern portion of the Plan Area and is generally bounded by Arlington Avenue on the west, Pico Avenue on the north, Hoover Street on the east and the I-10 Santa Monica Freeway on the south.

Safety and security were identified throughout the Community Plan outreach process as key concerns affecting quality of life within the Community Plan Area. Consequently, the ability to provide additional services to effectively address these issues, as well as others such as graffiti, homelessness, loitering and gang activity, should be at the core of discussions regarding increased police services for the area. The following goals and policies should be considered by the relevant City of Los Angeles agency.

Goal CF1: **Sufficient police facilities and services to provide for public safety needs.**

Policies

CF1.1 **Neighborhood Level Police Protection.** Maintain and promote the establishment of police facilities and services adequate to protect the South Los Angeles Community Plan Area at the neighborhood level.

CF1.2 **Community-Based Crime Prevention.** Support and encourage community-based crime prevention efforts (such as Neighborhood Watch) through regular interaction and coordination with existing community-based policing, foot and bicycle patrols, watch programs, assistance in the formation of new neighborhood watch groups, and regular communication with neighborhood and civic organizations.

Goal CF2: **A safe and secure environment where walkability is increased.**

Policies

CF2.1 **Illumination for Security.** Provide adequate low-level lighting to improve security around residential, commercial and industrial buildings, as well as parks, schools and recreational areas.

CF2.2 **CPTED.** Promote Crime Prevention Through Environmental Design (CPTED) techniques in the design of the private and public realm.

Fire and Emergency Services

Fire prevention, fire protection and Emergency Medical Service (EMS) for the City of Los Angeles are primarily provided by the Los Angeles Fire Department (LAFD). The Los Angeles County Fire Department (LACFD) also provides fire protection and emergency services for areas of the South Los Angeles Community Plan Area that border other jurisdictions, through automatic-aid agreements with the LAFD. The LAFD operates 106 neighborhood fire stations located throughout the Department's 470 square mile jurisdiction. The South Los Angeles Community Plan Area is served by six fire stations, as shown in Table 5-1. The LAFD is responsible for fire prevention, firefighting, emergency medical care, technical rescue, hazardous materials mitigation, disaster response, public education and community service.



Fire Station No. 26, 2009 S. Western Avenue

Fire Department services are based on the community's needs, as determined by ongoing evaluations. When an evaluation indicates increased response time, the acquisition of equipment, personnel, and/or new stations is considered. As development occurs, the Fire Department reviews environmental impact reports and subdivision applications for needed infrastructure. Development is subject to the standard conditions of the LAFD with regard to station construction, fire suppression

TABLE 5-1:
Fire Stations – South Los Angeles Community Plan Area

Station No.	Location
13	2401 West Pico Boulevard
15	915 West Jefferson Boulevard
26	2009 South Western Avenue
46	4370 South Hoover Street
57	17800 South Vermont Avenue
66	1909 West Slauson Boulevard

*Source: LAFD Planning Section.



Fire Station No. 57, 17800 S. Vermont Avenue



Fire Station No. 66, 1909 W. Slauson Boulevard

systems and emergency medical services. The following goals and policies should be considered when addressing the long-range needs of the LAFD.

Goal CF3: **Sufficient Fire facilities to provide fire protection and emergency medical services to the existing and future population and land uses.**

Policies

CF3.1 **Evaluate Land Use Impacts on Fire Service Demand.** Support the review of significant development projects and General Plan Amendments by the Fire Department to determine the impact on fire service demands.

CF3.2 **Locate Facilities to Maintain Safety.** Locate fire service facilities in appropriate locations throughout the community in order to maintain safety.

CF3.3 **Adequate Fire Services.** Identify neighborhoods with deficient fire facilities and services.

Libraries



Los Angeles Public Library, Vermont Square branch

The Los Angeles Public Library (LAPL) system provides library services at the Central Library in Downtown Los Angeles, eight regional branch libraries, and 63 community branches. The Public Libraries Plan, a component of the Public Facilities Element of the City of Los Angeles General Plan that was adopted by the City Council in 1968, serves as a general guide for the construction, maintenance and operation of libraries in the City. A new LAPL Branch Facilities Plan, adopted in 2007, proposed building larger libraries and also established criteria for the size of libraries based on floor area required to serve varying residential population densities. In general, the recommended sizes are 12,500 square foot facilities for communities with less than 45,000 population and 14,500 square foot facilities for communities with more than 45,000. In addition, this plan also recommends that when a community reaches a population of 90,000, an additional branch library should be considered for that area.

The Los Angeles Public Library operates four libraries which serve the South Los Angeles Community Plan Area. These four libraries combined serve a population of approximately 280,000 residents and provide 81,400 square feet of library space. The Exposition Park Public Library, located at 3900 South Western Avenue, is approximately 15,000 square feet in size and serves a population of 84,495. The John Muir Public Library is 4,850 square feet in size, serves a population of 81,359, and is located at 1005 West 64th Place. The Mark Twain Public Library, located at 9621 South Figueroa Street, is a 9,900 square foot facility and serves a population of 73,520. The Vermont Square Public Library, located at 1201 West 48th Street, is 8,000 square feet in size and serves a population of 39,534.



Exposition Park Dr. Mary McLeod Bethune Regional Branch Library

The 2007 Branch Facilities Plan's Proposed Project List includes a total of 19 projects citywide. Expansion of the Vermont Square Branch Library, located in the Community Plan Area, is included on the project list for an additional new building and parking on a new site. The facility will grow from its existing 8,000 square foot building, which is the oldest branch library in the Los Angeles Public Library system and is listed as a Historic-Cultural Monument, to a facility that is a total of 12,500 square feet. In addition, online services and a virtual library with computer workstations that provide access to the library's online catalog, information databases, multi-media software and free Internet for the public will enhance the capacity of available library resources in the South Los Angeles Community Plan Area.



Mark Twain Public Library

The following goal and policies should be considered when addressing the long-range need for Library Services in the community:



Los Angeles Public Library, John Muir Regional Branch

Goal CF4: **Adequate library facilities and services that meet the needs of the South Los Angeles Community.**

Policies

CF4.1 **Enhance Library Facilities.** Support the construction of new libraries and the rehabilitation and expansion of existing libraries as required to meet the changing needs of the community.

CF4.2 **Flexible Library Siting.** Encourage flexibility in the siting of libraries within mixed-use projects, pedestrian-oriented areas, transit-oriented districts, and similarly accessible facilities.

CF4.3 **Promote Online Access.** Continue to promote the use of computer technology in creating online access to library collections and services.

CF4.4 **Permanent Non-English Collections.** Encourage efforts to locate non-English language permanent collections.

CF4.5 **Joint-use Libraries.** Continue to support joint-use opportunities when the City of Los Angeles Library Department and decision-makers review and approve new library sites.



Twenty-Fourth Street Elementary School



Martin Luther King Jr. Elementary School



Dr. James Edward Jones Primary Center



John Muir Middle School

Schools

Public schools in the City of Los Angeles are under the jurisdiction of the Los Angeles Unified School District (LAUSD). The LAUSD provides public education for over 900,000 students at 557 schools in eight local districts, as seen in Figure 5-2. The LAUSD is subject to the overview of the State of California Legislature and is entirely independent of City of Los Angeles' governance. Decision-making and budgeting are done by elected governing boards, and site and construction standards are established by the State Department of Education (Section 39000 of the Government Code).

The LAUSD develops an annual Planning and Development Branch Strategic Execution Plan, which describes goals and progress for school site planning. However, pursuant to State laws, the LAUSD is not required to obtain review of their public school projects from the Department of City Planning prior to obtaining any necessary permits. The LAUSD's estimate of future enrollment levels and school needs is determined through the evaluation of the capacity of each LAUSD school to accommodate the projected future population, and the analysis of school-by-school enrollment trends. In 2000, the LAUSD began a $20 billion building and modernization program. By 2008 the school district had completed 180 new schools and additions with 79 more still pending.

The Los Angeles Unified School District currently operates 60 schools in the South Los Angeles Community Plan Area. Of these schools, 38 are elementary, 13 are middle, and 9 are high schools. Additionally, since the Charter School legislation was established in 1992, approximately 53 new charter schools have opened in South Los Angeles. While these are privately operated schools, they are publicly financed and are considered to be under the jurisdiction of the LAUSD. In South Los Angeles, these charter schools have served as a relief to the overcrowding in the LAUSD schools.

The following goals and policies should be considered when addressing the long-range need for schools:

Goal CF5: **Schools that are sited in locations complementary to existing land uses and community character.**

Policies

CF5.1 **Flexible School Siting.** Encourage flexibility in siting schools adjacent to compatible uses such as public libraries, and in close proximity to transit-oriented districts which offer easy access to Metro bus and rail lines.

CF5.2 **Multi-modal Access.** Encourage multi-modal design and features for students and users that rely on transit and bikes (i.e., safe and secure bicycle storage).

CF5.3 **Neighborhood Compatible School Designs.** Encourage compatibility in school locations, site layout and architectural design with adjacent land uses and community character; also, as appropriate, use schools to create a logical transition and buffer between uses such as multiple-family and single-family residential or between commercial and residential uses.

CF5.4 **Smaller School Footprints.** Promote the use of innovative school standards and design strategies that encourage smaller schools on smaller sites, consistent with the historic development patterns within the community.

CF5.5 **Walkable Safe Routes to Schools.** Work with LAUSD, as well as with other public and private education sponsors, to encourage walkable and safe routes to school sites that are accessible to nearby residents.

CF5.6 **Consider Large Vacant Parcels First.** Consider large vacant parcels as a first alternative to accommodate the demand for new schools.

Goal CF6: **Schools that are "neighborhood centers" where integrated learning and community services are provided through joint-use opportunities involving a broad range of partners.**

Policies

CF6.1 **Joint-Use of School Open Spaces.** Increase opportunities for leisure, recreation and wellness within the community through the joint-use of school open spaces and recreational facilities by students, neighborhood organizations, and the community at large.

CF6.2 **Schools as Intergenerational Shared Public Spaces.** Encourage the design of schools to be inviting places of intergenerational community learning and use through shared public spaces that are accessible to residents and neighborhood organizations day and night, all year round.

CF6.3 **Increase Access to Community Uses.** Serve a wide range of community needs by providing increased access to community uses at schools (i.e., health clinics, counseling centers and other social services) outside of school hours, so as to not jeopardize the health and safety of students.

CF6.4 **Facilitate Mentorships.** Provide spaces that facilitate mentorships, as well as work-based and service learning.

CF6.5 **Student Health and Wellness.** Support relationships between schools and businesses that support the health and wellness of students, as well as support the local economy.

CF6.6 **School Accessibility.** Maximize the accessibility of school facilities to neighborhood organizations.



Loyola High School (private)



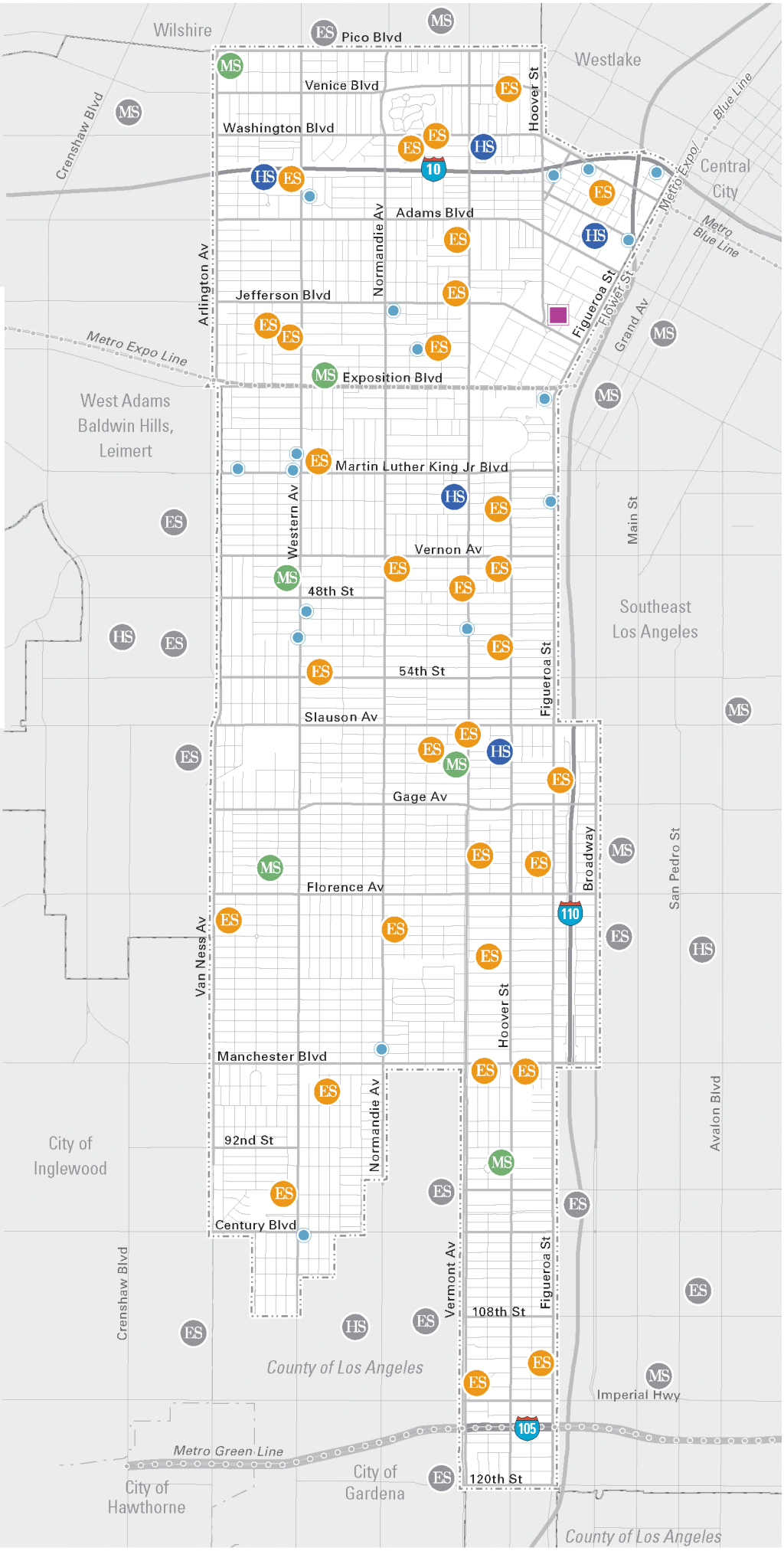
Dr. Theodore T. Alexander, Jr. Science Center School



"Peace Games" mural, Norwood Street School



Basketball hoops at the Science Center School



LEGEND

- LAUSD Elementary School
- LAUSD Middle School
- LAUSD High School
- LAUSD Charter School
- Magnet School

Other

- Local Streets
- Major Streets
- Freeway
- Community Plan Boundary
- Other Community Plan Boundaries
- Other City Boundaries

Not to Scale

N

Figure 5-2

Public Schools

South Los Angeles

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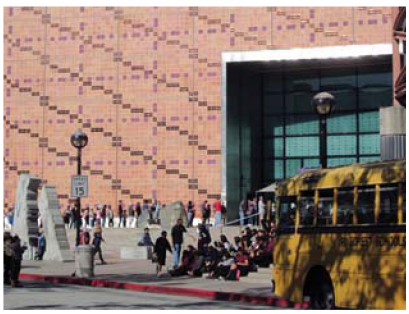
Goal CF7: **Students that are protected from public nuisances and major sources of outdoor air pollution.**

Policies

CF7.1 **Locate Schools Away from Freeways.** Locate schools and other sensitive receptors at least 500 feet away from freeways.

CF7.2 **Discourage Incompatible Uses Adjacent to Schools.** Discourage uses that may be disruptive to a healthy and productive learning environment from locating or clustering adjacent to schools.

CF7.3 **Vocational School Locations.** When impacts associated with adjacent hazardous uses can be mitigated, encourage vocational schools to locate in commercial or industrial areas where training opportunities are enhanced.



Field trips are a common sight at the California Science Center

Parks, Open Space, and the Urban Forest

Parks, open space and the urban forest are a vital part of a livable, sustainable community. Where housing units may lack yard space and landscaping is scarce, public open spaces provide opportunities for passive and active recreation, social and cultural events, and important gathering places for the community. The urban forest is part of the community's valuable green infrastructure, and helps reduce the need and expense of building infrastructure to manage air, water and energy resources.



Street trees, such as these along Adams Blvd, are an important element of the urban forest

The Framework Element contains citywide goals and policies for the provision of recreation and parks; the provision, management, and conservation of open space resources; and the management of the local urban forest. Towards this end, the goals and policies in Chapter 5 seek to:

- Protect the City's natural settings from the encroachment of urban development, allowing for the growth, use, management, and maintenance of each component of the City's natural resources that contribute to the region's sustainability.
- Maximize the use of the City's existing open space network and recreation facilities by enhancing these amenities and providing connections, particularly from targeted growth areas, to the existing regional and community open space system.
- Encourage the City's open spaces to contribute positively to the stability and identity of the communities and neighborhoods in which they are located or through which they pass.
- Conserve natural resources and minimize detrimental impacts.
- Identify areas for the establishment of new open space opportunities to serve the needs of existing and future residents. These opportunities may include



Basketball courts at the Loren Miller Recreation Center



Kids play and neighbors chat at the Loren Miller Recreation Center



St. James Park dates from the late 19th century



A family uses the outdoor exercise equipment at the Hoover Recreation Center



Gramercy Park, a mini park in the northern end of the Plan Area

neighborhood parks, urban open spaces, unimproved streets, trails and a city-wide linear open space and greenway system that connect the City's regional open spaces, communities and neighborhoods.

Parks

Recreation and park services in the South Los Angeles Community Plan Area are primarily provided by the City of Los Angeles Recreation and Parks Department (RAP). There are four types of parks: mini, neighborhood, community, and regional parks. Mini parks, sometimes referred to as pocket parks, provide small spaces for limited types of recreational activities to an immediate neighborhood. The Los Angeles Recreation and Parks Department operates a total of 33 parks and/or recreational facilities covering approximately 246 acres in the South Los Angeles Community Plan Area. Of the 33 parks/recreational facilities, Little Green Acres Park-Community Garden (at the corner of 104th Street and Vermont Avenue) is the only community park, and Exposition Park (3980 South Menlo Avenue) is the only regional park. The remaining 31 parks are neighborhood parks. The Los Angeles County Department of Parks and Recreation also owns and operates the Jesse Owens Community Regional Park at 9621 South Western Avenue. At a size of 33.19 acres, this park is significant in size and, although it is a County park, it is completely within the boundaries of the South Los Angeles Community Plan Area. The locations of public parks in the South Los Angeles Community Plan Area are shown in Figure 5-3.

As part of its 50 Parks Initiative launched in 2011, the Recreation and Parks Department has proposed the development of several new pocket parks in South Los Angeles.

Planning and implementation of parks, recreational assets, and amenities is based on a standard of population density to ensure that resources are allocated with the goal of providing the same level of facilities and services to all residents. The Public Recreation Plan of the City of Los Angeles provides the official guide for considering minimum needs of neighborhoods and communities for recreational sites.

Goal CF8: **Existing recreation and park facilities that are conserved, maintained, and better utilized to promote the recreational needs of the community.**

Policies

CF8.1 **Maintain and Improve Existing Facilities.** Preserve, maintain and enhance existing recreational facilities and park space.

CF8.2 **High Level of Service Standards.** Establish a high standard of service for parks in order to promote accessibility, cleanliness, and adequate lighting.

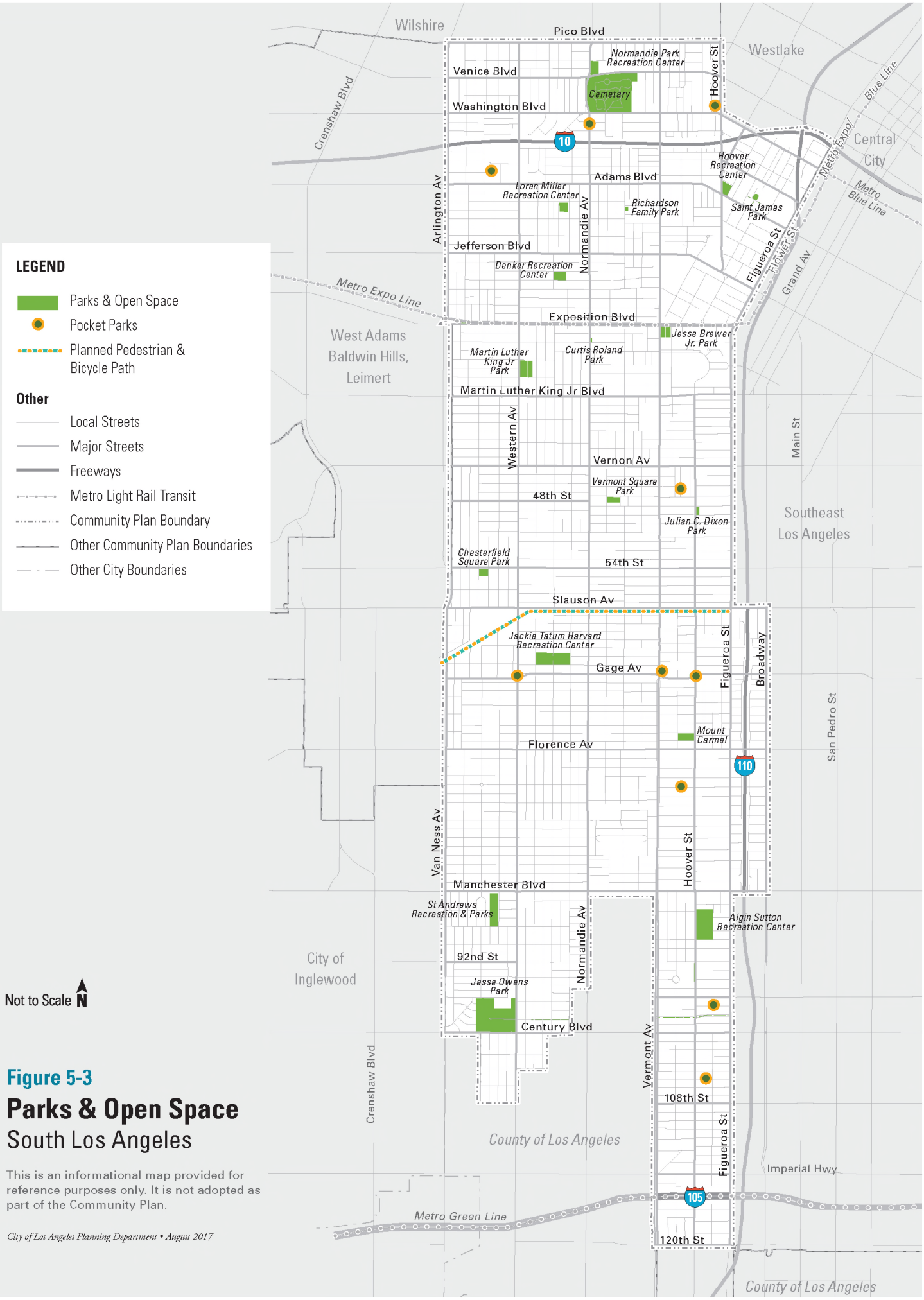


Figure 5-3

Parks & Open Space

South Los Angeles

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Vermont Square Park



Martin Luther King Jr. Park and Adaptive Center

***Neighborhood parks* provide** space and facilities for outdoor and indoor recreation activities to all residents in the immediate residential area surrounding the park.

***Community parks* provide** a broader range of services than neighborhood parks, and satisfy the needs of the nearby community as well as other service areas.

***Regional parks* provide** specialized recreational facilities such as lakes, golf courses, campgrounds, wilderness areas and museums, and normally serve persons living throughout the Los Angeles area.

Goal CF9: **Neighborhoods that are safe and attractive places for recreational exercise.**

Policies

CF9.1 **Parks in Low-Income Communities First.** Prioritize new parks in underserved or low-income communities.

CF9.2 **Prioritize Park Opportunity Areas.** Target park and recreation projects in areas with the greatest opportunities.

CF9.3 **Accommodate Greenways.** Identify opportunities to increase acreage of total recreational areas, such as converting outdated railroad rights-of-way and select alleyways to accommodate greenways, pedestrian paths and bicycle trails.

CF9.4 **Walkability Standard.** Set a walkability standard (e.g., a quarter- or half-mile) for residents' access to recreational facilities.

CF9.5 **Joint-Use of Schools.** Pursue joint-use agreements to share facilities with schools and universities, especially in neighborhoods that suffer a disproportionate lack of recreational facilities.

CF9.6 **High Level of Service Standards.** Support efforts to fund a high level of service standards for parks in order to promote cleanliness and adequate lighting.

CF9.7 **Minimize Displacement.** Plan and design the expansion of existing facilities and the acquisition of new sites in a manner that minimizes the displacement of housing and the relocation of residents.

Goal CF10: **Greater open space, parkland and recreational facility opportunities that result from increased cooperation with a broad range of partners.**

Policies

CF10.1 **Minimize Land Acquisition through Joint-Use.** In order to minimize the amount of land acquisition required for the establishment of new parks, encourage joint-use agreements between the Los Angeles Unified School District and the Department of Recreation and Parks to make facilities available to residents after school and on weekends.

CF10.2 **Acquire Vacant Land for Public Open Space.** Encourage continuing efforts by County, State and Federal agencies to acquire vacant land for publicly owned open space.

CF10.3 **Co-Location of Public Facilities and Open Space.** Integrate the use of open space with public facilities, such as flood control channels, utility easements and Department of Water and Power properties.

Goal CF11: **Open space, parkland and recreational facilities that are safe and inviting for the enjoyment of all.**

Policies

CF11.1 **Adequate Illumination and Security.** Parks should be adequately illuminated and secured for safe use in the evening.

CF11.2 **Enforce Park Codes.** Provide for the supervision of park activities and promote enforcement of codes restricting illegal activity.

CF11.3 **Adequate Police Patrols.** Encourage coordination between the Recreation and Parks Department and the Police Department to provide adequate police patrols and defensible space design.

CF11.4 **Clean-up Land for Public Recreation.** Pursue resources to clean-up land that could safely be used for public recreation.



McCarthy Quad at the University of Southern California



The Rose Garden at Exposition Park

Open Space

Open space, broadly defined as land which is essentially free of structures and buildings and/or is natural in character, encompasses both publicly and privately owned properties that are unimproved. It can be used for natural resource and wildlife corridor preservation, outdoor recreation, mineral management, for connecting neighborhoods and people, and for the protection of life and property due to natural hazards. "Open space" is also designated in the City's land use classification system.

The majority of the South Los Angeles Community Plan Area is developed urban land; very little open space areas exist that are not under the control of the City of Los Angeles. Therefore, as opportunities for traditional open space resources diminish, it is important to identify areas of open space that have not traditionally been considered as resources, such as vacated railroad lines, drainage channels, planned transit and utility-rights-of-way, pedestrian-oriented streets, alleyways and privately developed mini/pocket parks.

Goal CF12: **Existing open space resources that are preserved and, where possible, new open space that is developed.**

Policies

CF12.1 **Retain Passive Open Space.** Encourage the retention of passive and visual open space which provides a balance to the urban development of the Plan Area.

CF12.2 **Accommodate Active Park Uses.** Accommodate active parklands and other open space uses.

Open Space May Include:

- Preservation areas
- Scenic drives
- Special facilities
- Cultural sites
- Riding and hiking trails
- Water sports facilities
- Playlots
- Beaches and other open space

CF12.3 **Public Open Space Requirement.** Encourage large scale development to provide public open space.

CF12.4 **Utilize Public Lands for Recreational Needs.** Encourage coordination with City departments, neighboring cities, and County, State and Federal agencies to utilize existing public lands such as flood control channels, utility easements and Department of Water and Power properties to provide for such recreational needs as hiking and biking.



Street trees in a residential neighborhood

Urban Forest

The urban forest is comprised of all the privately and publicly maintained trees and naturally occurring vegetation (i.e., hillside chaparral, riparian areas) growing in an urban area. Street trees are a significant and highly visual portion of the urban forest, and are recognized as a vital infrastructure system essential to the quality of life in the urban environment, providing economic, social, environmental, ecological and aesthetic benefits.

The Department of Public Works Bureau of Street Services, Urban Forestry Division (UFD) is responsible for the care and preservation of trees and landscaped areas in the public street right-of-way, such as street trees and landscaped traffic medians, as well as the creation and development of street tree policies and guidelines. The Division has developed a reforestation program for City parks and oversees proper tree selection that best reflects the relation of the trees to the existing watersheds within which parks are situated. The Forestry Division of the Department of Recreation and Parks estimates that there are at least one million trees growing in the City's developed urban parks and growing naturally in coastal and inland areas. Trees in the South Los Angeles Community Plan Area primarily consist of landscape trees along roadways, and landscaping of commercial properties and maintained railroad rights-of-way. There are currently 232 Heritage trees that are within the South Los Angeles Community Plan Area, which are defined as individual trees of any size or species that are specially designated as heritage because of their historical, commemorative, or horticultural significance. Of these, 12 are protected by the City of Los Angeles Tree Ordinance, which protects all oaks (except scrub oak), California bay laurel, black walnut and the Western sycamore, making it illegal to remove or fatally harm any of these species measuring at least 4" diameter that are 54" above ground level. Properly planted trees can reduce energy used for cooling in individual buildings and can help block incoming heat radiation. The urban forest also contributes to the preservation of the ecosystem by preserving stretches of urban forest along common wildlife migration corridors, such as floodplains, making the survival of various species in urban settings more likely.

Tree Canopy

American Forests Foundation advocates that every city set a tree canopy goal for their community as an important step in ensuring that their valuable green infrastructure is maintained at minimum thresholds. They offer some general goal guidelines based on geographic and climate conditions and land use categories.

The canopy coverage for metropolitan areas in the southwest and dry west:

- Average tree cover counting all zones: **25%**
- Suburban residential zones: **35%**
- Urban residential zones: **18%**
- Central business districts: **9%**

Goal CF13: **Diverse public spaces that provide pleasant places for neighbors to meet and congregate.**

Policies

CF13.1 **Streetscape Guidelines.** Develop and implement streetscape design guidelines that create walkable, pleasant environments.

CF13.2 **Street Trees.** Identify the placement of street trees as an important technique for stress and crime reduction.



Street trees along Pico Boulevard

Goal CF14: **"Greening" efforts to keep air and water clean are prioritized.**

Policies

CF14.1 **Street Tree Canopy.** Identify protecting and developing tree cover that improves air quality and groundwater filtration as a priority, and encourage setting a target for street tree canopy cover in new developments and/or in areas identified as tree-deficient.



Vermont Square Community Garden, located at 4712 S. Vermont Avenue

Goal CF15: **Ample opportunities exist for community gardens and urban farming.**

Policies

CF15.1 **Community Gardens in Vacant Lots.** Encourage the use of vacant lots for community gardens.

CF15.2 **Identify Potential Community Garden Sites.** Identify and inventory potential community garden/urban farm sites within existing parks, public easements, rights-of-way and schoolyards, and prioritize site use as community gardens in appropriate locations.

CF15.3 **Roof Gardens and Green Roofs.** Encourage new building construction to incorporate green roofs, and promote conversions of existing roof space to green roofs in order to maximize opportunities for gardening and reduce heat gain.

CF15.4 **Residential Parkways as Community Gardens.** Encourage and allow the use of residential parkways, or other appropriate underutilized public rights-of-way in residential neighborhoods, to be used for the cultivation of community gardens.

CF15.5 **Edible Front Yards.** Encourage the use of residential front yards as well-maintained gardens for growing fruits and vegetables.



Vacant lot turned community garden on Vermont Avenue

Infrastructure

This section addresses physical infrastructure that is provided by the City of Los Angeles Department of Public Works and the Los Angeles Department of Water and Power (LADWP). These systems include water, wastewater, storm water, solid waste management, energy (power) and street lighting. The infrastructure for these systems is of a citywide nature rather than local to a particular Community Plan Area. For example, a wastewater treatment facility may be located in one Community Plan Area, but provide service to several Community Plan Areas. Additionally, this infrastructure may be underground or located in areas that are not visible to community residents.

The policies included in this section for water, wastewater, solid waste, stormwater, energy and street lighting are specific to the South Los Angeles Community Plan. The Framework Element, described earlier in this chapter, contains citywide goals and policies for infrastructure addressed in this section. Toward this end, the goals and policies in Chapter 5 seek to:

- Provide for existing and future infrastructure needs of the City that support the basic public services necessary to maintain and improve its quality of life.
- Encourage watershed-based planning and projects in order to reduce stormwater runoff, optimize local water resources, reduce dependence on imported water, improve surface water and groundwater quality, restore hydrologic function to the watershed, and maintain public safety.
- Encourage public/private ventures and other forms of collaboration between governments, developers and residents to consider new ideas for providing infrastructure and services.

Water

The LADWP is responsible for ensuring that water demand in the City is met and that state and federal water quality standards are achieved. The LADWP is the nation's largest municipal utility, and its service area is slightly larger than the legal boundary of the City. Under the provisions of the City Charter, the LADWP has complete charge and control of its water distribution system inside the City of Los Angeles. Water supply boundaries are not divided by community plan area boundaries, but rather bounded based on pressure zones that are dictated by ground elevation.

The California Urban Water Management Planning Act requires water suppliers to prepare and adopt water management plans every five years to identify short-term and long-term water resources management measures for meeting growing water demands. The LADWP 2015 Urban Water Management Plan (UWMP) is designed to meet the current requirements of the Act, and also serves as the City's master plan for water supply and resources management. This plan provides an assessment of current water system conditions (source of supply, treatment, transmission, storage and distribution) for capacity to meet projected demands to 2035. A primary objective of this plan is to pursue cost-effective water conservation and recycling projects to increase supply reliability and offset increases in water demand due to growth and environmental enhancements.

Water Supply

Currently, the South Los Angeles Community Plan Area is primarily supplied through Metropolitan Water District (MWD) water sources. The MWD plans to meet the long-term needs of its member-agencies through water transfer programs, outdoor conservation measures, and development of additional local resources (e.g., recycling). In addition, the MWD has more than 4.0 million acre-feet of storage capacity available in reservoirs and banking/transfer stations.

Supply and Demand

The City obtains its water supply primarily from four major sources: the Los Angeles Aqueduct, groundwater wells, purchases from the Metropolitan Water District (MWD), and wastewater that is treated and recycled for reuse in industrial facilities and for irrigation purposes. The first three sources have historically delivered an adequate and reliable supply to serve the City's needs. However, expansion of recycled water projects and water conservation measures are planned to fill a larger role in the City's water supply portfolio.

The Metropolitan Water District is committed to plan for emergencies and natural disasters throughout the region. Demand, or the amount of water used by the City's residents and businesses, is measured in acre-feet. An acre-foot covers one acre of land, one foot deep. One acre-foot is equivalent to 325,821 gallons and is enough water to serve approximately two households per year. The agency currently has approximately 1.07 million acre-feet in surface and groundwater storage accounts, including Diamond Valley Lake near Hemet, and 600,000 acre-feet of storage reserved for emergencies. This reserve of water supplies buffers the severity of a potential shortage, allows for a less severe water shortage allocation if required, and keeps the region prepared for a major earthquake or other events. The South Los Angeles Community Plan Area is currently supplied primarily through MWD water sources.

Annually, the LADWP supplies an average of 211 billion gallons of water, with an average per person use of 145 gallons per day. LADWP also supplies water to some 56,500 fire hydrants in the City, and provides water for irrigation and recreational purposes.

Improvements

The Los Angeles Department of Water and Power is also increasing the safety and water quality of the water delivered to customers by reducing daily dependence on large, in-city open reservoirs that have historically been relied on for water distribution. Due to a culmination of regulations dealing with runoff into open reservoirs, increased disinfection standards, and by-products created during disinfection, no open reservoirs will be allowed to remain in service in the City's water distributions system. Additional trunk lines may be necessary to ensure that sufficient quantities of water can be moved from one area of the City to another when needed.

Currently, LADWP operates several water recycling projects in the City. The Harbor Water Recycling Project is one of the projects under this program. Instead of using potable (drinking) water, extensively treated, high-quality recycled water from the Terminal Island Reclamation Plant is used for non-drinking purposes. This facility produces about 5,500 acre-feet of recycled water per year.

A number of factors, including the projected increase in water consumption overall, may require the upgrading or expansion of existing local distribution systems within the South Los Angeles Community Plan Area. Citywide, this extensive water system may require significant capital improvements due to aging infrastructure, scheduled replacements, and anticipated changes in state and federal water quality regulations.



Exposition Park Rose Garden water fountain



Hyperion Treatment Plant (HTP), Playa del Rey

The Terminal Island Renewable Energy (T.I.R.E.) Project

The first of its kind in the nation, Terminal Island Water Reclamation Plant's (TIWRP) Terminal Island Renewal Energy Project (T.I.R.E) utilizes geothermal energy to generate methane, which is in turn used to run a turbine that can generate approximately 3.5 megawatts of electricity—enough to power up to 3,000 Los Angeles homes. This process also captures more than 83,000 tons of greenhouse gases—the equivalent of taking more than 14,000 cars off the road—and reduces the number of daily truck trips needed to haul bio-solids from the treatment plants to farm lands in Kern County, where they are safely used as fertilizer.

Goal CF16: **The provision of high-quality and reliable sources of clean water to the community.**

Policies

CF16.1 **Water Distribution System.** Support the appropriate expansion, upgrade and/or improvement of the local water distribution system.

CF16.2 **Alternative Water Supplies.** Support the development of reliable and cost-effective sources of alternative water supplies, including opportunities for groundwater recharge, water reclamation, grey water use, exchanges and transfers.

CF16.3 **Urban "Greening."** Promote urban "greening" to ensure healthy watersheds that generate reliable water supplies and provide clean water.

CF16.4 **Protect Groundwater Supplies.** Protect existing water supplies from contamination, and preserve clean groundwater supplies to more fully utilize such resources.

CF16.5 **Water Conservation.** Continue to require water conservation measures as recommended by LADWP.

Wastewater

The City of Los Angeles Department of Public Works Bureau of Sanitation (BOS) provides sewer conveyance infrastructure and wastewater treatment services to the City of Los Angeles. The primary responsibility of the BOS is to collect, clean, and recycle solid and liquid waste generated by residential, commercial, and industrial users. The BOS manages and administers three primary programs: 1) wastewater collection, conveyance, treatment, and disposal; 2) solid waste resources collection, recycling, and disposal; and 3) watershed protection. The solid waste resources and watershed protection functions are addressed in the following two sections of this chapter, Solid Waste and Storm Water.

To comply with the State Waste Discharge Requirements, a Sewer System Management Plan (SSMP) is prepared for each of the City's sanitary sewer systems to control and mitigate all sanitary sewer overflows. The City's wastewater service area consists of two distinct drainage basin areas: the Hyperion Service Area (HSA) and the Terminal Island Service Area (TISA). The HSA covers approximately 515 square miles and serves the majority of Los Angeles. The TISA is approximately 18 square miles and serves the Los Angeles Harbor area.

The wastewater system comprises more than 6,500 miles of sewer pipelines, four wastewater treatment and water reclamation plants, and 47 pumping plants that can process over 550 million gallons of flow each day citywide. Table 5-6 shows the collection and treatment facilities currently operated by the Bureau of Sanitation.

TABLE 5-6:
Wastewater Treatment Facilities and Existing Capacity
Millions of Gallons per Day (mgd)

Wastewater Treatment Facilities	Service Area	Location	Capacity
Hyperion Treatment Plant (HTP)	West/Central	Playa del Rey	450 mgd
Terminal Island Water Reclamation Plant (TIWRP)	Harbor communities	San Pedro/Port of LA	30 mgd
Donald C. Tillman Water Reclamation Plant	San Fernando Valley	Sepulveda Basin	64 mgd
Los Angeles-Glendale Water Reclamation Plant	East San Fernando Valley	Griffith Park	15 mgd
Total Capacity			**559 mgd**

Source: City of Los Angeles, Department of Public Works Bureau of Sanitation, 2006.



Hyperion Treatment Plant (HTP), Playa del Rey

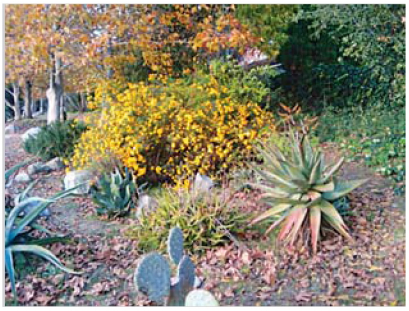
Wastewater Treatment Facilities

The South Los Angeles Community Plan Area is within the service area of the Hyperion Treatment Plant (HTP). The HTP facility is located on a 144-acre site adjacent to the Pacific Ocean in the community of Playa Del Rey, which is approximately six-and-one-half miles southwest of the South Los Angeles Community Plan Area. Wastewater produced in the South Los Angeles Community Plan Area is conveyed to the HTP through the North Central Outfall Sewer-North Outfall Sewer (NCOS-NOS) interceptor sewer system.

Sewage sludge removed from wastewater at these reclamation plants is returned to the sewer system and treated at the Hyperion and Terminal Island treatment plants. The plants reclaim significant amounts of beneficial materials from the wastewater. Together, they produce over 80 million gallons of reclaimed water per day. The water can be used in place of drinking water for industrial, landscape, and recreational uses.

Wastewater Collection System (Sewers)

The wastewater collection system's physical structure includes over 6,500 miles of sewers that are connected to the City's four wastewater and water reclamation plants. The sewer system is grouped into primary sewers and secondary sewers. The primary sewers represent the trunk, interceptor, and outfall portion of the system, and convey wastewater received from the secondary sewers to the treatment plants.



Landscaping with native plants helps lower demand for water

Wastewater generation is a function of population and employment within the wastewater service area. According to the BOS, projected wastewater flows to the City treatment facilities will total 531 million gallons per day citywide by the year 2020. The treatment facilities have a total capacity of about 550 millions of gallons per day (mgd).

The City of Los Angeles December 2006 Integrated Resources Plan (IRP), prepared for the BOS and LADWP, is an integrated approach to address the City's wastewater, stormwater management, and recycled water needs. The IRP identifies the "gaps" between the projected flows and the current system capacities, and proposes options to address the identified gaps. The IRP indicates that more treatment capacity is needed due to increased flows and runoff, but rather than adding a brand new treatment plant, it is more cost effective and less disruptive to add treatment capacity at the existing plants.

Goal CF17: **An adequate and reliable wastewater collection and treatment infrastructure that supports existing and planned growth for the community.**

Policies

CF17.1 **Adequate Sewer System Capacity.** Strive to provide adequate capacity for the treatment of generated wastewater flows and the safe disposal of generated sludge.

CF17.2 **Recycled Water.** Promote the use of recycled water in new industrial developments.

CF17.3 **Reduce Wastewater Output.** Encourage development projects to incorporate features that reduce on-site wastewater output.



Pico Boulevard trash can, maintained by the Byzantine Latino Quarter Business Improvement District

Solid Waste

The City of Los Angeles Department of Public Works Bureau of Sanitation (BOS) provides solid waste management services to single-family and small multi-family residential households in Los Angeles. Private hauling companies collect other refuse, including most multi-family and all commercial and industrial waste. The City of Los Angeles Solid Waste Management Policy Plan (SWMPP) is the current long-range solid waste management policy plan for the City. The Solid Waste Integrated Resources Plan (SWIRP) will become the City's 20-year master plan to achieve zero waste in Los Angeles.

The City's Solid Resources program includes the collection, recycling, and disposal of solid waste, green waste, bulky items, and other special solid resources materials from residences citywide, and management of contracted recycling programs for apartments and commercial and industrial businesses. This includes the recycling and disposal of household hazardous waste, the development of long-term alternatives to landfill disposal, and clean fuel programs related to solid waste.

The Bureau of Sanitation collects, disposes, and recycles over 1.7 million tons per year of solid waste, including refuse, recyclables, yard trimmings, and bulky items. Solid waste facilities include: refuse collection yards; mulching/composting facilities; permanent Solvents, Automotives, Flammables and Electronics (SAFE) centers for household hazardous waste; landfills; and transfer stations. The Central Los Angeles Recycling and Transfer Station (CLARTS) provides the City with an important facility for managing its waste.

The Bureau of Sanitation's Five-Year Solid Resources Capital Improvement Program (SRCIP) includes the upgrade and improvement of existing facilities as well as the design and construction of new facilities that support the Solid Resources Program. These facilities include refuse collection yards, mulching/composting facilities, SAFE centers, and transfer stations. In accordance with state regulations, the City has closed the following five landfill facilities: Bishops Canyon, Branford, Sheldon-Arleta, Toyon Canyon and Lopez Canyon. The Bureau of Sanitation uses the Sunshine Canyon disposal site for refuse, which can accept 860,000 tons per year.

Goal CF18: **Provision of a cost-effective, environmentally sound waste management system that protects public health, safety, natural resources and quality of life.**

Policies

CF18.1 **Recycling and Waste Reduction.** Promote recycling and waste reduction as a means to transform waste disposal into resource recovery.

CF18.2 **Recycling Centers.** Promote economic development opportunities through support of recycling centers only in locations where their design and operation do not negatively impact the quality of life and physical character of a neighborhood.

CF18.3 **Dismantling and Reuse.** Encourage recycling of construction material, during both construction and building operation. Encourage dismantling and reuse of materials rather than demolition and dumping.

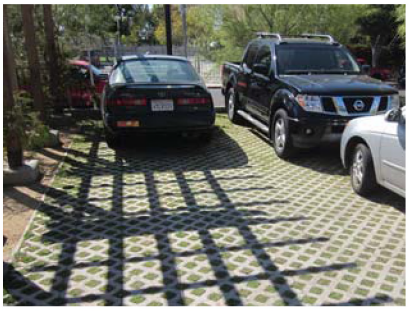
CF18.4 **Waste Disposal Programs.** Increase safe household waste disposal programming and outreach.



Recycling awaiting pick-up at a home in South Los Angeles

Stormwater

The primary agencies that share flood control responsibilities within the City of Los Angeles are the City of Los Angeles Department of Public Works, the U.S. Army Corps of Engineers (Army Corps), the Los Angeles County Department of Public Works (County), and Caltrans. Each agency exercises jurisdiction over the flood control facilities they own and operate. The Watershed Protection Division of the City of Los Angeles Department of Public Works Bureau of Sanitation (BOS) manages the stormwater program for the City. The stormwater program has two major elements: pollution abatement and flood control. Pollution abatement involves compliance with federal regulations, while flood control is essential for the protection of life and property.



Good example of permeable paving in a South LA parking lot

Storm drains within the City are constructed by both the City and the Los Angeles County Flood Control District (LACFCD), and are managed by the Los Angeles County Department of Public Works. The LACFCD constructs the major storm drains and open flood control channels, and the City constructs local interconnecting tributary drains. The collection, transport and disposal of stormwater is accomplished through a system of City-owned natural and constructed channels, debris basins, pump plants, storm drain pipes and catch basins. Stormwater runoff drains from the street, into the gutter, and enters the system through a catch basin. Catch basins serve as the neighborhood entry point to the ocean. The storm drain system receives no treatment or filtering process and is completely separate from Los Angeles' sewer system.

The majority of the South Los Angeles Community Plan Area lies within the Ballona Creek Watershed. Stormwater in the watershed is drained to the Pacific Ocean by Ballona Creek, which is located approximately three miles west of the South Los Angeles Community Plan Area. Ballona Creek is currently designed to handle 50-year flood events and has a discharge capacity of 71,400 cubic feet per second. Ballona Creek is maintained by the U.S. Army Corps of Engineers (USACOE) and the Los Angeles County Department of Public Works.

The southeastern portion of the South Los Angeles Community Plan Area lies within the Los Angeles River Watershed. Stormwater runoff in the watershed is drained to the Pacific Ocean by the Los Angeles River. The Compton Creek Channel conveys stormwater from the South Los Angeles Community Plan Area to the Los Angeles River. The Compton Creek Channel is currently designed to handle 50-year flood events and has a capacity of 3,900 cubic feet per second at its origin and maximum capacity of 21,700 cubic feet per second just south of the 91 Freeway.

The southwestern portion of the Los Angeles Community Plan Area lies within the Dominguez Watershed. Approximately 62 percent of stormwater runoff is drained to the Pacific Ocean through the Los Angeles Harbor. Remaining stormwater runoff in the watershed is drained into groundwater recharge, the Wilmington Drain, which empties into the Machado Lake, or the Los Angeles and Long Beach Harbors. The Dominguez Channel is a manmade stormwater conveyance facility that conveys stormwater runoff in a north-south direction beginning from the Los Angeles International Airport to the Los Angeles Harbor. The Dominguez Channel is designed for 50-year flood events.

The overall approach to managing runoff involves both regional and local solutions, including source control as a method of reducing the flow of pollutants to receiving waters. Neighborhood solutions include the use of bio-retention areas, on-site percolation, and neighborhood recharge. Potentially, stormwater runoff could be captured by direct percolation through parkways, parking lots with permeable surfaces or in recharging catch basins. Alleys that are often underutilized or suffering from environmental degradation can be redesigned and resurfaced with permeable materials (i.e., porous paving) to become "green alleys" that provide a range of benefits, including the infiltration of urban runoff, while still allowing auto access. Overall benefits of these solutions may include increased potable water supply, reduction in stormwater pollution and beach contamination, and alleviation of potential for flooding.

Goal CF19: **Provision of a storm drainage system that minimizes flood hazards and protects water quality by employing watershed-based approaches that balance environmental, economic and engineering considerations.**



Permeable landscape allows for natural filtration

Policies

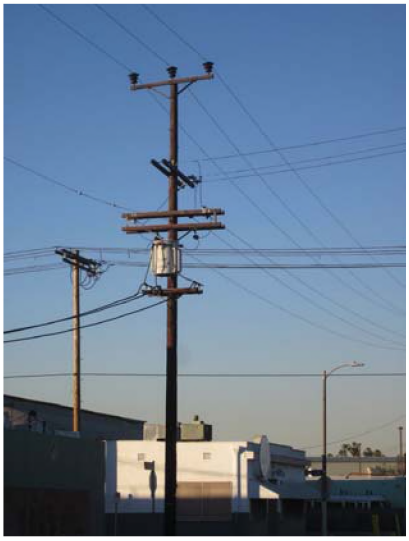
CF19.1 **Natural Filtration.** Prioritize natural filtration (as opposed to impermeable hardscaping) along stream and river banks.

CF19.2 **Permeable Materials.** Encourage the use of permeable materials for the paving of sidewalks, driveways and alleys, when feasible.

CF19.3 **Watershed Management.** Promote watershed management policies that integrate flood protection with water conservation, improve the quality of stormwater runoff and groundwater, and reduce the pollution of water resources while preserving and creating recreation and habitat areas.

CF19.4 **Rainwater Harvesting.** Develop standards for approving rainwater harvesting systems.

Energy



Overhead power lines in the Plan Area

The Los Angeles Department of Water and Power (LADWP) provides electric service to the City of Los Angeles. To ensure a reliable supply of power, the LADWP maintains a diversified energy generation mix – including coal, natural gas, large hydroelectric, nuclear, and renewable power such as wind, biomass, solar and cogeneration. The LADWP draws its energy supply from in-basin power plants and several out-of-state facilities in Nevada, Utah and the Pacific Northwest. Business and industry consume about 70 percent of the electricity in Los Angeles, but residents constitute the largest number of customers. In addition to serving these consumers, the LADWP lights public streets and highways, powers the City's water system and sells electricity to other utilities.

The LADWP 2010 Power System Integrated Resource Plan (IRP) is the planning document that provides a framework for addressing the future energy needs of the City's residents and businesses. This Plan focuses on renewable power, greenhouse gas reduction, and energy efficiency. One of the key policy areas in this Plan is to ensure that the power generation, transmission and distribution infrastructure operates in a reliable and efficient manner. A Power Reliability Program initiated in 2007 by LADWP will improve maintenance practices, address the aging power system infrastructure, increase capital programs necessary to support load growth, and increase staffing levels to support reliability-related work.

Electricity is distributed through an extensive network of receiving stations, distributing stations, overhead lines, and underground lines. LADWP maintains more than 6,000 miles of overhead distribution lines and 4,200 miles of underground distribution lines. Electricity from LADWP local steam plants, hydroelectric plants and power



Pedestrian-scale streetlight



Overhead energy distribution lines

plants is transmitted to a "belt line" extending throughout the City. All receiving stations are connected to the belt line that supplies power to them as required. These receiving stations transform these high voltages for distribution to the distributing stations and to individual large customers. Distributing stations generally have a two-mile radius, with an average of one per year added to the system citywide.

Goal CF20: **Provision of an adequate, reliable and safe supply of electrical energy to support existing and future land uses within the community.**

Policies

CF20.1 **Meet Electrical Demand.** Provide adequate electrical facilities to meet the demand of existing and future developments and to encourage energy efficient practices as integrated into new and existing development projects.

CF20.2 **Upgrade Distribution Lines.** Expand, upgrade and improve local distribution lines within the Community Plan Area, where necessary, to accommodate demand for energy.

CF20.3 **Power System Facilities.** Support the construction of well-designed power system facilities, including receiving and distributing stations, so that they are compatible with their surroundings.

CF20.4 **Underground Utilities.** Encourage the installation of underground utilities through assessment districts and other funding sources where feasible.

CF20.5 **Reduce Greenhouse Gas Emissions.** Support efforts to promote the use of clean, renewable energy that is diverse in technology and location to decrease dependence on fossil fuels, reduce emissions of greenhouse gases, and increase the reliability of the power supply.

CF20.6 **Incentivize Energy Efficient Building Designs.** Support the offering of incentives to property owners and developers for the use of building designs and/or energy efficient systems in new residential, commercial and industrial developments that exceed existing State of California Energy Code standards.

Street Lighting

The Bureau of Street Lighting in the Department of Public Works is responsible for the design, construction, operation, maintenance and repair of the City's Street Lighting System. It is City policy that all new street projects include sidewalk, street trees and street lights unless unusual circumstances are present. The Bureau maintains certain standards to ensure that the City receives lighting that meets national illumination standards for vehicular and pedestrian traffic, does not emit light pollution and produces little glare.

Street lighting serves many roles in a city of the size, complexity, and history of Los Angeles: it enhances community safety relative to crime prevention and feelings of well-being, contributes to the architectural, cultural, or historic character of a community; and provides nighttime safety for vehicles and pedestrians.

Street lighting is not publicly financed in the City; it is the direct financial responsibility of the owner of the adjoining property, who is considered to directly benefit from street lights. The City's policy for financing street lighting requires adjoining property owners to bear the annual cost of operation and maintenance through a special assessment levied against each property which benefits from the Street Lighting System. The Bureau of Street Lighting is also responsible for the financial administration of the Lighting District. Proposition 218 was passed by the voters of California in November 1996, and requires a vote of property owners in order to impose new or increased assessments for street improvements installation, or maintenance of such improvements, including street lighting, sidewalks, sewers, street paving, trees, and landscaping.



Streetlights illuminate Vermont Avenue across from USC

By the Numbers

- Miles of Streets in the City of Los Angeles: 7,000
- Miles of Lighted Streets in the City of Los Angeles: 5,000
- Number of Streetlights: Over 242,000
- Number of Different Styles of Streetlights Currently Being Maintained: Over 400



Attractive local streetlight

Goal CF21: **The distinct character of each neighborhood in the community is celebrated through unique street lighting.**

Policies

CF21.1 **High Quality Street Lighting.** Support neighborhood and stakeholder initiatives to enhance the unique character of an area through the introduction of high quality street lighting.

CF21.2 **Dark-Skies Compliant.** Encourage safe, convenient and efficient lighting for pedestrians and vehicles, and avoid the creation of hot spots, glare, obtrusive light, light pollution and visual nuisance.

CF21.3 **Commercial Activity Centers and Transit Corridor Lighting.** Encourage new street lighting districts which are pedestrian-oriented, attractively designed, and compatible with facades and other street furniture, to provide adequate visibility, security, and a festive nighttime environment in commercial activity centers and along transit corridors.



Conceptual Drawing: Jacob López

Implementation

The South Los Angeles Community Plan is a comprehensive and long-range document that expresses a vision for the future and guides how that vision is implemented through private and public development. The Community Plan identifies policies that are limited to authorities that can be implemented under the jurisdiction of the City of Los Angeles (all departments) and does not prescribe actions of other agencies, such as the City's school districts.

A variety of ordinances, programs, and decisions made by the City in regard to discretionary and non-discretionary building projects are employed to implement the Plan. City actions on discretionary projects involving land use often require a finding that the action is consistent or in conformance with the General Plan. City Planning Department decision makers, such as City Planning Commission hearing officers and zoning administrators, refer to the Community Plan text and the Land Use Map of the Community Plan when making findings of consistency on land use decisions.

Implementation programs are mechanisms put in place to ensure that Community Plan goals and policies are realized. This chapter discusses how the community plan policies and programs are implemented. It also discusses the process for amending the Community Plan. The chapter details the programs, shown in a series of tables, which implement the goals and policies found throughout the Community Plan.

The Implementation Process

The goals and policies set forth in Chapters 3, 4 and 5 of the South Los Angeles Community Plan are implemented through a variety of mechanisms, including regulation and development review; financing and budgeting; and inter-departmental and inter-governmental coordination.

Many Community Plan policies are implemented through regulations adopted by the City based on the City's "police power" to protect the public health, safety, and welfare of its citizens. City ordinances also create a development review process that provides for City review of individual project proposals and authorizes the City to approve, deny, or condition projects based on their consistency with the Community Plan. Some development review programs, such as the California Environmental Quality Act (CEQA), are ongoing and will continue to be used as a tool for land use decision making. Other programs are implemented at the time of Community Plan adoption, such as zone changes and the Community Plan Implementation Overlay.

The development, maintenance, and operation of parks and other public facilities and the provision of city services require financial resources that are derived from various sources. Typical revenue sources for projects include property tax revenue,

sales tax revenue, user fees, Quimby Act (Park) dedications, business improvement districts, redevelopment tax increment, special assessment districts, municipal bonds, and county, state, and federal funding.

Coordination among City departments is critical to the successful implementation of many Community Plan policies, such as street reclassifications, park planning, and streetscape improvements. While the Community Plan policies and implementation programs are limited to authorities that can be implemented under the jurisdiction of the City of Los Angeles, implementation of some Plan policies may also require coordination and joint actions with numerous local, regional, state, and federal agencies. These agencies provide services, facilities, or funding and administer regulations that directly or indirectly affect many issues addressed in the Community Plan. These external governmental agencies, such as the California Department of Transportation, the Los Angeles Unified School District, water service providers, the Los Angeles County Local Agency Formation Commission (LAFCO), among others, also look to the Community Plans for their planning and decision making.

Amendments to the Community Plan

Changes to the Community Plan may be proposed from time to time to address changing conditions, new opportunities, and unforeseen circumstances. As such, the Community Plan must be a living, flexible document, allowing for changes that ultimately assist in enhancing and implementing the community's vision. It is necessary, therefore, to establish a fair, orderly, and well defined process to govern how amendments occur.

Community Plans are part of the City's General Plan and thus any changes to the Community Plan are considered General Plan amendments. Amendments may propose a change in the land use designation for a particular property or changes to the Community Plan's policies and text. Private requests are subject to an established public review and approval process. Although applicants have the right to submit amendment requests to the City, only the City has the authority to initiate amendments. Not all requests merit study and consideration.

The amendment process allows for the City to deny to process a proposed amendment if it is clearly inconsistent with the major goals and policies of the Community Plan.

Specific Implementation Programs

Specific implementation programs for the South Los Angeles Community Plan can be found within Table 6-2 Implementation Programs and are organized by those that are implemented upon adoption of the Plan, those that are long term, to be implemented through the life of the Plan, and those that are currently regulated by the Los Angeles Municipal Code or other existing City agency programs. Implementation programs are identified with a distinct number (i.e. P1), followed by a program description and a list of the policies that the program implements. A timeline identifies when each program is expected to be completed: (1) Adopted

with the Plan, (2) Long-Range Implementation, or, (3) Current Regulations/Programs. Lastly, the table identifies the department(s) that will be directly responsible for ensuring implementation of particular programs.

The Department of City Planning has a number of implementation programs that involve overlay districts including Specific Plans, Community Design Overlays, Community Plan Implementation Overlays (CPIOs), and Historic Preservation Overlay Zones (HPOZs) that supplement current zoning regulations and are intended to implement the goals and policies of the Community Plan.

Community Plan Implementation Overlay

The primary land use implementation tool used in the South Los Angeles Community Plan is the Community Plan Implementation Overlay (CPIO). The CPIO tool is a zoning tool intended to provide supplemental development and use regulations tailored to each Community Plan Area. It targets individual neighborhoods and corridors, and may help address concerns about the scale, size, and character of development based on a community's specific needs. The CPIO Overlay offers streamlined approval procedures, ensuring that the Community Plan policies and programs can be implemented swiftly and in a way that incentivise projects to comply with regulations outright. The South Los Angeles CPIO is comprised of four subareas:

1. Corridors Subareas
2. Transit-Oriented Development
3. Industrial Subareas
4. Residential Subareas

The CPIO subareas set forth design and development standards for revitalizing the Community Plan Area's commercial corridors and industrial areas. They encourage attractive, quality development projects that complement and enhance the South Los Angeles Community Plan Area's existing character through use limitations (on the location of such uses as liquor stores, recycling centers, and auto-related uses, among others) and development standards (for building heights, density, intensity, site planning, and parking). They also support transit oriented development in the area.

Historic Preservation

The HPOZ is an overlay zone intended to enable communities to preserve structures of historic significance and provides a means of protecting the unique character, architecture, culture and aesthetics of historically significant neighborhoods. A five-member historic preservation board is convened to advise on any exterior changes (addition, construction, alteration, demolition, rehabilitation, etc.) to structures, landscaping, natural features or sites within an HPOZ district for the purpose of preserving a particular historic architectural stock. New construction must also be reviewed.

The South Los Angeles Community Plan Area contains six HPOZs, as well as one Specific Plan that functions very similarly to the HPOZs:

- University Park HPOZ
- Adams-Normandie HPOZ
- Harvard Heights HPOZ
- Western Heights HPOZ
- West Adams Terrace HPOZ
- Jefferson Park HPOZ
- North University Park Specific Plan

Efforts are also underway to adopt one proposed HPOZ, Vermont Square.

The Plan Area also includes a number of areas identified by SurveyLA as Historic Districts, which are areas that are related geographically and by theme, including Angelus Vista, Manhattan Place, Sugar Hill, Granada Tract, Exposition Park Square, Browning Duplex, and Vermont Knolls. Additional historic surveys may demonstrate that these districts are eligible for HPOZ status.

Sources of Funding

The development, maintenance, and operation of parks, public facilities and improvements (i.e., in the public right-of-way), and the provision of city services require financial resources that are derived from various sources. Programming of many city capital projects and their funding over time is outlined in the City's capital improvement plans. Although the Community Plan does not mandate specific capital improvements, the policies serve as a guide for other city departments to identify and budget for potential future capital projects. Typical revenue sources used to fund these projects include property tax revenue, sales tax revenue, user fees, Quimby Act (Park) dedications, business improvement districts, special assessment districts, municipal bonds, and county, state, and federal funding.

It is important to note that program implementation is contingent on the availability of adequate funding and resources, which is likely to change over time due to economic conditions, the priorities of federal, state and regional governments and funding agencies, and other conditions. Potential funding sources which are considered to be the most likely funding sources include a development impact fee, tax allocation bonds, Metro funds, business improvement districts and various public revenue funds. Some typical funding sources for public services and infrastructure are identified in Table 6-1.

Table 6-1: Potential Funding Sources for Policies and Programs

Fees and Exactions	Taxes
• Quimby Fees • Development Impact Fees • Permit and Application Fees • Regulatory Fees • Property Assessments Benefit Assessment District Business Improvement District Vehicle Parking District	• Special taxes such as Mello-Roos • Community Facilities Districts • Taxes for mobility improvements which are allocated by Metro's Call for Projects: Proposition A sales tax Proposition C sales tax State retail sales tax State motor vehicle tax Federal gas tax
Bonds	**Public Revenue Funds**
• Tax allocation bonds issued by the CRA/LA (former agency) • Proposition 1B state bonds.	• City's General Fund • LADOT Operating Budget • City Capital Improvement Program • Caltrans Capital Improvement Fund • Special Parking Revenue Fund
User Fees	**Other Federal and State Funds**
• Entrance fees • Parking meter fees	• Grants

Acronym List for Tables 6-2, 6-3 and 6-4:

BOE - Bureau of Engineering

BOS - Bureau of Sanitation

BOSS - Bureau of Street Services

BSL - Bureau of Street Lighting

Cal-DOC - California Department of Corrections

CalHFA - California Housing Finance Agency

CalTrans - California Department of Transportation

CDD - Community Development Department

CDs - Council Districts

CoDRP - County Department of Recreation and Parks

DCP - Department of City Planning

DOD - Department on Disability

DPSS - Department of Public Social Services

DPW - Department of Public Works

DTSC - Department of Toxic Substance Control

EMD - Emergency Management Department

EWDD - Employment and Workforce Development Department

LADBS - Los Angeles Department of Building and Safety

LA-DLA - Los Angeles Designated Local Authority

LADOA - Los Angeles Department of Aging

LADOT - Los Angeles Department of Transportation

LADWP - Los Angeles Department of Water and Power

LAFD - Los Angeles Fire Department

LAHCID - Los Angeles Housing and Community Investment Department

LAHD - Los Angeles Housing Department

LAPD - Los Angeles Police Department

LAPL - Los Angeles Public Library

LAUSD - Los Angeles Unified School District

METRO - Metropolitan Transit Authority

NCs - Neighborhood Councils

OHR - Office of Historic Resources

RAP - Recreation and Parks

SCAG - Southern California Association of Governments

SEE-LA - Sustainable Economic Enterprises of Los Angeles

TABLE 6-2
South Los Angeles Implementation Programs-Land Use and Urban Design

	Program Number	Program Description	Policy/Section Reference	Responsible Agency	Coordinating Agency
LAND USE & URBAN DESIGN: ADOPTED WITH CURRENT PLAN	P1	**Building Intensity Minimums:** The South Los Angeles Community Plan Implementation Overlay (CPIO) TOD Subareas establish building intensity minimums and development standards that support active, walkable neighborhoods with higher densities and a mix of uses in targeted areas.	LU19.6	DCP	
	P2	**Design and Development Standards - Commercial Areas:** Development within community and neighborhood commercial land use is subject to the design and development standards established in the CPIO Corridors Subareas that further regulate land uses and enhance the visual quality of the areas.	LU8.1, LU8.2, LU8.4, LU8.7, LU9.8, LU9.10, LU12.2, LU12.3, LU12.4	DCP	
	P3	**Design and Development Standards - Industrial Areas:** The CPIO Industrial Subareas establishes design standards that seek to revitalize and upgrade the visual quality of industrial properties and also provides regulations related to loading areas, buffering and screening and limiting noxious industrial uses when adjacent to residential. In addition, the Citywide Industrial Design Guidelines provide guidance to projects that are not within the CPIO District.	LU16.2, LU16.3, LU16.5, LU18.2	DCP	
	P4	**Design and Development Standards - TOD Areas:** The CPIO includes design and development standards for Transit-Oriented Development Subareas that regulate land uses, densities and intensities, building orientation and height, ground floor treatment and transitions in order to enhance the urban form and improve walkability.	LU9.8, LU19.1, LU19.2, LU19.5, LU19.6, LU19.7, LU19.9, LU19.13, LU19.14	DCP	
	P5	**Design and Development Standards - Residential Development:** The CPIO includes the Residential Subareas which include Legacy Single Family, Character Residential, and Multi-Family subareas, which establish design and development standards for new construction, additions and second units for residential projects in select areas.	LU2.1, LU4.3, LU20.1, LU20.2, LU20.3, LU20.4, LU21.1, LU21.2, LU21.3, LU22.1, LU22.2	DCP	
	P6	**Design Guidelines:** The South Los Angeles Design Guidelines (Appendix B) and Citywide Design Guidelines provide design guidelines for new development to achieve higher quality, sustainable development.	LU4.3, LU8.4, LU9.8, LU12.3 LU16.5, LU19.7, LU9.10, LU20.1, LU28.7	DCP	
	P7	**Diversity of Uses:** This policy is implemented through the Community Plan Implementation Overlay (CPIO) whereby certain uses are limited and others are incentivized (i.e. banks and health service providers) in order to promote the creation of "complete neighborhoods" in which residents can meet their daily needs all within a short distance of their homes.	LU6.3, LU6.4, LU6.5, LU7.4, LU7.5, LU7.6, LU9.9, LU10.1, LU10.3, LU12.5, LU13.2, LU13.3, LU13.4, LU13.5, LU13.7, LU19.2, LU19.5	DCP	
	P8	**Emerging Industrial Sectors:** The Plan sets forth policies as well as the CPIO Industrial Subareas that address the need to preserve industrial designations for the development of new and emerging "clean-tech," information technology and other "high-tech" uses.	LU14.4, LU15.2, LU18.2	DCP	
	P9	**Freeway Adjacent Projects:** In addition to the CPC's Advisory for freeway-adjacent projects, which discourages residential development and other sensitive uses within 1,000 feet of a freeway, the CPIO ordinance requires mitigation measures including a health risk assessment to determine environmental standards that address the potential health impacts for projects that include residential uses at such sites.	LU8.5	DCP	
	P10	**Full Service Grocery Store Incentives:** In addition to economic incentive initiatives administered by the EWDD, the South Los Angeles Community Plan establishes the CPIO District which seeks to encourage the development of full service grocery stores throughout the Community Plan Area through the provision of land use incentives.	LU6.3, LU9.9, LU10.1,	DCP	**EWDD, LA-DLA**
	P11	**Historic Preservation - Historic Districts:** The CPIO Character Residential Subarea conserves efforts and preserves the architectural and cultural character of those areas identified by SurveyLA as Historic Districts, either by adopting them as HPOZs or through the use of another preservation tool.	**LU23.2, LU25.1, LU25.2**	OHR, DCP	**CDs**
	P12	**Hybrid Industrial Land Use Designations:** The Plan rezones specified industrially designated land to the Hybrid Industrial Land Use and corresponding CM zone, and establishes a CPIO Subarea that allows limited residential and compatible industrial uses to encourage joint live and work quarters.	LU18.1, LU18.2	DCP	
	P13	**Industrial Land Use Designations:** The Plan Map identifies lands which have industrial designations to accommodate a variety of industrial uses and establishes the CPIO Industrial Innovation Subarea in order to protect viable industrial districts from encroachment by non-industrial uses.	LU14.1, LU14.2	DCP	
	P14	**Lot Consolidation:** The CPIO provides incentives for the consolidation of smaller lots within commercial plan designations to create feasible development sites.	LU6.2	DCP	

TABLE 6-2
South Los Angeles Implementation Programs-Land Use and Urban Design

	Program Number	Program Description	Policy/Section Reference	Responsible Agency	Coordinating Agency
LAND USE & URBAN DESIGN: ADOPTED WITH CURRENT PLAN	P15	**Measure JJJ- Affordable Unit Inventory:** The Los Angeles Housing and Community Investment Department will monitor the inventory of units that are subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of Lower or Very Low-Income; subject to the Rent Stabilization Ordinance; and/or occupied by Lower-Income or Very Low-Income households during the effective term of Measure JJJ.	**LU1.10, LU5.4, LU9.7, LU19.12 :**	**HCID**	
	P16	**Minimize Impacts - Auto-Related and Open Storage Uses:** The CPIO establishes limitations on auto-related uses, recycling and outdoor storage in certain subareas and prohibits them in low intensity, pedestrian-oriented subareas in order to minimize impacts and protect adjacent residential uses.	LU7.1, LU7.2, LU7.3, LU7.4	DCP	
	P17	**Mixed-Income - Affordable Housing:** The CPIO provides incentives for the development of mixed-income and affordable housing within LRT station areas, along commercial corridors that are well-served by transit and in close proximity to jobs, services and facilities.	LU1.11, LU5.1, LU5.2, LU5.3, LU5.6, LU19.3, LU19.4	DCP	
	P18	**Mixed-Use/Higher Density Near Transit - Jobs/ Housing Balance:** The CPIO's TOD Subareas encourage contextual new mixed-use development with higher residential densities and commercial intensities that facilitate a mix of jobs, housing and commercial uses within close proximity to LRT stations, major bus nodes, and transit corridors over other areas.	LU12.1, LU19.2	DCP	**METRO**
	P19	**Multi-Family Housing Needs:** The Plan Map identifies specific areas where multi-family residential development is permitted in a range of densities to provide for the development of a variety of housing typologies to meet the diverse housing needs of the community.	LU5.1, LU5.6, LU13.6, LU20.2, LU20.3, LU21.1	DCP	
	P20	**Parking Reductions and Incentives:** The Plan establishes reduced parking requirements tailored to the individual TOD Subareas of the CPIO, as well as reduced parking standards as an incentive for projects that provide sit-down restaurants and other incentivized uses in the Corridors Subareas. The LAMC allows a 10% parking reduction for projects located within 500 feet of a station portal.	LU19.6, M11.1	DCP	
	P21	**Pedestrian Activity / Walkability:** The CPIO includes standards for building and site disposition that enhance the pedestrian realm through requirements for active uses and public areas to be located along the ground floor facing the sidewalk, as well as limitations on auto-oriented uses.	LU9.1, LU9.2, LU19.5, LU19.13, LU19.14,, M3.1	DCP	
	P22	**Protection of Commercial Land:** The Plan maintains existing commercial land use designations and strengthens existing zones by establishing CPIO Subareas that prohibit the development of detached single-family and duplex uses as well as require, along certain corridors, that the ground floor of multi-family residential projects include neighborhood serving commercial uses.	LU12.4, LU13.1	DCP	
	P23	**Protection of Single-Family Areas:** The Plan Map identifies lands where only single-family residential development is permitted; it protects these areas from encroachment by maintaining their Low II Residential Land Use designation.	LU2.1, LU2.2, LU3.1	DCP	
	P24	**Residential Amenities:** The CPIO incentivizes the provision of public amenities such as community facilities and child care in new mixed-use projects.	LU4.2	DCP	
	P25	**TODs:** The CPIO TOD Subareas include design, use and development standards that are tailored to the context of each LRT station area while encouraging a pedestrian-oriented environment with greater accessibility to the transit stations.	LU16.1, LU16.10, LU16.11, M5.2	DCP	
	P26	**Transitional Height Standards:** The Plan adopts a Community Plan Implementation Overlay (CPIO) to incorporate and tailor transitional height design standards along commercial corridors in order to reduce the impact of height adjacent to residential land uses.	LU3.2, LU8.1, LU12.2, LU19.10	DCP	
	P27	**Use Limitations:** The Plan seeks to improve the health and welfare of the community by establishing use limitations for uses that are nuisances, overconcentrated, or that rely on a standardized development typology dominated by excessive automobile orientation through the adoption of a CPIO ordinance.	LU7.1, LU7.4, LU7.5, LU7.6, LU10.3, LU12.5, LU13.2, LU18.2, LU19.5	DCP	
LAND USE & URBAN DESIGN: LONG RANGE IMPLEMENTATION	P28	**Accessory Dwelling Units:** The Community Plan supports the development of regulations to facilitate the provision of accessory units in the R1 zone in order to ease the affordable rental housing deficit near transit, maximize limited land resources and existing infrastructure, provide potential homeownership opportunities, and assist homeowners with supplemental income.	LU1.5, LU5.1	DCP	
	P29	**BIDs:** Coordinate with Neighborhood Councils, the Council Offices, community-based economic development groups and other public and private neighborhood groups to adopt Business Improvement Districts throughout the Community Plan Area, particularly in CPIO TOD Subareas.	LU6.1	EWDD	**NCs, CDs**
	P30	**Brownfield Remediation:** Encourage the remediation and redevelopment of existing brownfields throughout the plan area through the City of Los Angeles' Brownfields Program administered by the Department of Public Works Bureau of Sanitation and identify additional funding sources for site remediation activities such as the brownfields and environmental remediation programs under the RCRA (Resources Conservation and Recovery Act) and the CERCLA/Superfund.	LU15.3, LU17.3	BOS	**DTSC**

TABLE 6-2
South Los Angeles Implementation Programs-Land Use and Urban Design

	Program Number	Program Description	Policy/Section Reference	Responsible Agency	Coordinating Agency
LAND USE & URBAN DESIGN: LONG RANGE IMPLEMENTATION	P31	**Business Outreach/Mentorship Programs:** Develop partnerships to create business outreach programs targeting local schools for student participation in business apprenticeship and internship programs, as well as work with LAUSD's Mentorship Programs..	LU6.1	EWDD	**EWDD, DCP**
	P32	**Citywide Inclusionary Housing Policy:** The Community Plan would support any future efforts to adopt citywide inclusionary housing requirements to increase the stock of affordable housing while also preventing further concentration of poverty within one community by providing housing opportunities for low income households throughout the City.	LU1.6, LU1.11, LU5.2, LU5.3, LU19.3	DCP	**CDs**
	P33	**Clean-Up/Green-Up:** Support efforts to include the South Los Angeles Plan Area in the scope of Clean Up Green Up. Coordinate with relevant City Agencies in order to reduce toxic pollutants and improve health and health-based outcomes for local residents living and working near industrial sites.	LU15.1, LU15.2, LU15.3, LU15.4, LU15.5, LU16.1, LU16.2, LU17.1, LU17.3	Various	**DCP**
	P34	**Code Enforcement:** Identify funding sources for increased code enforcement activities in order to address code violations that create blight and impact the quality of life.	LU7.2, LU7.8	LADBS	
	P35	**Convert Surface Lots to Structures:** Support other agency efforts to develop public parking structures in key activity node locations in Transit-Oriented Districts.	LU19.4, M10.3	DCP	**LADOT, LA-DLA, CoDRP**
	P36	**CPTED Programs:** Encourage applicants to consult with the Los Angeles Police Department's Crime Prevention Unit to incorporate Crime Prevention Through Environmental Design (CPTED) techniques made available through such initiatives as the LAPD's "Design Out Crime" design guidelines.	LU1.4, LU9.4, CF2.2	LAPD	**LADBS, DCP**
	P37	**Cultural Heritage:** Partner with local community organizations of identified neighborhoods to create new interpretive programs, streetscape plans and signage highlighting the community's historical legacy.	LU23.2, LU26.1, LU27.1, LU27.2	DCP	**DPW, Cultral Affairs**
	P38	**Cultural Programs for Youth:** Encourage public/private partnerships between the Los Angeles Unified School District, the Cultural Affairs Department, local artists and community organizations to implement cultural programming at local schools.	LU27.3	Cultural Affairs	**LAUSD**
	P39	**Economic Development/Revitalization:** Partner with the City Council, Mayor's Office, Economic and Workforce Development Division (EWDD) and other relevant public and private agencies to collectively offer a package of incentives (such as tax incentives) that focus investment and compliment the land use incentives for targeted commercial uses offered in the TOD Subareas of the CPIO in order to comprehensively attract desired uses and foster economic revitalization in the CPA.	LU6.3, LU13.5, LU19.2	DCP, CDD, EWDD, Mayor, CD	**LAHCID, Cal-DOC**
	P40	**Enhance RSO Enforcement:** Study a program for the enhancement of RSO enforcement such as a neighborhood-based RSO Enforcement Specialists group responsible for proactively working with tenants, landlords, and community groups to enhance the habitability and prevent the loss of RSO units in the Plan Area.	**LU1.10, LU5.4, LU9.7**	**LAHCID**	
	P41	**Expanding the Role of Affordable Housing Commission.** Monitor the implementation of policies and programs relating to affordable housing and/or rental housing issues and opportunities. The Affordable Housing Commission could be utilized for this purpose or another commission could be created.	**LU1.10**	**LAHCID**	
	P42	**Farmers Market Sites:** While the Community Plan does not identify specific sites for farmers' markets and agriculture "shares," support nonprofit community development corporations such as the Sustainable Economic Enterprises of Los Angeles (SEE-LA) to identify appropriate open space, surface parking and plaza areas throughout the CPA, as resources are available.	LU10.2	SEE-LA	**DCP**
	P43	**Fences in Residential Neighborhoods:** Study the possibility of establishing design guidelines related to fencing, regulating the design and materials, and/or restricting new fences, in targeted neighborhoods identified in the Community Plan Area.	**LU3.3, LU4.1**	**DCP**	**LADBS**
	P44	**Good Jobs Zone:** Coordinate with relevant departments such as CAO, EWDD, and others to explore the creation of a Good Jobs Zone which could include incentives for small business retention, finance tools, first source referral, among other components.	**LU6.6**	**EWDD, CAO**	
	P45	**Green Buildings:** Technical assistance, information and guidelines are available to residential property owners and developers to encourage energy efficient residential building site and landscape design utilizing resources such as the LEED and the California Green Building Code in addition to applicable City Municipal Code (LAMC) Green Building standards and guidelines.	LU1.12, LU11.1, LU11.2, LU11.3, LU11.4, LU11.5, LU11.6, LU15.5, LU17.2, LU17.3	DCP	**LADBS**
	P46	**Healthy Fast Food Restaurant Incentive Program:** Support efforts to study the implementation of a Healthy Fast Food Restaurant Incentive Program that will begin to address dietary standards for all fast food restaurants and exempt from further regulation those that comply with the provisions of the Program.	LU6.3, LU7.5	LA County Health Department	**DCP**

TABLE 6-2
South Los Angeles Implementation Programs-Land Use and Urban Design

	Program Number	Program Description	Policy/Section Reference	Responsible Agency	Coordinating Agency
LAND USE & URBAN DESIGN: LONG RANGE IMPLEMENTATION	P47	**Historic-Cultural Monuments:** The Community Plan includes in the Appendices a complete list of sites which have been designated by the Los Angeles City Council as Historic-Cultural Monuments in the South Los Angeles Community Plan Area. In addition, the Plan supports the continued identification and recommendation of appropriate landmarks for inclusion in the list of designated monuments.	LU23.1, LU23.2, LU27.2	OHR, DCP	
	P48	**Historic Preservation - Proposed HPOZ:** Explore the adoption of proposed Vermont Square HPOZ in order to conserve and preserve the neighborhood's architectural, as well as socio-economic and cultural character.	LU25.1	OHR, DCP	
	P49	**Historic Preservation Standards and Guidelines:** This policy is implemented through administration of the City's Historic Preservation Overlay Zone (HPOZ) Ordinance, Cultural Heritage Ordinance and compliance with the Secretary of the Interior's Standards and Guidelines, and any applicable Citywide, Community Plan and overlay district guidelines.	LU24.1, LU24.3, LU25.3	OHR, DCP	
	P50	**Historic Resources – Additional Surveys.** The Plan supports additional study of historic resources in the area bounded by Jefferson Boulevard, Vermont Avenue, Exposition Blvd, and Normandie Avenue to establish a baseline for potential inclusion in the Character Residential Subarea of the CPIO.	**LU 25.1, LU 25.2**	**OHR, DCP**	
	P51	**Historic Resources – Chester Place Historic District.** Explore the possibility of expanding the boundaries of the University Park HPOZ to include the eastern half of the Chester Place National Register Historic District.	**25.1**	**OHR, DCP**	
	P52	**Historic Resources – Mount Saint Mary's.** Explore the possibility of adding eastern half of Mount Saint Mary's Campus to the University Park HPOZ.	**25.1**	**OHR, DCP**	
	P53	**Historic Resources - Preservation Assistance:** Identify potential funding sources for low-income homeowners as well as promote financial incentive programs for the rehabilitation of historic resources such as the City Mills Act and the California Historical Building Code.	LU23.3, LU26.2, LU26.3	OHR, DCP	
	P54	**Homebuyer Programs:** Promote the use of available homebuyer programs that make purchasing a single-family home affordable such as the California Housing Finance Agency's First-time Homebuyer Program and FHA Loan Program as well as the City of Los Angeles Housing Department's Neighborhood Stabilization Program.	LU1.1, LU1.6	CalHFA, LAHD	
	P55	**Homeownership Opportunities:** The Community Plan encourages increased homeownership opportunities including economical condominium and townhouse development by designating specific areas for Low Medium and Medium residential land use categories where condominium and townhouse type development can be most economically sited.	LU1.1, LU1.11, LU5.1, LU5.2, LU13.6	DCP	
	P56	**Housing for Families:** Coordinate with the City of Los Angeles Housing Department to create strategies for the provision of larger units of 3 bedrooms in new housing development which are suitable for larger families to meet the needs of the South Los Angeles Community.	LU5.5	LAHCID	
	P57	**Housing Stock Enhancement:** The Plan supports the maintenance and rehabilitation of the existing single-family, multi-family and affordable housing stock for existing residents and encourages the use of the Housing Department's housing development programs which provide financing and loans for new construction, as well as the rehabilitation of existing low-income single-family homes and multi-family apartments.	**LU1.7, LU5.1, LU5.4, LU11.1**	**LAHCID**	
	P58	**Housing Variety:** The Plan promotes greater individual choice through: a) its establishment of residential design standards; b) its allocation of lands for a variety of residential densities; and c) its promotion of housing in mixed-use projects at major intersection nodes and transit-oriented development areas. The Plan does not directly control housing prices.	LU1.5, LU5.1, LU12.1, LU13.6	DCP	
	P59	**Inclusionary Zoning for For-Sale Housing:** Explore the possibility of an inclusionary zoning policy for for-sale housing units.	**LU1.1, LU1.6, LU1.11, LU5.2**	**DCP**	**LAHCID**
	P60	**Industrial Encroachment:** Discourage industrial encroachment into residential neighborhoods and recommend that a decision-maker involved in the review process for a proposed expansion of an industrial business (including the demolition of housing for development of parking lots) into the residential neighborhood make a finding that it will not result in adverse impacts to the neighborhood.	LU1.14	LADBS	
	P61	**Increase Resources for Local Entrepreneurs and Small Businesses:** Increase the availability of resources to finance small business startup/expansion for local entrepreneurs committed to benefitting the local community. Explore and enhance resources to finance development that is committed **to leasing to local and less-credit-ready small businesses.**	**LU7.12**	**CAO, EWDD**	
	P62	**Job Training and Placement:** Utilize programs of the Community Development Department (CDD) and Worksource Centers which provide training and/or placement services for new and expanding business within the community.	LU6.1, LU14.3	CDD	**Work-source Centers**

TABLE 6-2
South Los Angeles Implementation Programs-Land Use and Urban Design

	Program Number	Program Description	Policy/Section Reference	Responsible Agency	Coordinating Agency
LAND USE & URBAN DESIGN: LONG RANGE IMPLEMENTATION	P63	**Local Hiring:** Encourage businesses to hire locally, and require local hiring for discretionary projects with Development Agreements to the extent feasible. Local hiring programs should include opportunities for individuals facing barriers to employment including but not limited to being homeless; being a custodial single parent; receiving public assistance; lacking a GED or high school diploma; having a criminal record or other involvement with the criminal justice system; suffering from chronic unemployment; emancipated from the foster care system; or being a veteran.	LU6.1, LU14.3	DCP	
	P64	**Living Wage Program:** Explore the possibility of including a Living Wage Program in the zoning code that would include requirements that employers hire locally and from disadvantaged populations, and pay living or prevailing wages, so that local residents have an opportunity to access some of the benefits resulting from major development projects.	**LU6.1, LU14.3**	**DCP**	
	P65	**Measure JJJ - No-Net-Loss Program:** Develop strategies to prevent and recover affordable housing loss, such as annual reports on existing affordable housing inventory and Ellis Act evictions, as well as specific programs and investments to prevent further loss of affordable units and steps to increase affordable housing production in the Plan Area.	**LU5.7, LU9.7, LU19.12**	**LAHCID**	**DCP**
	P66	**Multi-Family Residential Design Guidelines:** The Plan promotes adherence to the adopted Citywide Design Guidelines for multi-family residential projects.	LU4.3	DCP	
	P67	**No Net Loss Program:** Work with LAHCID, Council Office, City Attorney and other relevant City Agencies to explore the creation of a no net loss program that minimizes the displacement of residents and ensures that there is no loss of affordable rental housing, covenanted or not, including affordable rent-stabilized units, in targeted TOD geographies. Such a program may be achieved through preservation of existing affordable housing, covenanted or not, or the production of new affordable housing.	LU1.10, LU5.4, LU5.1, LU5.7, LU9.7, LU19.12	LAHCID	**DCP**
	P68	**Oil District Amendments:** Consistent with State and Federal Law, explore the ability to amend the Oil Drilling District to include provisions that adequately regulate, limit and/or prohibit the negative impacts of new extraction methods that utilize hazardous materials/chemicals to prevent the potential impact to human health (in addition to noise, water quality and geologic impacts) in proximity to residential and sensitive uses and to further address community concerns.	LU1.13, LU7.9, LU15.4, LU28.1, LU28.2, LU28.3, LU28.4, LU28.5, LU28.6, LU28.7, LU28.8	DCP	**LADBS, LAFD**
	P69	**Predatory Lending:** Identify strategies to address the negative impacts of an overconcentration of Payday Lenders/Check Cashing Facilities.	**LU7.4**	**EWDD, DCP**	
	P70	**Quality Sit-Down Restaurant Attraction:** Coordinate with agencies such as the EWDD, CDD and Council Offices toward providing incentives that attract quality sit-down restaurants and other desired neighborhood amenities to supplement the CPIO incentives.	LU6.3, LU13.4	EWDD	**CDD, DCP**
	P71	**re:code LA:** Support zoning code revision efforts to update and simplify the City's outdated zoning code to establish more effective community planning and implementation.	**LU1.16, LU6.7, LU14.5, LU18.3**	**DCP**	
	P72	**Rent Stabilization Ordinance (RSO) Form Updates:** As a pilot program for future citywide implementation, explore the possibility of updating the RSO form to record income and rent levels charged for existing tenants in all RSO units, to clarify which RSO units may meet affordability thresholds.	**LU5.4, LU9.7, LU19.12**	**LAHCID**	
	P73	**Review of Adult Businesses:** Update the distance separation requirement for a proposed adult business to include existing residential or other sensitive uses (in addition to residential zones) within the required distance.	LU16.4	DCP	**LADBS**
	P74	**Revocation Process:** Continue application of the revocation process, pursue improved procedures for timely review and processing of cases, improve enforcement of nuisance sites and shut down chronic problem businesses.	LU7.7, LU7.8	DCP	
	P75	**Small Business Assistance Programs:** Continue to promote agency programs that assist small business owners such as low-interest loan programs, management assistance, business retention programs, and the establishment of incubation centers.	LU6.6, LU13.3	EWDD	
	P76	**Small Business Retail Space:** Identify resources to incentivize or require mixed-use and commercial developments to provide retail space conducive to community-serving small businesses and business incubation.	**LU6.6, LU7.11, LU7.12**	**DCP**	
	P77	**Support Transitional Housing and Shelter Development:** The Plan designates specific areas for Medium Residential density development which would allow for the development of such housing by right. Continue to determine appropriate additional locations for such units within the community.	**LU1.9**	**DCP**	

TABLE 6-2
South Los Angeles Implementation Programs-Land Use and Urban Design

	Program Number	Program Description	Policy/Section Reference	Responsible Agency	Coordinating Agency
LAND USE & URBAN DESIGN: CURRENT REGULATIONS/PROGRAMS	P78	**Survey LA Findings - Eligible Historic Resources:** The findings of the Los Angeles Historic Resources Survey (SurveyLA) identify numerous potential historic resources, including Historic Districts, throughout the South Los Angeles Community Plan Area. Encourage protection of these resources through further study and historic designation (if eligible) of these sites and careful review of eligible resources pursuant to CEQA.	LU11.1, LU23.1, LU23.2, LU24.2, LU25.1, LU25.2, LU8.7	DCP	
	P79	**Survey LA Findings - Planning Districts:** The findings of the Los Angeles Historic Resources Survey (SurveyLA) identify several planning districts for potential implementation of a future conservation or design overlay zone which, if adopted by the City Council, will protect the neighborhoods' cohesive character and promote the enhancement of the area.	LU25.2	DCP	
	P80	**Tenants' Rights Enforcement:** As a pilot program for future citywide implementation, encourage an increase in resources for tenants' rights enforcement and protections. Such resources may include tracking of evictions in RSO units.	**LU5.4, LU9.7, LU19.12**	**LAHCID**	**DCP**
	P81	**Tenants' Right of Return.** Establish new programs and strengthen existing programs to provide former low income tenants of demolished or converted units with the first right of refusal on leases for new housing units.	**LU1.17**	**LAHCID, DCP**	
	P82	**Transfer of FAR Program:** Explore the possibility of a new Transfer of FAR (TFAR) program that would allow 100% Affordable Projects that participate in an affordable housing incentive program to transfer unused FAR to receiver sites, or to an FAR Bank, as established by the City.	**LU5.6**	LAHCID	**DCP**
	P83	**Use of Vacant Lots:** Pursue methods to require property owners to develop vacant lots with infill projects, community gardens, plazas or parks.	LU1.3, LU8.6, CF15.1	Mayor	
	P84	**Vacant Lots, City-Owned**: Identify city-owned vacant land and explore the potential to repurpose as open space, 100 percent affordable and/ or supportive housing developments.	**LU1.3, LU6.10 LU8.6**	**GSD**	

TABLE 6-2
South Los Angeles Implementation Programs-Land Use and Urban Design

	Program Number	Program Description	Policy/Section Reference	Responsible Agency	Coordinating Agency
LAND USE & URBAN DESIGN: CURRENT REGULATIONS/PROGRAMS*	P85	**Condo Conversions:** Per LAMC Section 12.95.2 F.6, applications for condo conversions of existing buildings must be able to make findings that the rental vacancy rate in the plan area is greater than 5% and that the project will not have a cumulative significant impact on the rental housing market in the area.	**LU19.11**	**DCP**	
	P86	**Design Standards - Landscaping:** Projects are required to adhere to the Landscaping Standards that are established within the Municipal Code (LAMC).	LU8.3, LU9.3, LU11.6	**LADBS**	
	P87	**Farming/Gardening:** Consistent with the LAMC, allow farming and community gardens as a use in a variety of zones (A1, PF, R1, R2, R3, MR1, MR2, M1, M2).	LU1.8	LADBS	
	P88	**Marijuana Establishments:** These uses are regulated through Article 5 of the Los Angeles Municipal Code.	LU7.7	LADBS	
	P89	**Sustainability/Green Building:** The City's Landscape Ordinance promotes landscape design standards that reduce heat island effects and reduce water and electricity consumption through the inclusion of non-paved areas, shade-producing trees and drought-resistant landscaping. In addition, Section 16.10 of the LAMC, provides for expedited land use entitlement processing for green building projects that meet the LEED®-Silver certification level under the U.S. Green Building Council designation.	LU11.3, LU11.4, LU11.5, LU11.6, LU17.2, LU17.4	DCP	**LADBS**
	P90	**TOD Parking Reduction Incentive:** The LAMC allows a 10% parking incentive for projects located within 500 feet of a mass transit station portal. See the CPIO for other parking reductions offered for targeted projects near transit.	LU19.6, M11.1	LADBS, DCP	
	P91	**Toxins and Contamination:** The California Department of Toxic Substances Control (DTSC) is charged with protecting the public health and environment through its permitting and regulatory programs that ensure the safe handling, transport, storage and disposal of toxic substances and waste. DTSC also cleans up hazardous waste sites including disposal sites and industrial sites that have resulted in contamination of soil and groundwater	LU15.1, LU15.3	DTSC	
	P92	**Universal Design Standards and Guidelines:** This policy is implemented through Citywide ADA guidelines and standards as administered by the LADBS, LADOT, LAFDOD among others.	LU1.15, LU9.6	LADBS	**LADOT, DOD**

**Subject to amendment through changes to federal, state or local law*

TABLE 6-3 South Los Angeles Implementation Programs-Mobility

	Program Number	Program Description	Policy/Section Reference	Responsible Agency	Coordinating Agency
MOBILITY: ADOPTED WITH CURRENT PLAN	P93	**Complete Streets:** The South Los Angeles Community Plan implements "complete streets" by adopting a Generalized Circulation System (Figure 4-1), Modified Street Classifications, and Priority Streets (Figure 4-2) that focus the priorities for street investments on the following modes of travel: pedestrians, bicycles, transit and motorized vehicles.	M1.1, M1.5, M2.4, M3.2, M4.1, M6.1, M7.2, M9.3	DCP	
	P94	**Modified Street Standards:** The South Los Angeles Community Plan identifies modified street designations.	M1.5	DCP	LADOT
	P95	**Priority Bikeways:** The South Los Angeles Community Plan identifies bicycle priority streets, as shown on Figure 4-2. These streets include Venice Boulevard, Washington Boulevard, Jefferson Boulevard, Martin Luther King Jr Boulevard, Slauson Avenue, Century Boulevard, 98th Street, and Figueroa Street.	M4.1	DCP	LADOT
	P96	**Priority Motorized Vehicle Routes:** The South Los Angeles Community Plan identifies motorized vehicle priority streets, as shown on Figure 4-2, including Slauson Avenue, Florence Avenue, and Manchester Boulevard.	M7.2,	DCP	LADOT
	P97	**Priority Pedestrian Routes:** The South Los Angeles Community Plan identifies pedestrian priority streets, as shown on Figure 4-2. Pedestrian priority streets include segments of Western Avenue, Vermont Avenue, Jefferson Boulevard, and Hoover Street.	M3.2	DCP, LADPW	LADOT, BOSS
	P98	**Priority Transit Routes:** The South Los Angeles Community Plan identifies transit priority streets, as shown on Figure 4-2. Transit priority streets within the boundaries of the CPA include Venice Boulevard, Exposition Boulevard, Vernon Avenue, Florence Avenue, Western Avenue, Vermont Avenue, Figueroa Street, and Broadway.	M6.1	DCP	LADOT
	P99	**TODs:** The CPIO TOD Districts include design, use and development standards that are tailored to the context of each LRT station area while encouraging a pedestrian-oriented environment with greater accessibility to the transit stations.	LU19.1, LU19.6, LU19.7, M5.2	DCP	
MOBILITY: LONG RANGE IMPLEMENTATION	P100	**Access Management:** Support new development projects that are designed to minimize disturbance to existing vehicle circulation patterns by way of proper ingress and egress to parking, supporting efforts to construct medians as a means to safely configure and beautify corridors, and discouraging the vacation of and gating of public rights-of-way.	M1.6, M7.3	LADOT	LADBS
	P101	**Alley Access:** Encourage parking access from alleys, where alley access is available.	M7.4	LADBS	LADOT, DCP
	P102	**Alley Maintenance Plan.** Consider an Alley Maintenance Plan for the alleys located behind commercial uses.	**LU1.18, M2.5, M7.4**	**DPW, BOSS**	**DCP**
	P103	**Alley Study.** Conduct a study of the alleys in the Regional Center as the basis for preparing an Alley Improvement Plan to coordinate alley improvements with new development.	**LU1.18**	**DCP**	**DPW**
	P104	**Alternative Fuel Vehicles:** Encourage developers to provide priority parking spaces and connections for alternative fuel vehicles (i.e. Low Emissions and Electric Vehicles) as a means of improving both air quality and economic development.	M9.5, M11.3, M11.4	LADBS	LADWP
	P105	**Alternative Traffic Evaluation & Mitigation Programs:** Develop alternative traffic mitigation programs such as credits for integrating flex-bike and car share options into new development at transit nodes. Coordinate with LADOT to develop and implement alternative methods to evaluate impacts to the circulation system such as vehicle miles traveled (VMT).	M9.2, M9.3, M9.4	LADOT	DCP
	P106	**Bikeway Connections:** Encourage new developments to provide connections to the existing and proposed bikeway system consistent with the adopted Mobility Plan, as amended from time to time.	M4.2	DCP	LADOT
	P107	**Car/Bike Share Programs:** Encourage car and bike share programs and identify areas where these programs can be used to reduce greenhouse gas emissions, air pollution and gasoline consumption. For example, Local Use Vehicles (LUV) programs utilize 100% electric, zero emission vehicles that are small, short range and low speed for taking 'local' trips around neighborhoods.	M1.4, M11.3	LADOT	DCP, SCAG
	P108	**Clean Neighborhoods:** Identify funding sources for additional street clean-up and trash pick-up in order to keep streets, sidewalks and alleys clean and free of debris.	M2.5	BOS	CD, BOSS
	P109	**Convenient Parking:** Support existing businesses located in TODs when offering monthly parking leases of their underutilized spaces to Metro commuters and/ or dedicated parking spaces for shared public vehicles and bicycles.	M11.2, M11.3	METRO	
	P110	**Coordinated Evacuation Routes:** Coordinate with emergency service providers to ensure continued service operations and adequate levels of service.	M7.5	LAFD	LAPD, EMD
	P111	**Efficient Truck Movement:** Identify truck routes along commercial corridors that minimize noise, vibration and air quality impacts on sensitive land uses and mark with appropriate signage.	M10.2	BOSS	LADOT

TABLE 6-3 South Los Angeles Implementation Programs-Mobility

	Program Number	Program Description	Policy/Section Reference	Responsible Agency	Coordinating Agency
MOBILITY: LONG RANGE IMPLEMENTATION	P112	**TOD Grants.** Support future planning efforts through grant funding such as the Metro TOD Planning Grant – Round 5 to assist in developing a Transit Oriented Communities Tax Increment Financing (TOC IF) Pilot Program and/or a specific plan in the Promise Zone and TOD Subareas.	LU6.8, LU19.10, M9.3	EWDD	DCP
	P113	**Integrated Mobility Hubs:** The Community Plan encourages Mobility Hubs at major transit nodes and bus centers within the South Los Angeles CPA.	M5.2	LADOT	METRO, DCP
	P114	**Increased Density at Transit:** Explore opportunities to add additional density in residential areas within a 1/2 mile radius of transit in a manner that does not displace affordable and/or RSO units and that respects surrounding neighborhood character.	LU5.6, LU19.12	LAHCID, DCP	
	P115	**Minimize Pedestrian Conflicts:** Support efforts to develop a prioritized list of pedestrian crossing improvements through pedestrian safety audits throughout the community. Include enhanced features such as bulb-outs, landscaped median refuges and audio/visual warnings where appropriate.	M3.4	LADOT	BOSS
	P116	**Parking Management Districts:** Support the creation of parking districts and/or the development of shared central parking structures in areas of high parking demand in order to alleviate the need to address all required parking on-site, particularly near USC.	M11.1	LADOT	DCP
	P117	**Pedestrian and Transit Amenities:** Support the provision of well-designed amenities such as shelters, transit information kiosks, advanced fare collection systems, enhanced street lighting, improved crosswalks and benches as well as sidewalk maintenance at all bus stops on arterial streets, as funding permits.	LU9.5, M3.3, M6.2, CF21.3	METRO	METRO, CD, BOSS, LADOT, BSL
	P118	**Priorities for Capacity Enhancements:** All signalized intersections on arterial streets within the South Los Angeles Community Plan Area should be integrated with the City's Advanced Traffic Control System [ATCS].	M7.1	LADOT	
	P119	**Reclaimed Land for Bikeways/Pedestrian Paths/Greenways:** Pursue rails-to-trails conversions incorporating bike/pedestrian paths and greenways in place of abandoned, or alongside active rail lines where feasible as well as other underutilized easements and rights-of-way.	M3.5, M4.5, CF9.3, CF10.3,	LADOT, RAP	BOE, LADOT, METRO
	P120	**Regional Coordination of Transit Connections:** Coordinate with local and regional public transit operators to provide expanded public transit options in corridors with high travel demand, as funding permits.	M5.3, M9.1	LADOT	METRO, SCAG
	P121	**Regional Coordination on Bicycle Plan Updates:** Coordinate with other agencies and jurisdictions to expand bicycle networks and link them to those of neighboring areas.	M4.4	DCP	CoDRP, LADOT
	P122	**Safe School Routes:** Collaborate with other agencies to implement Caltrans' "Safe Routes to Schools" programs.	M3.6, CF5.5	LADOT	CalTrans, LAUSD
	P123	**Shuttle Buses:** Work with Metro to initiate shuttle bus programs to serve transit stations, as funding permits.	M5.4	LADOT	METRO
	P124	**Special Events:** Prepare and implement special traffic management plans to mitigate the impact of street closures associated with special events.	M2.2, M8.2	LADOT	BOSS, LAPD
	P125	**Streetscapes:** Support efforts to implement streetscape plans for areas of high pedestrian and commercial activity and TOD areas well-served by transit, as well as the Transit Oriented Development Areas along Metro's Expo and Green light rail transit (LRT) corridors.	LU8.3, LU19.8, M2.1, M3.3, CF13.1, CF21.1, CF21.3	DCP	LADOT, BOE, BOSS, NCs
	P126	**Traffic Intrusion/Parking:** Implement preferential parking districts and neighborhood traffic management programs to protect residential areas from the intrusion of "through traffic" and speeding where warranted and supported by the community.	M8.1	LADOT	LAFD
	P127	**Traffic Mitigations for Development:** Require traffic studies for major developments that identify neighborhood impacts and corresponding mitigations such as TDM plans.	M8.3, M9.4	DCP	LADOT
	P128	**Transit Connections to Key Areas:** Support the continued and periodic review of DASH routes to ensure maximum ridership and optimal location of stops.	M5.1	LADOT	DCP
	P129	**Transportation Demand Management:** Encourage the utilization of strategies identified in the South Los Angeles Community Plan Transportation Improvement and Mitigation Program (TIMP).	M9.4	DCP	LADOT
◊	P130	**Mobility for Challenged Users:** Support CityRide transit services and Los Angeles County ACCESS transit services with social service centers.	M1.2	LADOT	LADOA, DOD, DPSS

◊ = MOBILITY: CURRENT REGULATIONS/PROGRAMS

TABLE 6-4
South Los Angeles Implementation Programs-Community Facilities and Infrastructure

	Program Number	Program Description	Policy/Section Reference	Responsible Agency	Coordinating Agency
◊	P131	**Maintain Existing Facilities:** The Plan Map maintains lands designated Open Space allowing for both active and passive recreational use.	CF8.1,CF12.1	DCP	
COMMUNITY FACILITIES & INFRASTRUCTURE: LONG RANGE IMPLEMENTATION	P132	**Million Trees LA:** The Community Plan calls for the establishment of streetscape plans in locations throughout South Los Angeles that can work in coordination with the Million Trees LA initiative.	LU8.3, LU19.8, M2.1, M3.3, CF11.1	Mayor	LADWP
	P133	**Park Needs Assessment Strategies:** This policy is implemented through carrying out the "needs assessment" strategies of the Department of Recreation and Parks in developing a Citywide Recreation and Parks Master Plan as well as Five-year Capital Improvement Plans.	LU1.3, CF6.1, CF8.1, CF8.2, CF9.1, CF9.2, CF9.5, CF10.1, CF10.2, CF11.3	RAP	DCP
	P134	**Quimby Program:** Coordinate with Recreation and Parks on strategies to increase the resources available for open space and parks, geographic flexibility for fund disbursement, and land dedication for park space to address the need for equitably-distributed parks.	CF12.3	DCP	
	P135	**School Siting:** Support the siting of new schools in appropriate locations away from unfavorable uses and encourage a design that is compatible with the surrounding neighborhood.	CF5.1, CF5.3, CF5.4, CF5.6, CF7.1, CF7.2, CF7.3	LAUSD	
	P136	**Surplus Government Land:** Support the re-use of former CRA-owned and surplus City-owned property in South Los Angeles for community uses, prioritizing affordable housing and park space.	CF9.1, CF10.2, CF12.4	CAO	RAP, GSD, LAHCID
	P137	**Underground Utilities:** Identify funding sources for the undergrounding of existing and new overhead utility lines in areas of high commercial activity, in transit-oriented areas and where streetscape plans are established or proposed.	CF20.4	LADWP	DCP
	P138	**Urban Agriculture:** Explore alternative methods of providing opportunities for the planting and cultivation of food in front yards, residential parkways, vacant commercial lots, and underutilized public spaces.	CF15.1, CF15.2, CF15.3, CF15.4, CF15.5	LADBS	DCP
	P139	**Waste Recycling Ordinance:** This policy is implemented through compliance with the Citywide Construction and Demolition (C&D) Waste Recycling Ordinance[BOS]	CF18.3	BOS	
	P140	**Watershed Management:** Require the incorporation of bio-retention facilities and use of permeable materials for the paving of sidewalks, driveways, and parking areas when feasible.	M2.3, CF16.3, CF19.1, CF19.2	BOS, DCP	BOE, BOSS
COMMUNITY FACILITIES & INFRASTRUCTURE: CURRENT REGULATIONS/PROGRAMS	P141	**Adequate Fire Facilities and Services:** This policy is implemented through the LAFD's Planning Section and Fire Prevention and Public Safety Bureau's review and implementation of standards for the location and expansion of fire facilities and services.	CF3.1, CF3.2, CF3.3	LAFD	
	P142	**Adequate Police Facilities and Services:** The City of Los Angeles Police Department ensures that optimum levels of service are met and maintains police facilities through their Facilities Management Division.	CF1.1	LAPD	
	P143	**Community Gardens:** Work with the community to identify potential sites, and work with the Department of Recreation and Parks Community Gardens Program to create and maintain new community gardens.	**CF15.2**	**RAP**	**DCP, NCs, CDs**
	P144	**Crime Prevention Programs:** This policy is implemented through the Crime Prevention programs coordinated through the LAPD.	CF1.2	LAPD	
	P145	**Greenhouse Gas Reduction:** This policy is implemented locally through ClimateLA which includes enforceable GHG reduction requirements.	CF20.5, CF20.6	Mayor	LADBS
	P146	**Joint Use of School Open Spaces:** This policy is implemented through LAUSD's Joint Use/ Innovation Fund, as well as the Joint Use Programs established through the LAUSD and RAP.	CF6.1, CF6.2, CF6.3, CF6.6, CF10.1	LAUSD	RAP
	P147	**LAPL Branch Facilities Plan:** This policy is carried out through implementation of the LAPL Branch Facilities Plan.	CF4.1, CF4.2, CF4.4	LAPL	
	P148	**LAUSD Mentorship Programs:** This policy is implemented through on-going mentorship programs coordinated through the LAUSD.	CF6.4	LAUSD	
	P149	**Online Access - Library Resources:** The LAPL provides online access to its collections and resources at www.lapl.org/collections-resources as well as its online learning classes.	CF3.3	LAPL	
	P150	**Power System Needs:** This policy is addressed through implementation of LADWP's Power System Integrated Resource Plan (IRP).	CF20.1, CF20.2, CF20.3	LADWP	
	P151	**Rainwater Harvesting:** This policy is implemented through Rainwater Harvesting efforts as administered through the Watershed Protection Division's Stormwater Program.	CF19.4	LADWP	

◊ = COMMUNITY FACILITIES & INFRASTRUCTURE: ADOPTED WITH CURRENT PLAN

TABLE 6-4
South Los Angeles Implementation Programs-Community Facilities and Infrastructure

	Program Number	Program Description	Policy/Section Reference	Responsible Agency	Coordinating Agency
COMMUNITY FACILITIES & INFRASTRUCTURE: CURRENT REGULATIONS/PROGRAMS	P152	**Recycled Water:** This policy is implemented through the LADWP's Recycled Water Master Plan.	CF17.2	LADWP	
	P153	**S.A.F.E. Centers:** This policy is implemented through the Bureau of Sanitation's S.A.F.E.(Solvents/Automotive/Flammables/Electronics) Center Program.	CF18.4	BOS	
	P154	**Solid Waste IRP:** This policy is addressed through implementation of BOS's Solid Waste Integrated Resource Plan (IRP).	CF18.1	BOS	
	P155	**Sustainability Policies and Practices:** This policy is implemented through the City's Environment LA Initiatives including the rebates and incentives of the Go Green program (http://www.environmentla.org/pdf/CD13GoGreenBusiness.pdf).	LU11.5, LU20.2, LU20.3, CF20.6	Env Affairs Dept.	LADWP, BOS
	P156	**Wastewater IRP:** This policy is addressed through implementation of BOS's Wastewater Integrated Resource Plan (IRP).	CF17.1, CF17.3	BOS	
	P157	**Water Distribution System:** This policy is implemented through the LADWP's Urban Water Management Plan.	CF16.1	LADWP	
	P158	**Water Quality Plan:** This policy is implemented through compliance with the Water Quality Compliance Master Plan for Urban Runoff (WQCMPUR) as administered through the Watershed Protection Division's Stormwater Program.	CF16.4, CF19.3	LADWP	
	P159	**Water Supply Action Plans:** This policy is implemented in part by plans such as the Water Supply Action Plan which is a blueprint for creating reliable sources of water for the future of Los Angeles, as well as the Securing LA's Water Supply Plan of 2008. [LADWP]	CF16.2, CF16.5	LADWP	

LOS ANGELES DEPARTMENT OF CITY PLANNING



south los angeles community plan

Appendix A: Public Outreach Process

South Los Angeles Community Plan Public Participation Process

Plan Development Public Outreach

Development of the South Los Angeles Community Plan involved extensive public engagement that began in 2007 and continued; involving numerous community stakeholder, advocacy and constituent groups, as listed in the acknowledgments section located at the beginning of the Community Plan document. On-going coordination with several City, County and neighboring municipal agencies also occurred. In total, with well over 200 community outreach meetings conducted and twice that number of agency and staff coordination meetings, outreach regarding the South Los Angeles Community Plan was both on-going and comprehensive.



Community Meeting, March 2008

As envisioned by the Department's Executive Management in 2006, at the initiation of the New Community Plan (NCP) Program, the outreach process was to involve a "more continuous feedback loop of public input" from previous community plan update outreach efforts and toward achieving this directive, outreach efforts for the Community Plan would be extensive, involving three phases in developing the scope of the Community Plan.

Phase I. Initial outreach was conducted concurrent with the Background and Information Gathering phases and involved meetings with the Council Offices, the Certified Neighborhood Councils, the South Los Angeles Community Plan Advisory Committee (CPAC), and other key stakeholder, advocacy and constituent groups to discuss issues and opportunities affecting the Community Plan Area, as well as ongoing coordination with Department and City staff and the Council Offices. In the South Los Angeles Community Plan Area, this involved scheduling meetings with all 10 of the Neighborhood Councils located within the roughly 15.4 square mile area. In addition, staff convened a meeting of key community leaders and organizations at the outset of the plan updates for the South Los Angeles and the adjacent Southeast Los Angeles Plan Area to garner their participation. Numerous individual comments, including mapping of areas of potential change and conservation, were captured through the course of this first round of outreach. A summary of the issues and opportunities identified through this phase are contained at the end of this appendix.



Community Meeting, March 2008

Phase II. The second round of community outreach then focused on efforts to share and further refine the preliminary concepts developed in response to

the Phase I comments. Phase II outreach took a different approach, several "standing" meetings were held at local libraries throughout the Community Plan Area. These small focus group meetings were conducted similar to workshops, where land-use recommendations and potential Community Plan policies were discussed through a more iterative "round table" process. It was during this phase that additional key stakeholder and neighborhood groups as well as several governmental agencies in the Community Plan Area also began to actively engage staff and inform development of the Plan. Groups such as the CRA-LA, Metro, Community Coalition, Community Health Councils, SAJE, Esperanza, and Figueroa Corridor Community Land Trust are some of the groups that staff met with during this period leading up to the Community-Wide Workshops held in late 2009 in Phase III of the outreach process (described below).



Community Workshop, April 2009

Phase III. The third phase of public outreach took the form of hosting two Joint Public Workshops for the South and Southeast Los Angeles Community Plans held in October and November of 2009. A joint Public Workshop was held on October 3, 2009 in the northern portion of the CPAs and was attended by approximately 250 persons. The event featured the preliminary recommendations related to neighborhood conservation, enhancement of commercial corridors and planning around the transit stations. An additional Public Workshop was held in the southern portion of each Community Plan Area in November of 2009. The second workshop for the South Los Angeles Community Plan was held at the Constituent Service Center in November of 2009. Preliminary recommendations were presented related to neighborhood conservation and enhancement of commercial corridors.



Galen Center, October 2009

Following the community-wide workshops, another round of outreach to the Neighborhood Councils and key community groups took place in 2013 to provide an update on the proposed implementation strategies of the Plans. In March of 2016, several South Los Angeles "Character Residential" meetings were held at the Constituent Service Center and Loren Miller Park Recreation Center. DCP staff presented the "Character Residential Subarea" of the CPIO, and answered questions posed by the community.

CPAC

The South Los Angeles Community Plan Advisory Committee (CPAC) was framed in and composed of a group of representatives from the various neighborhoods and established to review and advise the Planning Department throughout the Community Plan update process. CPAC members were appointed by the various City Council members whose districts fall within the Plan Area. The CPACs met monthly during various phases of the process and provided invaluable input throughout the development of the Proposed Plans. In addition, the CPACs helped draft the vision statements and policies for the Proposed Plans.



South LA CPAC Meeting, January 2013

The Department of City Planning greatly appreciated the services of to all the individuals who were members of the South LA CPAC. The CPAC composed of residents, business owners and neighborhood representatives who have devoted countless hours in the update of the South LA Community Plan.

South Los Angeles Website and Virtual Open House



Character Residential Meeting, March 2016



Character Residential Meeting, March 2016

The key to creating better neighborhoods is the engagement of community members in the planning process. However, many community members are unfamiliar with land use planning and the long range benefits good planning can achieve, especially in underrepresented communities. With that in mind, the Department of City Planning (DCP) created reader-friendly websites as part of the New Community Plan (NCP) program that assist the general public in educating themselves on relevant planning processes and issues. The primary goal of the websites is to empower, educate, and encourage involvement in the planning process regardless of English language limitations, age, social status, income level and ethnicity.

The Department created an English-Spanish website for the South Los Angeles Community Plan to enable extensive and ongoing public participation and collaboration with the community, other city departments, and agencies. While some people have access to a computer, most people have mobile phones that provide access to the web. The effectiveness of using this technology lies in the websites' accessibility via PC's, smart phones, tablets etc., which has enabled the City to achieve its goal of reaching as many community members as possible from the diverse communities throughout South Los Angeles. Moreover, the website serves as a tool to engage a disenfranchised community that has historically been left out of the planning dialogue.

The South Los Angeles Community Plan website also capitalized on the popularity of Facebook by providing a link to the Plan's Facebook page and encouraging Facebook users to like the pages. Once they do so they can choose to receive update messages on their phones. Therefore, DCP has a way to notify the public immediately every time the websites get updated with new information or upcoming meetings. For example, documents such as the draft EIR and draft Plan Text were posted on the site as soon as they became available to provide the community the opportunity to review and comment prior to the adoption of the Community Plan.

Community members throughout South Los Angeles voiced their concern over the long periods of the Community Plan outreach phases and their desire to be kept up-to-date on the status of the plans. Long range planning efforts that spanned several years faced the added challenge of maintaining community interest and involvement. The website addresses this issue in a very effective way by providing on-going communication and up to date status of the community plans. In addition, the website also features an explainer video that explains the proposed Community Plan Implementation Overlay (CPIO) tool and how it would benefit the community, and a video explaining Floor Area Ratio or "FAR".

The South Los Angeles Community Plan website is accessible to both planning professionals and non-professionals, to be user-friendly, and most importantly to provide opportunities for participation in the planning process. The website meets a critical need for information in English and Spanish, as well as in laymen's terms. In addition, the website provides a glossary of planning terms,

and invaluable resource that allows the public to better understand planning. On the websites the community can also find out about upcoming meetings, join the mailing list and sign up for e-mail updates.

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

CEQA Public Process

Pursuant to CEQA Guidelines Section 15082, a Notice of Preparation (NOP) for the Draft EIR was issued on October 20, 2008 by the City for a 30-day public review period. A total of 8 comment letters were received regarding the South Los Angeles Draft EIR. Two joint public scoping meetings for South Los Angeles (and Southeast Los Angeles) were held on November 6 and November 13, 2008. The purpose of the scoping meetings was to provide early consultation for the public to express their concerns about the potential environmental impacts of the proposed project, and acquire information and make recommendations on issues to be addressed in the Draft EIR. The Draft EIR analyzes potential impacts with respect to sixteen environmental topic areas.



EIR Scooping Meeting, November 2009

A Draft EIR was prepared for the Proposed Plan and a Transportation Improvement and Mitigation Program (TIMP) was also prepared as part of the environmental analysis. The Draft EIR was circulated for a 45-day review period, as required by state law, with an additional 45 days in response to the community's request. The total review period was 90 days beginning on November 3, 2016, with a closing date of February 1, 2017. As the lead agency, the City of Los Angeles received 14 individual comment letters on the Draft EIR from public agencies, groups and individuals.

Plan Adoption Public Outreach



Community Office Hours, November 2016

Following release of the DEIR and closure of the comment period, staff scheduled two joint Open House and Public Hearing Sessions to review the Proposed Plans for South Los Angeles and Southeast Los Angeles with the community and receive public testimony regarding the Community Plan recommendations.

Notification of the Open House and Public Hearings for the South Los Angeles and Southeast Los Angeles Community Plans involved extensive outreach in the community. Planning staff conducted outreach meetings which consisted of Office Hours in various locations in the community from November 14-19, 2016. These meetings provided a preview of all the material to be presented at the Public Hearings in order to allow the community the opportunity to review the large volume of information and ask questions of planning staff. The joint Open House and Public Hearings were held on December 3 and 6, 2016, where the Proposed Plans were presented to the community for review and feedback.

In November 2016, a legally required notice of the Open House and Public Hearing was distributed through ground mail to approximately 219,250 residents, including a list of interested parties that attended previous community meetings and workshops. As required by State law, an official advertisement providing notice of the Open House and Public Hearing was published on November 1, 2016 in the Daily Journal. Additionally, Planning staff informed the five Council Offices in the Community Plan Area, Council Districts 1, 8, 9, 10, 15, of meetings with the neighborhood councils and the upcoming Public Hearing. Throughout South Los Angeles, press releases on the Open House and Public Hearing were sent to blog websites, newspapers, and posted on community calendars. Social media was also used to notify the community of the Open House and Public Hearing, with status updates provided on the South Los Angeles Community Plan's Facebook and Google webpages.



Open House/Public Hearing at Bret Harte Middle School, December 2016

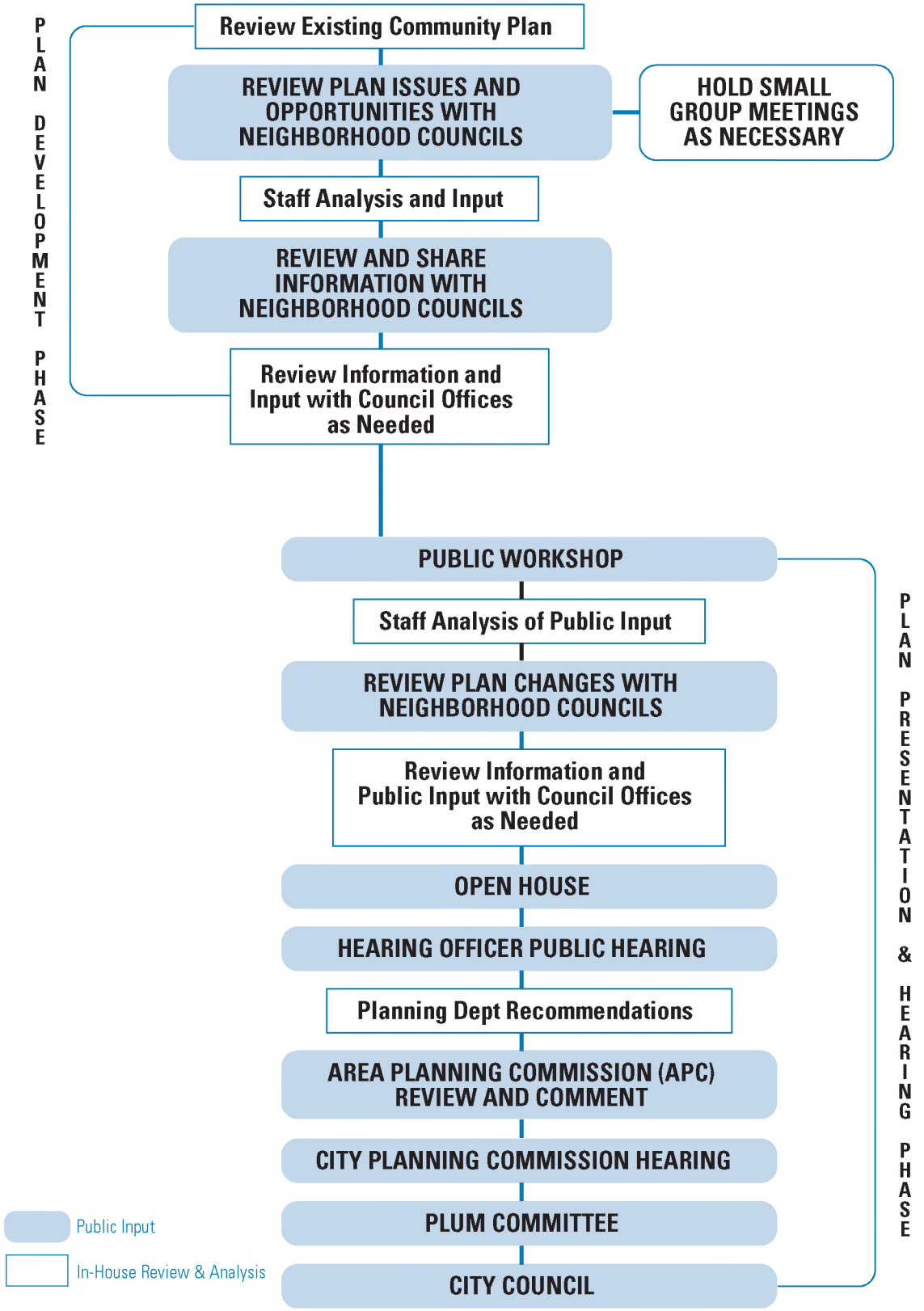
The first Open House and Public Hearing for the South Los Angeles and Southeast Los Angeles Community Plans was held on December 3, 2016, at Bret Harte Middle School from 8:00pm to 12:00pm. Approximately 247 people signed-in at the Open House. A second Open House and Public Hearing was held on December 6, 2016, at Los Angeles Trade Technical College (LATTC) from 6:00 pm to 9:00 pm. Approximately 130 people signed in at the event. Several public hearing testimonies and written comments were received at both Open House/ Public Hearings.



Open House/Public Hearing at LATTC, December 2016

A detailed summary of the Public Hearing testimony can be found in the Recommendation Reports to the City Planning Commission located in the Department of City Planning (CDC-2008-1552-CPU).

Community Planning Public Participation Process



SOUTH LOS ANGELES COMMUNITY PLAN PROGRAM

Summary of Issues & Opportunities gathered from Public Outreach Meetings Phase 1 & Phase 2

1. CIRCULATION AND TRANSPORTATION

ISSUES

Parking

- Parking Permit Program is complicated and burdensome
- Need off-street parking in turn-of-century neighborhoods (i.e., Normandie Ave.)
- Need to improve poor underground parking in UNNC area

Transit Use

- Need better shuttle services to and from sport venues
- Need better rapid bus systems from Expo Line to Santa Monica

Traffic & Safety

- Need a safe crosswalk at Vermont Ave. and 104th St./105th St.
- Need signal light on Vermont Ave. between Imperial Hwy. and 108th St.
- Address congestion and signage problems at intersection of Venice Blvd. and Normandie Ave.
- Address problem with thru traffic on Southwest Blvd (i.e., need median to block Jim Dandy Fried Chicken from Southwest Blvd.)
- Address problematic streets around schools: Southwest Blvd between Vermont Ave. & Hoover St., Vermont Ave. between 112th St. &113th St., and Hoover St. between 112th St. &113th St.
- Culver City should be included in the circulation improvements

OPPORTUNITIES

Parking

- Enforce parking meters around campus to exclude Saturdays
- Establish park-and-ride facilities along Expo Line to create attractive transit nodes
- Implement a parking permit program around campus to include North University Park, University Park, and multi-family areas
- Avoid metered parking while creating designated parking permits and zones for residents
- Establish angled parking on one or both sides of streets
- Allow parking at island on Vermont Ave. from Century Blvd. to Imperial Hwy.
- Expand parking at Vermont/Expo and Western/Expo Metro Stations
- Create a safer parking environment by Expo stations
- Encourage joint-use parking structures
- Ensure a balanced number of residential street parking with new development (i.e., new schools)

Transit Use

- Increase public transportation
- Utilize smaller shuttles instead of buses
- Integrate USC Master Plan with Expo Line
- Improve existing Dash System by extending route past Century Blvd. to Imperial Hwy.

Bicycle Use

- Incorporate more bicycle lanes
- Provide link to bike trail on Ballona Creek with Expo L.R.T.
- Implement traffic calming along Arlington Ave. without affecting parking

Traffic Calming

- Reduce speed limit to 35 mph along Washington Blvd.
- Enhance median along Manchester Ave. from Vermont Ave to Van Ness Ave.

2. COMMERCIAL, RESIDENTIAL AND INDUSTRIAL USES

ISSUES

Commercial Uses

- Address parking issues along commercial corridor (Washington Blvd.)
- Ensure retail services do not affect privacy of residential areas
- Prevent construction of sub-standard buildings such as garage-like retail in front of single-family homes
- Address overcrowding of single family occupancy residences
- Identify issues with blight and safety along Vernon Ave. (from Arlington Ave. to Vermont Ave.)
- Too many occupied street parking in residential areas
- Need better markets
- Need more grocery stores
- Need bookstores
- Need grocery stores that have pharmacies
- Need less liquor stores
- Need fewer motels
- Need more upscale markets and malls
- Need photo shops
- Need cleaners and Laundromats
- Need active/nightlife uses on Figueroa St.

Residential Uses

- Provide a single definition for other housing types such as shelters, rooming, and dorms
- Ensure retail services do not affect privacy of residential areas
- Prevent construction of sub-standard buildings such as garage-like retail in front of single-family homes
- Small Lot Ordinance encourages shabby construction - no landscaping, residences are too close together
- Identify and prohibit illegal auto body businesses operating on residential property
- Identify issues with blight and safety along Vernon Ave. (from Arlington Ave. to Vermont Ave.)
- R1 zones exclude most low-density neighborhoods

Industrial Uses

- Too many industrial uses

All Uses

- Address over-height fencing
- Address over-concentration of auto uses
- Alleviate incompatible zones adjacent to each other (i.e., residential next to industrial uses)
- USC Master Plan's quality establishments are not "accessible" to the community
- Too much crime
- Too many ice cream trucks
- Too much unmitigated density
- Too many motels and recycling centers (i.e., along Vermont Ave., from Exposition Blvd. to Slauson Ave.)
- Need more public trash cans
- Need Specific Design Standards (i.e., restriction on uses and high limits) around Manchester Ave./Vermont Ave.
- Need to address nuisance sites:
  - Motel on Figueroa St. and 48th Street
  - Big O Liquor store at Vermont Ave. and 47th St
  - Used car dealerships on 47th St./Normandie Ave. and Exposition Blvd./Normandie Ave. (too many parked cars on streets)

OPPORTUNITIES

Commercial Uses

- Encourage or relocate parking behind storefronts
- Provide services that attend to the immediate community (i.e., Expo Park Area)
- Encourage services such as: pharmacies, banks, markets selling quality/healthy goods, farmer's markets, boys and girls centers, and youth activities
- Establish a Business Improvement District (BID) to bolster local businesses, maintain streetscapes (i.e.. tree-trimming), and/or encourage businesses to upkeep their stores/sidewalks
- Ensure proper zoning for business opportunities
- Build a skating rink or bowling alley on Florence Ave./Manchester Ave.
- Ensure growth is directed to commercial corridors

Residential Uses

- Downzone existing single-family homes to R1 zoning
- Promote residential uses in areas generally bounded by Martin Luther King, Jr. Blvd, Normandie Ave., Layton Dr., and Vermont Ave.
- Create a special zone for substandard lots (i.e., downzone RD to R1)
- Preserve existing affordable housing against condo conversion
- Limit development of high-rise apartments
- Encourage predominately residential uses on major corridors surrounding Mark Twain Library
- Prohibit "shot gun" houses (i.e., residence on Gage Ave. and Normandie Ave.)

Industrial Uses

- Allow charter schools in CM or M1 zones

All Uses

- Maintain a balance of compatible uses along the major corridors
- Allow light industrial on commercial corridors adjacent to residential uses
- Limit height of mixed-use properties to preserve privacy
- Develop a specific plan for Washington Blvd.
- Devise a "main street program" along Jefferson Blvd. from Western Ave. to Crenshaw Blvd.
- Incorporate smaller mixed-use buildings
- Encourage zoning for higher density on Figueroa St. and Washington Blvd., while downzoning the residential areas
- Designate and regulate places for street vendors; prohibit vendors from blocking public right-of-way
- Dis-incentivize above grade parking
- Establish mixed-use development in USC/Vermont Ave. community
- Develop an off-campus overlay zone
- Eliminate [Q] R4 zoning for churches; find alternative method was applied to churches with parking lots
- Ensure large parcel developments are sensitive to the surrounding neighborhoods, incorporate landscaping, and include rear parking (i.e., Ralph's on Wilshire Blvd.)
- USC student amenities (i.e., bars) should be limited to certain areas and distanced from residential areas
- Increase alley closures
- Develop a median along Vermont Ave.
- Create restrictions and/or design guidelines for the following concentration of uses: liquor stores, new/used car lots/dealerships, recycling centers, motels, hotels, fast food restaurants, adult services, and recovery/transitional/sober living homes
- Establish Specific Plan or [Q] Conditions for services along the following segments: Vermont Ave., Hoover St., Figueroa St., Broadway/Main St., Florence Ave, and Western Ave.
- Examine over-concentration of nuisance businesses relative to sensitive uses (i.e., schools)
- Verify current uses along major corridors including Adams Blvd., Exposition Blvd., Vernon Ave., Slauson Ave., Florence Ave., Figueroa St., Vermont Ave., Normandie Ave., and Western Ave.
- Make existing car wash services below grade
- Promote green practices and enhance streetscapes along major corridors (i.e., Western Ave. from Slauson Ave. to Florence Ave.)
- Incorporate a landscaped walkway/path along alley from 67th St. to 69th St.
- Building permits for zone density should be issued by the Department of Building and Safety.

3. COMMUNITY AND ECONOMIC DEVELOPMENT

ISSUES

Business Opportunities

- Need diversified retail outlets and markets.

Employment Opportunities

- Need more employment opportunities for youth
- Need more employment opportunities to reflect community's anticipated growth

OPPORTUNITIES

Business Opportunities

- Establish a Business Improvement District (BID) to bolster local businesses, maintain streetscapes, attract more businesses, and/or encourage businesses to upkeep their stores/sidewalks
- Designate and regulate places for street vendors; prohibit vendors from blocking public right-of-way
- Encourage services such as: pharmacies, banks, markets selling quality/healthy goods, farmer's markets, boys and girls centers, and youth activities
- Ensure proper zoning for business opportunities

4. HISTORIC AND CULTURAL RESOURCES

ISSUES

- New development (i.e., libraries and new schools) does not reflect historic qualities of a neighborhood
- Historic area bounded approximately by Adams Blvd. (North), Normandie Ave. (East), Jefferson Blvd. (South), and Western Ave. (West) is neglected
- Jefferson Park was approved in 2002 but taken off priority list
- he OCH boundary should all be historic and design standards should be compatible with the historic architecture

OPPORTUNITIES

- Ensure low-density development nearby existing historic structures (divert higher density development along transit corridors)
- Protect historic nature of the neighborhoods by properly maintaining structures, and ensuring Planning and Building & Safety are working closely
- Meet with groups such as HPOZ boards and historic preservation groups
- For environmental review purposes, HPOZ should be treated as historical resources
- Establish a HPOZ between Normandie Ave. (East), Hoover St. (West), Pico Blvd. (North), and 10 Fwy (South)
- Establish a HPOZ in existing CRA project area on Adams Blvd., from Western Ave. to Hoover St.
- Downzone historic areas with less intense lot coverage (i.e., area around USC)
- Establish design standards that confirm with architectural design for HPOZ area bounded by 46th St. (North), Western Ave.(East), Slauson Ave. (South), Arlington Ave. (West)
- Encourage signage and streetscape consistency along Florence Ave., from Arlington Ave. to Figueroa St.
- Incorporate a village district between Gage Ave. (North), Florence Ave. (South), Van Ness Ave. (West), and Western Ave. (East)

5. OPEN SPACE

ISSUES

Community Facilities

- Need more public/green spaces and recreational facilities where people can walk and mingle
- Need bike routes along Exposition Blvd.
- Need parks and playgrounds for children
- Surface parking at University Park dominates the span of open space

Streetscape Design

- Need more trees and streetscape designs to create inviting spaces

OPPORTUNITIES

Community Facilities

- Require new development to incorporate green spaces
- Encourage community gardens and small parks
- Cap park over freeway (between Arlington Ave. and Gramercy Pl.) but look at venting issues.
- Develop community-serving recreational facilities (i.e., senior centers and skate parks)
- Establish community co-ops and gardens
- Encourage farmer's markets

Streetscape Design

- Set back trees along sidewalks
- Improve the aesthetic appearance of the median from Vermont Ave. to Manchester Ave.
- Develop a median along Vermont Ave.
- Increase alley closures

6. PUBLIC AND COMMUNITY SERVICES

ISSUES

Streetscape/Public Improvements

- Too much crime
- Need street/sidewalk improvement in District 5 and 6 (Harbor Gateway NC)
- Need Streetscape Plan at Chesterfield Square, bounded by 48th St. (North), Normandie Ave. (East), Slauson Ave (South), and Arlington Ave. (West)
- Need curb repairs throughout plan area, especially on Southwest Blvd.
- Need brighter street lighting
- Need proper maintenance program to preserve streetscapes
- Need tree-trimming in District 6 (Harbor Gateway NC), and District 1 along Figueroa St. between Alondra Blvd. and Gardena Blvd. (outside of city limits)

Community Improvements

- Too much crime
- Need after school programs
- Need better sanitation service
- Need a plan to address and prevent graffiti, trash and blight in the area

OPPORTUNITIES

Streetscape/Public Improvements

- Establish a Business Improvement District (BID) to bolster local businesses, maintain streetscapes (i.e., tree-trimming), and/or encourage businesses to upkeep their stores/sidewalks

Community Improvements

- Provide services that attend to the immediate community (i.e., Expo Park Area)
- Encourage services such as: pharmacies, banks, markets selling quality/healthy goods, farmer's markets, boys and girls centers, and youth activities
- Integrate health clinics into community plan: clinics should be established near schools, shopping centers and other underserved areas (e.g. public housing)
- CDU (Charles Drew Univ.) Working on its master plan is flexible. Interest in establishing 5-10 mini-clinics in the SOUTH/SELA areas. It's possible that the university can employ/train health professionals/provide jobs CDU spends 31.7M in City of Los Angeles.

7. URBAN DESIGN

ISSUES

Building Design

- Ensure consistency among color schemes of homes
- Need building designs to reflect and promote pedestrian-oriented development

Streetscape Design

- Need more street furniture, benches, and trash cans
- Need well-lit and improved street lighting along streets and at bus shelters (i.e., poor lighting on 91st St/Vermont Ave)
- Need more streetscape designs and landscaping (i.e., Jefferson Blvd., between Vermont Ave. and Normandie Ave.)
- Need median, streetscape improvements, and bus shelters: Century Blvd. (from Van Ness Ave. to Normandie Ave.)
- Need design standards and better signage along Florence Ave., starting at Van Ness
- Need signage improvements (i.e. Illuminated signage)

Transit-Oriented Development

- Need improved mobility linkages: Manchester Ave. (from Van Ness Ave. to Vermont)

OPPORTUNITIES

Building Design

- Limit building heights to a maximum of 4 stories
- Develop criteria for distancing of cell towers away from residential areas

Streetscape Design

- Include pedestrian friendly design guidelines in new development
- Support pedestrian-friendly streets along all major corridors
- Create a pedestrian-oriented environment along Western Ave. from Adams Blvd. to Martin Luther King Jr. Blvd, and Adams Blvd from Western Ave. to Hoover St.
- Incorporate public art into streetscape plans.
- Enforce signage ordinance/regulations
- Encourage undergrounding utility poles
- Promote front yard landscaping
- Maintain consistency in fencing and landscaping in residential areas

Transit-Oriented Development

- Implement community oriented design along Expo Line
- Incorporate Expo Park master plan into community plan

General Design Standards

- Ensure new developments are compatible with the neighborhood
- Establish design guidelines to be enforceable and maintain a sense of place
- Ensure new development adheres to green buildings regulations

APPENDIX B

SOUTH LOS ANGELES COMMUNITY PLAN
DESIGN GUIDELINES

CITY OF LOS ANGELES









PLAN south los angeles

~ August 2017 ~

ACKNOWLEDGMENTS

CITY COUNCIL DISTRICTS

Marqueece Harris-Dawson, Council District 8

Bernard C. Parks, Former Council Member, Council District 8

Curren D. Price, Jr., Council District 9

Jan Perry, Former Council Member, Council District 9

Gilbert Cedillo, Council District 1

Herb J. Wesson, Jr., Council District 10

Joe Buscaino, Council District 15

CITY DEPARTMENTS

Department of City Planning:

- Policy Planning Division

Department of Transportation - LADOT

CRA/LA - CD 9 Corridors Redevelopment Project Area

Department of Public Works:

- Bureau of Engineering
- Bureau of Street Services
- Bureau of Street Lighting

CONSULTANTS

Patricia Smith, Landscape Architecture/Planning/Urban Design

www.patlsmith.com

Patricia Smith, ASLA, AICP

with

Cityworks Design www.cityworksdesign.com

Lisa Padilla, AIA, LEED AP

Lyric Design & Planning

Siobhán Burke, Associate AIA, LEED AP

Sarah Ghandour Design

Sarah Ghandour

Alissa Marquez

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A. RELATIONSHIP TO OTHER REGULATIONS

The South Los Angeles Design Guidelines have been adopted as part of the Community Plan appendix for commercial and industrial areas in the South Los Angeles Community Plan area. As such, they supplement other Municipal Code provisions.

B. PURPOSE

The Design Guidelines are intended to serve as a vision for new development throughout the Community Plan area and may be drawn upon as conditions for discretionary projects. The intent of these Design Guidelines is to include 360° architecture through these guidelines.

C. HOW TO USE THE DESIGN GUIDELINES

The Design Guidelines encourage South Los Angeles to develop as a more sustainable community, with an emphasis on developing projects that are:

1) good neighbors,
2) walkable and connected to the community by great streets, and
3) that collectively result in great districts and neighborhoods in which to live and work.

D. AMENDMENTS TO THE DESIGN GUIDELINES

The Design Guidelines are in effect unless or until the City Planning Commission (CPC) approves Design Guidelines for the Community Plan Area, provided the design guidelines approved by the CPC are consistent with the objectives and goals of the Community Plan. The CPC may approve the Design Guidelines, herein, in whole or in part, with or without modifications. If the CPC approved design guidelines for the Community Plan Area terminate for any reason, these Design Guidelines will become effective.

1 VEHICULAR ACCESS, PARKING AND LOADING



Elevation along Primary Frontage showing no visible on-site parking, which is recommended in Mixed Use Districts (1A.G1).



Example of appropriately screened ground floor parking (1A.G2).

1A. ALL ACCESS, PARKING AND LOADING

Locate parking, loading and vehicular circulation to minimize its visibility.

G1. In Mixed Use Districts, Neighborhood Serving Districts, and Transit-Oriented Districts, no parking, or loading, on the ground floor of any building façade along a project's Primary Frontage should be visible from the street, except the ground-level opening required to access parking.

G2. In all other districts, screen visible parking in structures with evergreen landscaping that will screen 50% of the parking façade within 2 years.

G3. Where surface parking is allowed between the sidewalk and buildings, provide plant materials, or a combination of berms and plant materials, in the setback, to create a continuous screen 3 feet high. A 3-foot high solid wall may be provided directly adjacent to the parking spaces.

G4. Drive-thru windows should not be located on the frontage facing the primary street.

Accommodate charging stations, electric vehicle parking spaces and shared parking.

G5. Projects with 20 or more dwelling units should include a minimum of 5% of the required parking spaces for electric vehicle (EV) charging stations, as well as EV ready spaces.

G6. Electric vehicle charging spaces should comply with the location and dimension guidelines in the Green Building Code.

G7. New developments, especially those located near a Metro station, should provide exclusive parking areas for shared cars and/or exclusive parking areas/waiting areas for carpools/vanpools, taxis, and Transportation Network Companies (TNCs).

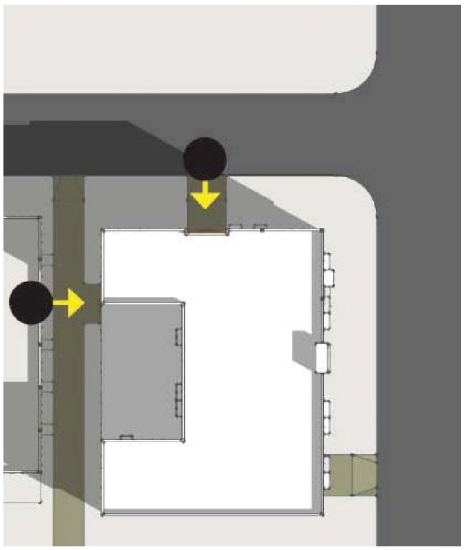
Limit the number and width of curb cuts and vehicular entries to promote Street Wall continuity and reduce conflicts with pedestrians.

G8. For projects that are primarily residential or office, vehicular access to parking should be from an alley where there is one.

G9. On a corner lot where there is no alley or where a second access is required, vehicular access should be from a street that is not a Primary Frontage.

G10. Curb cuts and parking/loading entries into buildings should be limited to the minimum number required and the minimum width permitted.

G11. A loading area within 60 feet of the property line that abuts or is across an alley or street from a residentially zoned lot should be enclosed on all sides except the roof and entry. Where the entry is within 20 feet of and visible from the street or R zone, it should be screened by a gate or other means when not in use.



Plan diagram of preferred parking access locations (1A.G5 and G6).



Parking garage entry from alley (1A.G5).



Parking garage entry on Non-Primary Frontage (1A.G6).



Parking entry opening is flush with the building façade (1B.G5) and relatively small with security gates and grilles set back from the façade (1B.G1). The parking façade is screened by a raised planter and landscaping and recedes from view, so the focus is on the habitable space above (1B.G3).



A long exposed ramp that breaks up the street wall should be avoided (1B.G5).



Elevation along non-Primary Frontage, showing two levels of visible parking which should be designed per 1B.

1B. PARKING FAÇADE DESIGN

Where Parking is a Secondary Use

Parking may be visible on non-Primary Frontages and along the alley and shared property lines, and may be visible along the Primary Frontage in some districts.

G1. Set security grilles and gates back at least 6 inches from the front façade face so they are less prominent.

G2. Employ durable materials, particularly on the ground floor street-facing façades. Different materials from the façades of the habitable space may be used to distinguish between the uses. Examples of appropriate materials include: architectural concrete, burnished concrete masonry unit (CMU or concrete block), burnished brick, concrete composite panel, glass channel, metal panel, and metal screen.

G3. Generally the parking façade should recede visually, so the habitable space above is more prominent.

G4. The distribution of openings should consider the design of the upper level façades (whether openings are somewhat aligned or in proportion to the upper levels). Openings should be functional and not be constructed as false windows.

G5. Parking entry openings located on the Primary Frontage should be flush with the façade when feasible. Long exposed ramps tend to be unattractive, disrupt the Street Wall and are generally discouraged.

G6. A simple eyebrow, canopy or other marker may identify the parking entry. For residential parking, the marker can be subtle. It should be more prominent visually for commercial uses with visitor parking.

G7. Naturally ventilated parking is encouraged in order to minimize mechanical ventilation.

G8. The exterior façade and, in particular, the openings in it, should be incorporated into the articulated and layered design of the overall building with the same quality of construction.

Where Parking is the Primary Use (Stand-Alone Parking Structures)

Stand-alone parking structures may be constructed by the City or by a private developer as a shared parking facility, especially where on-site parking is in short supply, or in conjunction with a larger scale project. A stand-alone parking structure should express the same design quality as any other building.

G9. Provide an external skin designed to improve the building's appearance over the basic concrete structure of ramps, walls and columns on all visible façades. Examples of appropriate skin materials include heavy-gage metal screen, pre-cast concrete panels, laminated glass, photovoltaic panels, and other materials consistent with or complementary to the overall project.

G10. Highlight elevators and stairs architecturally, so visitors can easily find and access these entry points.

G11. Integrate sustainable design features such as photovoltaic panels (especially on the top parking deck), renewable materials, and storm water treatment where possible.

G12. Integrate signage and wayfinding with parking structure architecture.

G13. Incorporate public art and lighting into the parking structure design to reinforce its unique identity.



A good example of a stand-alone parking structure: metal screens, tower element marking the entry corner, vertical circulation and attractive lighting (1B.G9, G10 and G13).

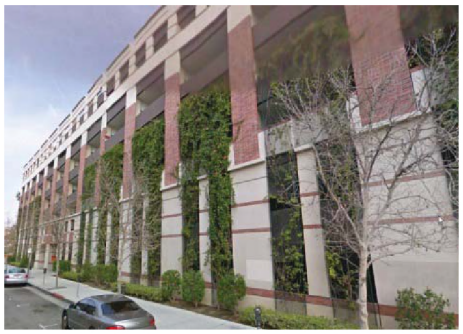


Solar panels should be incorporated into the roof of parking structures or over surface parking (1B.G11).

Landscape Treatment to Screen Parking Façades

If a visible parking façade is well-designed, it does not need to be screened by dense landscaping along a street frontage beyond that required for setbacks and streetscape. However, a landscaped buffer, in addition to a well-designed façade, is encouraged where the visible parking faces other buildings.

G14. A "green screen" that is coordinated with the building design may be provided, along with the required setback landscaping. Alternatively, an additional row of evergreen columnar trees may be provided within the required setback and staggered with street trees.



Green screens can provide an additional buffer along a freestanding parking structure (1B.G14).



Creeping vines on alley-facing wall (1C.G2).



Bird's eye view of a well-designed access alley.



Photo of a well-designed access alley. Alley access eliminates the need for additional curb cuts and driveways on abutting lots.

1C. ALLEYS

Alleys provide vehicular access to both corridor and adjacent residential lots, thereby reducing conflicts between pedestrians and vehicles and allowing better design of the adjacent residential lots. Alleys typically contain overhead utility lines.

Maintain and enhance alleys.

G1. In general, alleys should be maintained for vehicular access.[1]

Incorporate green elements in alleys.

G2. The alley-facing side of any wall located adjacent to an alley should be covered by greenery, especially for automotive and recycling center uses.

[1] Exception: Pending BOE approval, an existing alley may be vacated if it meets all of the following criteria: (1) it is part of a project that includes both corridor and adjacent residentially zoned lot(s); (2) vehicular access to the Project is provided on a non-Primary Frontage; (3) vacating the alley will not result in the need for additional curb cuts for other parcels on the same block; and (4) a rear yard that is at least 15 feet deep plus one foot for every 10 feet in height above 18 feet is provided and is 90% permeable and 75% planted.

2 BUILDING MASSING

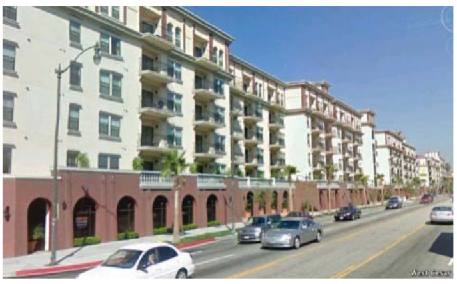
2A. STREET WALLS

The street is often described as "an outdoor room." The ability to shape this room exists on every street, and its walls are defined by the primary façades of its buildings, which create a "Street Wall." How building mass is distributed on a site usually has the greatest impact on a project's overall appearance and on the strength of the Street Wall, as well as on its relationship to its neighbors (see 2B). A relatively continuous Street Wall with a consistent setback and a building height-to-street width ratio of 1:2 provides strong definition of the street room (e.g., 50 foot buildings on a typical South Los Angeles corridor), while a ratio of 1:3 provides at least some definition (e.g., 33 foot buildings on a typical corridor).

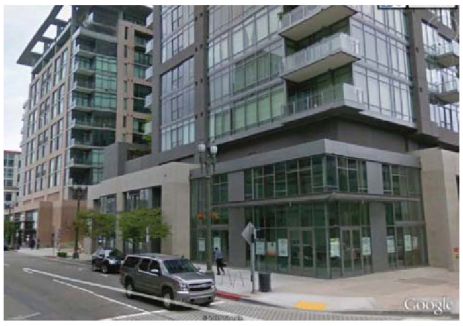
G1. Design Street Walls to define the street and provide a comfortable scale for pedestrians.

G2. Breaks in the Street Wall at the ground floor should be limited to those necessary to accommodate pedestrian pass-throughs, public plazas, entry forecourts, permitted vehicular access driveways, and hotel drop-offs.

G3. Incorporate well-scaled elements or structures that are sensitive to neighborhood context, and avoid overly long, out-of-scale Street Walls.



Example of an overly long, monotonous Street Wall, which is discouraged (2A.G3).



Example of project broken into several buildings, which is encouraged (2A.G3).

2B. TRANSITIONAL HEIGHTS

Lots along the corridors in South Los Angeles are constrained by shallow depths, their proximity to single-family and low density neighborhoods, and utility poles in alleys. While the shallow lots make it difficult to design efficient buildings, the proximity to smaller scale neighborhoods necessitates the use of transitional elements to establish a mutually respectful relationship between corridor projects and their smaller scale neighbors.

G1. Break up and set back the mass of the building wall that faces the lower density residential neighborhood to avoid overwhelming the neighborhood buildings.



Example of continuous building base with separate volumes above, which is encouraged (2A.G3).

3 GROUND FLOOR



Street orientation that includes outdoor dining (3A.G1).



A ground floor treatment that includes retail displays and awnings for shade (3A.G7).



Overhangs, awnings and other integrated transitional elements (3A.G7).



A well-designed ground floor and setback, free of equipment (3A.G8).

3A. GROUND FLOOR TREATMENT

Orient buildings to the street to promote sidewalk activity.

G1. Orient tenant spaces to the street and maximize transparency and entries along the sidewalk to sustain street level interest and promote pedestrian traffic.

G2. During hours of operation, open-wall storefronts are encouraged.

G3. A non-residential building's primary entrance, defined as the entrance which provides the most direct access to a building's main lobby and is kept unlocked during business hours, should be located on a public street or on a courtyard, plaza or paseo that is connected to and visible from a public street.

G4. More public entrances than the minimum specified, including building and/or tenant/resident entrances, are encouraged.

G5. Primary building entrances at sidewalk grade (no stairs or ramps) are encouraged.

Incorporate a pedestrian-oriented scale at the street level.

G6. Promote pedestrian-scaled architecture along the street.

G7. Architectural features that reinforce the pedestrian character of the ground floor Street Wall and/or help define the pedestrian environment along the sidewalk, such as canopies, awnings, and overhangs, are encouraged and should be integral to the architecture of the building.

Don't waste valuable street frontage on "back of house" uses.

G8. To the extent feasible, do not locate loading docks, electrical transformers, mechanical and other equipment, enclosed stairs, storage spaces, blank walls, or other elements that are not pedestrian-oriented along the Primary Frontage, and screen them from view.

3B. RESIDENTIAL GROUND FLOOR SPACE

Residential ground floor space along corridors can be designed to accommodate habitable space and to avoid blank walls and visible parking.

G1. Residential units with individual entries along the street are encouraged. In some locations, it may be desirable to elevate those entries a few feet above sidewalk grade with an entry porch or terrace to provide separation/ buffering from street activity.

G2. Residential units with individual entries should include windows on the ground floor that look out onto the street.



Here, an individual unit's secondary entry is several feet above the sidewalk with porch and windows which look onto the street (3B.G1, and G2).



Other habitable ground floor uses that do not have entries on the street should include transparent windows with more landscaping in the setback.

4 OTHER ARCHITECTURAL ELEMENTS



High-quality detailing and finish on the underside of these balconies (4A.G1).



Good example of integrating solar panels into the building design (4A.G2).



Material transitions between corrugated metal, window framing and block wall are detailed with thicknesses that add depth while accommodating movement and waterproofing tolerances (4A.G4).

4A. MATERIALS

Strive for "timeless design" and employ sustainable materials and careful details that have proven longevity. Use high-quality, durable materials, especially on ground floor façades that are more visible.

G1. Detail and finish the underside of exposed elements such as extended balconies and open stairs to the same level as the façade.

G2. The integration of photovoltaic panels into the design of the building's façade, roof decks, or garages is encouraged.

G3. Detail storefronts and curtain walls with high grade architectural materials.

G4. Carefully detail material transitions (where two different materials come together) to look clean and to accommodate movement and waterproofing tolerances.

G5. Awnings and canopies should be fabricated of woven fabric, glass, metal or other permanent material compatible with the building architecture. Internally illuminated, vinyl awnings are discouraged.

Residential Materials. Includes multi-family and mixed-use building types.

G6. Use of the following materials is discouraged:

- Stucco as an exclusive building material
- EIFs, Glass Reinforced Concrete
- Stucco that is rough or irregular, or coarse-textured finishes like heavy lace, machine dash, or light lace
- Standard concrete masonry units (concrete block) at the ground floor
- Slumped finish concrete masonry units
- Vinyl siding
- Applied window mullions, i.e., thin strips applied onto or between layers of glass
- Styrofoam plant-ons

G7. Use of the following materials is encouraged:

- Natural stone, precast concrete, and brick (red, gold, or multi-colored)
- Concrete composite panels, including Trespa, Swisspearl and Hardie Reveal or Artisan Matrix Panels
- Concrete with a finished architectural appearance when used as part of a larger architectural design approach
- Concrete masonry units that have a glazed, ground (burnished) face or polished face finish, particularly at the ground floor. Heavily textured block, such as split face, may be used to create patterns, provided it is the secondary material comprising not more than 20% of the façade.
- Stucco that is fine-textured and smooth, for example, "Santa Barbara" 20/30 float finish
- Factory finished metal panels (heavy gauge only, in corrugated or flat sections) but not artificially resembling natural materials
- High quality doors and windows, such as, but not limited to, those fabricated of wood, wood with vinyl clad exterior, recycled-content aluminum vinyl clad, steel casement, high-quality anodized aluminum, or other durable materials.



Example of concrete composite panels, which are encouraged, on a low-rise residential project (4A.G7).

Commercial Materials. Includes automobile oriented commercial and community serving centers.

G8. Use of the following materials is encouraged:

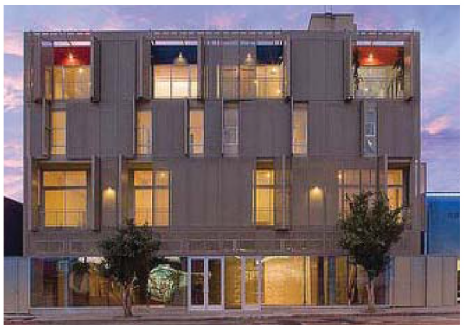
- Stone; brick; tile; precast concrete; glazed, burnished or honed block; and other similar materials
- Metal panel; curtain wall; frameless glass; and high-quality glass storefront wall systems
- Concrete composite panels
- Stucco that is fine-textured and smooth, for example, "Santa Barbara" 20/30 float finish



Stone and other high-quality materials are concentrated on the ground floor and lobby entrance of this low-rise hotel (4A.G8).



Concrete tilt-up building with sustainable wood panel infill and transparent corners represents a new interpretation of business park structures (4A.G8).



Lighting is contained within the building, allowing a glow without casting light onto the street and neighbors (4B).



Interior security grilles are not visible during business hours and provide security, but do not create a blank wall, during non-business hours (4C.G4).

4B. LIGHTING

Minimize Light Pollution, including sky glow, glare and light trespass onto adjacent properties.

G1. To limit sky glow, and glare, cutoff luminaries should be used in all exterior lighting (excluding low voltage landscape lighting).

G2. Reflective materials or other sources of glare (like polished metal surfaces) should be designed or screened to avoid impacts on views and measurable heat gain on surrounding windows either within or adjacent to a project.

Provide attractive lighting that promotes public safety.

G3. Building lighting should relate to the pedestrian and accentuate major architectural features, the Street Wall and the public space of the sidewalk.

4C. SECURITY DOORS AND GRILLES

Balance the need for security with the creation of an attractive, inviting environment.

G1. The following are discouraged in both remodel and new construction projects:

- Permanently affixed exterior security grilles or bars
- Exterior accordion (or scissor) gates
- Exterior roll-down doors that are less than 75% transparent

G2. In all new construction, exterior security doors and grilles of any kind are discouraged.

G3. For residential projects, exterior security grilles are discouraged.

G4. Interior roll-down doors and security grilles that are at least 75% transparent (open), retractable, and designed to be fully screened from view during business hours are encouraged.

G5. Exterior roll-down doors and grilles that are at least 75% transparent are discouraged.

4D. MECHANICAL EQUIPMENT

Screening of Unattractive Elements. Most projects are viewed directly from adjacent properties where occupants have clear sight lines to roofs and back-of-house functions. It is important that new projects respect their neighbors by screening mechanical equipment and other unattractive elements.



Rooftop mechanical units are not visible (4D.G1 and G2).

G1. Mechanical equipment should be screened from public view by elements that are integrated into the design of the building.

G2. Antennas and satellite dishes should not be visible from street level (e.g., they can be set back from the edge of the roof). In new construction, cable and/or satellite services should be provided through a single source that serves the entire complex and serves individual units through wired connections that are hidden within building walls.

G3. For new construction and additions to existing buildings, window vents, fans, air conditioning units, or similar equipment should not be installed in windows.

4E. TRASH AND RECYCLING

Trash and recycling areas should be accessible to occupants and the trash collector with limited noise, odor and other concerns for both occupants and neighbors.

G1. Trash and recycling rooms should be located within the parking structure, where there is one.

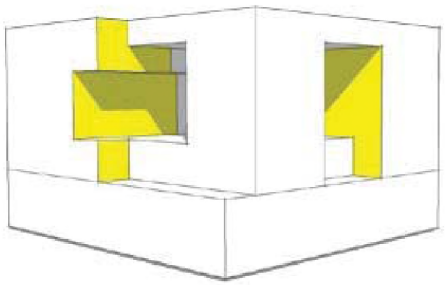
G2. Required outdoor trash and recycling enclosures should be constructed of concrete block or another similar durable material that is identical to or compatible with the ground floor façade materials. They may not be constructed of chain link fence or wood.

5 BUILDING FAÇADE

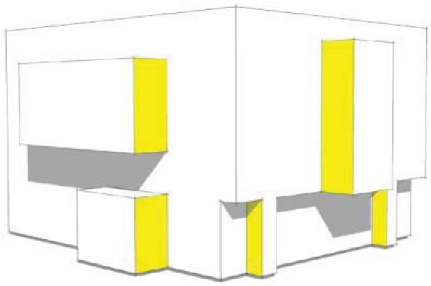


Large- and medium-format retail can be designed along the street like any other pedestrian-oriented retail.

Articulation Illustrated
Vertical surfaces that count as articulation are yellow.



Box with recessed volumes



Box with projected volumes

Transparent glazing and articulation are the most basic design elements that determine the appearance of the façade. Layering, hierarchy and window detailing are supplemental.

5A. GLAZING

G1. Transparent glazing is encouraged so that activity is visible through the building.

G2. Clear and low iron tints are particularly encouraged.

G3. Darker, saturated tints are discouraged.

G4. Glazing with a visible reflectance higher than 20% is generally discouraged.

5B. ARTICULATION

Articulation is the percentage of the building façade that is differentiated from a boxy building envelope by elements that project or are recessed from the primary façade. Examples include box with recessed volumes and box with projected volumes, as illustrated to the left.

G1. Establish appropriate and contextual building articulation so that the street wall massing gets broken down into smaller configurations that are not overbearing and allow sun penetration.

5C. LAYERING

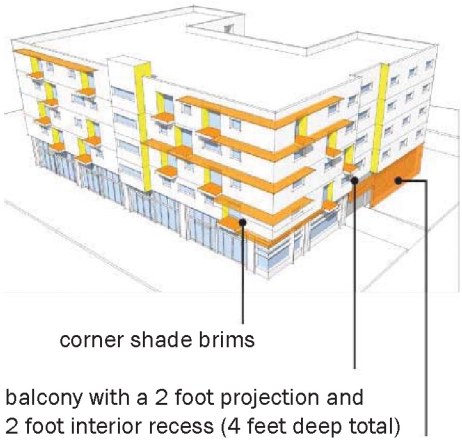
Layering uses added elements, which are typically functional, to enhance visual interest and to break down the scale of large buildings at the detail level.

Layering includes the following elements:

- **Overhangs** provide shade and are generally purposeful accents.
- **Balconies** help activate a façade because they allow for permeability in an otherwise solid façade. Balconies are considered layering elements when they are a minimum of 3 feet deep (projected, recessed or combined). Balcony guardrails should be of a material other than stucco walls, and should be visually permeable rather than solid.
- **Decorative screens** add color, ornament, vegetation and/or pattern to a façade, and sometimes double function as privacy screens or shading elements.
- **Texture** establishes a sense of scale on a façade through the use of dimensional materials (e.g., 4"x 8" brick, 8"x 16" block, 6" siding) or a mix of complementary materials.

G1. Activate façades with a reasonable level of layering to add texture, visual interest and to further break down the scale of large buildings.

Layering illustrated
With layering (orange) - more shadows are cast and dimensional texture is added.





Layering elements include overhangs and textured façade materials (5C.G1).



Durable masonry used at the ground level, accent at the main entry and corner, and a continuous architectural accent at the roof line (5D).



Durable materials used at ground level, accents at entry points and corner (5D.G2).



A combination of recessed and projected window frames (5E).

5D. HIERARCHY

Special elements such as roof lines, major entryways, private entryways and corner elements provide wayfinding and orient users toward the main entrance. Accents at the main entry or building corner will make a big difference if they serve as functional iconographic elements (building marketing) without being literal signage.

G1. Establish a clear hierarchy between the base, middle and top of a building.

G2. Put development resources toward higher grade construction materials at the ground level (up to 10 feet) where it will be noticed most.

Examples of higher grade materials include:

- Stone; brick; tile; precast concrete; glazed, burnished or honed block; and other similar materials
- Metal panel; curtain wall; frameless glass; and high-quality glass storefront wall systems

G3. Clearly delineate the location of the main entrance by providing a major architectural accent signifying the main entry and/or building corner.

5E. WINDOWS

G1. Design façades with a reasonable level of window detailing to contribute to the quality of the façade.

Window depth refers to the recess or projection that a window assembly achieves.

G2. Discourage window assemblies that are flush with the exterior finish.

G3. Window assemblies that are recessed at least 2 inches from the exterior wall plane are encouraged.

G4. Window frames that are recessed or projected 6 inches or more will create dramatic shadow lines and even greater sense of depth.

6 ON-SITE OPEN SPACE, SETBACKS, LANDSCAPING AND SUSTAINABILITY

6A. REQUIRED ON-SITE OPEN SPACE

Incorporate amenities that facilitate outdoor activities such as sitting, strolling, conversing, window-shopping and dining, including seating for comfort and landscaping for shade and aesthetics.

G1. Required open spaces should include at least 25% planted area and 1 seat per 500 square feet. Planters, planter boxes and similar planting containers may count toward this requirement.

G2. At least 50% of the required trees should be canopy trees that shade open spaces, sidewalks and buildings.

G3. Plazas and courtyards are encouraged to incorporate amenities beyond the minimum required, including permanent and/or temporary seating, to facilitate their enjoyment and use. Seating should be placed with consideration to noontime sun and shade; deciduous trees should be planted as the most effective means of providing sun and shade.

G4. Projects should include publicly accessible open space that is accessible, usable, and welcoming to the public.



On-site open space should be designed to serve a building's residents with appropriate amenities (6A).

6B. SETBACKS ALONG SIDEWALKS

Setbacks provide an opportunity for usable open space. Use landscape elements to provide an appropriate buffer given the adjacent land use and district.

G1. Fences should be fabricated of durable materials that are in the same family as or compatible with the project's architectural materials, and should not have curved tines or spikes on top.

G2. Raised planters are encouraged as they can be used for storm water treatment, to protect plants from being trampled, and to reduce the collection of trash in the landscaped area.



Setback treatments vary by district: Above, landscape elements provide an appropriate buffer in Mixed Use / Neighborhood Serving districts (6B).



Raised planters in the setback provide storm water treatment and a buffer, and need not be set back from the sidewalk (6B.G2).



Protected walkway with planting strip through parking lot to sidewalk (6C.G2).



Shade trees and stormwater infiltration in parking lot (6C.G1).



A mix of native and other drought tolerant plants (6D.G1).

6C. INTERNAL PARKING LOT LANDSCAPING

Design the parking lot to infiltrate and/or detain storm water and provide safe, shaded pedestrian routes through the parking lot.

G1. Design the parking lot to detain storm water within continuous planting areas, which are a minimum of 5 feet wide and are located between all parking bays and around the perimeter of the parking lot. Planting areas should be:

- Curbless with wheel stops to protect them from vehicles, or with curbs that contain breaks at regular intervals to permit runoff to drain into the planting areas;
- Planted to prevent soil erosion.

G2. Provide at least one centrally located pedestrian walkway that runs the length of the parking lot, from the sidewalk to the Primary Façade, and is separated from the parking lot by unique paving surface, landscaping and shade trees on at least one side and a raised curb on the other.

6D. DROUGHT-TOLERANT PLANTS AND GENERAL SUSTAINABILITY

G1. Specify and install plants identified as California Friendly by the Metropolitan Water District's Be Water Wise program (www.bewaterwise. com) for at least 50% of the plant materials used.

G2. Facilitate storm water capture, retention and infiltration and prevent runoff through natural, landscaped detention areas and/or grassy swales. Permeable paving should be maximized throughout the site to reduce storm water run-off.

G3. The use of Southern California native plant species or cultivars of those species is encouraged.

G4. Solar panels should be integrated whenever possible.

G5. Use exterior surface materials that will reduce the incidence and appearance of graffiti; Climbing vegetation and green walls are encouraged as a method to provide articulation and visual interest to building facades as well as to minimize graffiti.

G6. Use white or reflective paint on rooftops to reflect heat away from buildings and reduce the need for mechanical cooling.

7 SIGNAGE

7A. STANDARDS AND GUIDELINES FOR ALL SIGN TYPES

Signs should be conceived as an integral part of the project and not as an afterthought. The location, size, and appearance of signs should complement the building and should be in character with the district in which they are located.

G1. The following sign elements are encouraged:

- Wall signs composed of individual cut-out letters fabricated of metal or other durable material which are pin- or raceway-mounted
- Metal or other durable panel with lettering/logos cut out
- Logos/symbols instead of or in conjunction with words
- External illumination
- Elements that reflect the history and/or culture of the community



Individual cut-out letters that are pin-mounted to the wall, and a projecting sign (7A.G1).

Signs in Context

G2. Signs should be constructed to conceal all supporting structures, fastenings, and electrical connections, unless they are designed as integral features.



Metal panel with cut-out logo identifies eyewear shop, no words required (7A.G1).



Appropriately Scaled Signs. Retail sign appropriately scaled to the storefront in a pedestrian-oriented environment (7B.G2)



No Duplicative Signs. Example of retail signage that is discouraged because it duplicates information on panels and on the awning (7B.G3)



Integrated Design. Example of residential identity signage integrated into an entrance canopy (7B.G5).

7B. SIGNAGE GUIDELINES BY TYPE

The following guidelines are intended to provide design guidance to achieve visually effective and attractive signage throughout South Los Angeles. These design recommendations and visual examples are meant to help Applicants understand what is generally considered good signage design.

Retail

G1. For projects that have multiple storefront tenants of similar size, all signage should be of the same type (i.e., cut out, blade sign, painted panel) and the same relative size and source of illumination. Retail tenants will appear to be different by their store name, font, color and type of retail displays.

G2. Retail signs should be appropriately scaled from the primary viewing audience (pedestrian-oriented districts require smaller signage than fast moving automobile-oriented districts).

G3. No duplicate signs should be allowed on storefronts and building façades. For example along a street frontage, they should all be awning signs, or panel signs, but not both.

Residential

G4. Signage should reinforce the identity of the residential complex and be visible from the most prominent public corner or frontage.

G5. All signs should be integrated with the design of the project's architecture and landscaping. As a family of elements, signs should be related in their design approach and convey a clear hierarchy of information.

G6. Signage should identify the main/visitor entrance or lobby, resident or visitor parking, community facilities, major amenities and commercial uses. These signs should be related in style and material while appropriately scaled for the intended audience.

G7. Signs for community facilities should be prominent and easily read by first time visitors.

8 CULTURAL AMENITIES

Historically, cities embrace the arts of their time, and the character, personality and spirit of the city is often conveyed most vividly through its arts and culture. The arts play a significant role in cultivating livable neighborhoods. South Los Angeles is home to numerous historic and culturally significant murals and public art in civic buildings.

8A. GOALS

Integrate public art in the project's architecture, landscape and open space design by incorporating the artist into the design team early in the process.

- **Artistic excellence.** Aim for the highest aesthetic standards by enabling artists to create original and sustainable artwork, with attention to design, materials, construction, and location, and in keeping with the best practices in maintenance and conservation.
- **Image.** Generate visual interest by creating focal points, meeting places, modifiers or definers that will enhance the community's image.
- **Authentic sense of place.** Enliven and enhance the unique quality of the community's diverse visual and cultural environments. Provide meaningful opportunities for communities to participate in cultural planning and a means for citizens to identify with each other through arts and culture in common areas.
- **Responsiveness.** By not formally injecting art into the early stages of the planning process for each new development, it will either be left out, or appear out of sync with the overall growth of the built environment.



"Wishing on a Star" sculpture by Charles Dickson in front of the California African American Museum.



"Olympic Gateway," created by Robert Graham for the 1984 games, features bronze statues of male and female athletes.



South Los Angeles is known for murals. Example of Goez Studios' "Bienvenidos" at 3955 S. Vermont Avenue.



Colorful mural on a wall outside of Norwood Street Elementary School.



Mural titled "Freedom Won't Wait" by artist Noni Olabisi, located on Slauson Avenue east of Western Avenue.



Mural by Ken Gonzales-Day titled "California Landscape," located at the Los Angeles County Administration Building, Vermont Avenue and 83rd Street.

G1. Artwork in privately owned developments should be fully integrated into the development's design, in the most accessible and visible locations. Enclosed lobbies and rooftop gardens are considered appropriate locations.

G2. Integrate and coordinate artwork adjacent to retail development with existing signage and shop frontage.

G3. Attention should be paid to how the artwork will appear amidst mature landscape.

G4. Special care should be taken to avoid locations where artwork may be damaged.

G5. Encourage the installation of original art murals that cultuvate artistic expression and foster a sense of community pride and neighborhood identity, that vandals will be less likely to disturb.

9 INDUSTRIAL DESIGN GUIDELINES

9A. STREET FRONTAGE

G1. Primary building entrances should be highly visible, easily accessible, well lit, and have architectural accent elements that provide shade such as canopies, awnings, overhangs, projections, trellises or cornice treatments.

G2. Pedestrian access paths to public entrances should be delineated clearly from vehicular and truck access.

G3. Within a quarter mile of transit stop/stations, create primary pedestrian entrances that are located such that walking distance to the transit stop/station is minimized.

G4. New projects should integrate pedestrian amenities (benches, shelters) on-site when transit stops occur along their frontage.



Transparent windows facing the sidewalks improve the pedestrian experience (9B.G2).

9B. BUILDING / ARCHITECTURAL DESIGN

G1. Walls should feature a change in material, color or texture that provides scale and some visual interest every 30 feet in horizontal distance.

G2. Incorporate windows on ground floors facing pedestrian paths of travel to improve the pedestrian experience along major corridors.

G3. Industrial structures identified as potential resources by SurveyLA (when it becomes available) should be re-used whenever possible, or be integrated into new industrial or mixed-use development projects whenever feasible, to retain the architectural character of South Los Angeles' industrial districts.



Solid walls designed with complementary materials as the site building, broken up with climbing vegetation (9E.G1, G3).



Example of a long wall broken up by columns (9E.G3).

9C. FENCES AND WALLS

G1. Solid fences or walls should be designed with both sides articulated with similar or complementary materials and colors as the site buildings.

G2. Chain link fencing (with or without slats), corrugated metal, and barbed/razor wire is discouraged.

G3. Long expanses of walls (50 feet or greater) should be broken up with periodic columns, insets, landscape pockets or changes in materials.

9D. PARKING, CIRCULATION & DRIVEWAYS

G1. Locate parking lots to the interior of block, rather than at corner locations. Reserve corner locations for buildings.

G2. Driveway access should be located along streets other than the primary public corridor (i.e. side streets or alleys) where feasible. Where only front access is available, driveways should be constructed according to the following:

a. Entry drives should not lead directly into head-in parking.
b. Entry drives should be enhanced with accent paving, special landscaping, and low level lighting.

G3. Circulation routes requiring movement into a public street to move from one area to another on the same site should be avoided when possible.

G4. Maintain existing alleys for access and egress. Avoid vacating alleys or streets to address project-specific design challenges.

9E. OTHER ELEMENTS

G1. For security purposes, provide outdoor lighting for all parking areas and pedestrian walkways, but avoid spillover impacts onto adjacent properties. Glare shields should be provided where necessary to avoid unwanted light flooding into residential parcels.

G2. Screen any mechanical, electrical or communications equipment, whether on the roof, side of building, or ground. All roof mounted equipment should be screened from view and should be set back a minimum of 20 feet from the building parapet.

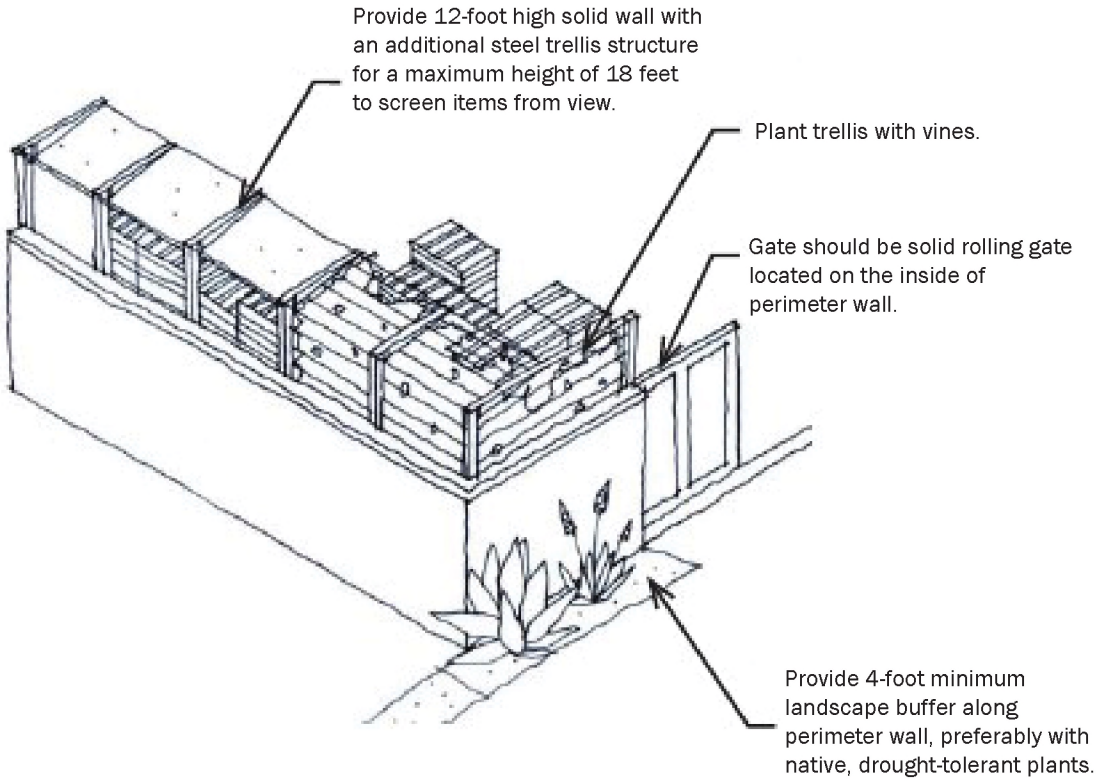
G3. If security grilles are allowed per the CPIO and are needed on the ground floor windows, they should not block out more than 30% of natural light to the interior and should be designed as an architectural feature compatible with the building's design, or as steel vertical bars.

G4. Pallet storage should be housed in an enclosed building or warehouse to the extent feasible.

G5. Except for pallet yards, outdoor storage of materials, where allowed, should not exceed the height of the exterior fence.

G6. Where stacked pallets exceed the height of the exterior fence, solid perimeter fencing for pallet yards should include an additional steel frame trellis protection approved by Building and Safety to screen stacked pallets, with vines planted to reach the upper trellis (see diagram below).

G7. Pallet Yards, Recycling Centers and Storage Yards are highly discouraged adjacent to residential uses.





Climbing vegetation provides articulation and visual interest along an industrial wall (9F.G4).



The use of climbing vegetation also helps discourage and minimize graffiti (9F.G4).

9F. SUSTAINABILITY

G1. Situate buildings on the site so they are oriented to maximize day lighting opportunities and to harvest natural light within interior working spaces. Also utilize opportunities to provide skylights and operable clerestory windows to allow for ventilation and indirect lighting and integrate shading systems for these openings to reduce heat gain.

G2. Facilitate storm water capture, retention and infiltration and prevent runoff through natural, landscaped detention areas and/or grassy swales. Permeable paving should be maximized throughout the site to reduce storm water run-off.

G3. Solar panels should be integrated whenever possible.

G4. Climbing vegetation and green walls are encouraged as a method to provide articulation and visual interest to building facades and to minimize graffiti.

G5. Use exterior surface materials that will reduce the incidence and appearance of graffiti.

G6. Use white or reflective paint on rooftops to reflect heat away from buildings and reduce the need for mechanical cooling.

G7. Select drought-tolerant, California-friendly native landscaping to limit irrigation needs and conserve water. Mediterranean and other local climate-friendly plants may be used alongside native species.

G8. Industrial projects fronting major corridors should plant and maintain street trees along the public sidewalk of their property per the minimum spacing and requirements of the Division of Urban Forestry.





Los Angeles Department of City Planning • August 2017

South Los Angeles Community Plan

General Plan Land Use Map

A Part of the General Plan of the City of Los Angeles

Land Use - *Corresponding Zones*

Low Density Residential
- Low II - *R1*
- Low III - *RD5*
- Low Medium I - *R2,RD3*

Multiple Family Residential
- Low Medium II - *RD1.5,RD2*
- Medium - *R3*
- High Medium - *R4*

Commercial
- Neighborhood Commercial - *CR,C1,C1.5,C2,C4,RAS3,R3*
- Community Commercial - *C2,C4,RAS3,R3,RAS4,R4*

Industrial
- Hybrid Industrial - *CM*
- Limited Industrial - *MR1,M1*
- Light Industrial - *MR2,M2*

Open Space; Public Facilities
- Open Space - *OS,A1*
- Public Facilities - *PF*
- Public Facilities - Freeways - *PF*

Utility Lines
- Department of Water and Power Lines

Special Boundary
- Figueroa Street Corridor [1]

Community Boundary

Service Systems
- Animal Shelter
- Cemetery
- Community Library
- Community Park
- Cultural/Historical Site
- Fire Station
- Health Center/Hospital
- MTA Station
- Maintenance Yard
- Neighborhood Park
- Pocket Park
- Police Station
- Power Distribution Station
- Power Receiving Station
- E Private Elementary School
- SH Private Senior High
- SF Private Special School
- Public Elementary School
- Public Golf Course
- JH Public Junior High
- SH Public Senior High
- SF Special School Facility
- Regional Library
- Regional Park

PLAN FOOTNOTES

1. 100% commercial projects located on Community Commercial-designated properties on Figueroa Street and Flower Street (north of Martin Luther King Jr. Boulevard) shall be limited to the existing Height District 1 or 1L and a 1.5:1 FAR. However, hotels and mixed-use (residential/commercial) developments may be designated Height District 2D, provided that the City approves the corresponding zone change to establish the Height District 2D, and provided that no such development exceeds a maximum total floor area ratio (FAR) of 3:1. An additional FAR of 1.5:1, for a maximum total FAR of 4.5:1, may be granted for mixed- use projects that, 1) set aside dwelling units in accordance with LAMC Section 11.5.11. for affordable housing , or 2) for projects reserved for and designed primarily to house students and/or students and their families. Commercial uses in such mixed-use projects shall comprise no less than 0.5 and no more than 0.9 FAR. 100% residential development shall not be permitted.

ADMINISTRATIVE NOTES

1. Symbols, local streets and freeways are shown for reference only.
2. Bikeways are shown on maps contained in the City's Mobility Plan 2035, an Element of the General Plan, which was adopted by the City Council on August 11, 2015.
3. A complete list of designated historic -cultural monuments is available at the Office of Historic Resources (OHR). OHR also maintains a list of potential historic resources identified through SurveyLA (The Los Angeles Historic Resources Survey) or other historic resources surveys as eligible for designation under local, state and federal designation programs.
4. The Public Facility (PF) planning land use designation is premised on the ownership and use of the property by a government agency. The designation of the PF Zone as a corresponding zone is based on the same premise. The Plan also intends that when a board or governing body of a government agency officially determines that a property zoned PF is surplus, and no other public agency has indicated an intent to acquire, and the City is notified that the agency intends to offer the property for sale to a private purchaser, then the property may be rezoned to the zone(s) most consistent within 500 feet of the property boundary and still be considered consistent with the adopted Plan.
5. Existing mobile home parks are consistent with the Plan. Future mobile home parks shall be consistent with the Plan when developed in the RMP Zone.
6. Each Plan category permits all indicated corresponding zones as well as those zones referenced in the Los Angeles Municipal Code (LAMC) as permitted by such zones unless further restricted by adopted Specific Plans, specific conditions and/or limitations of project approval, Plan footnotes or other Plan map or text notations.

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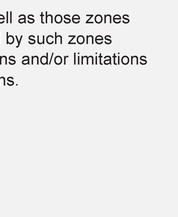
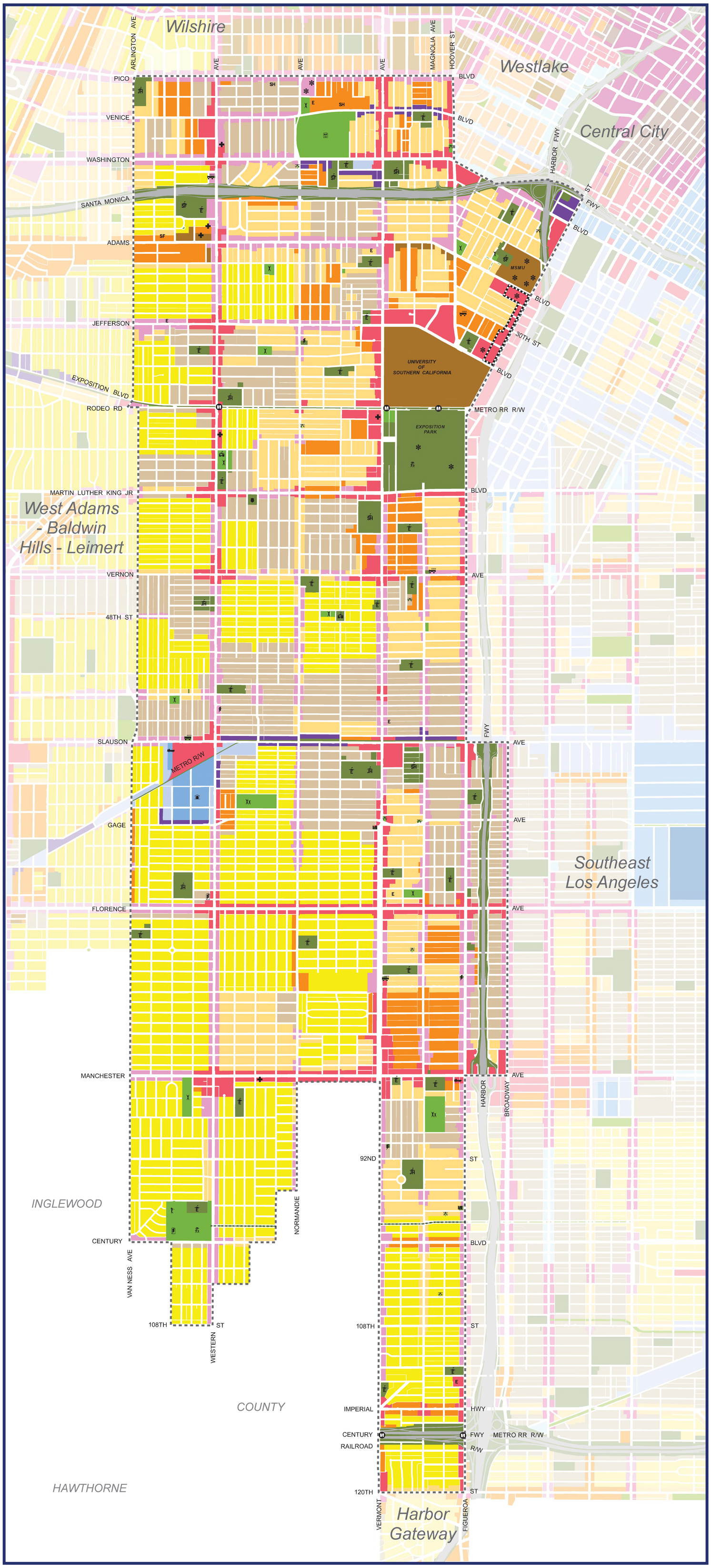
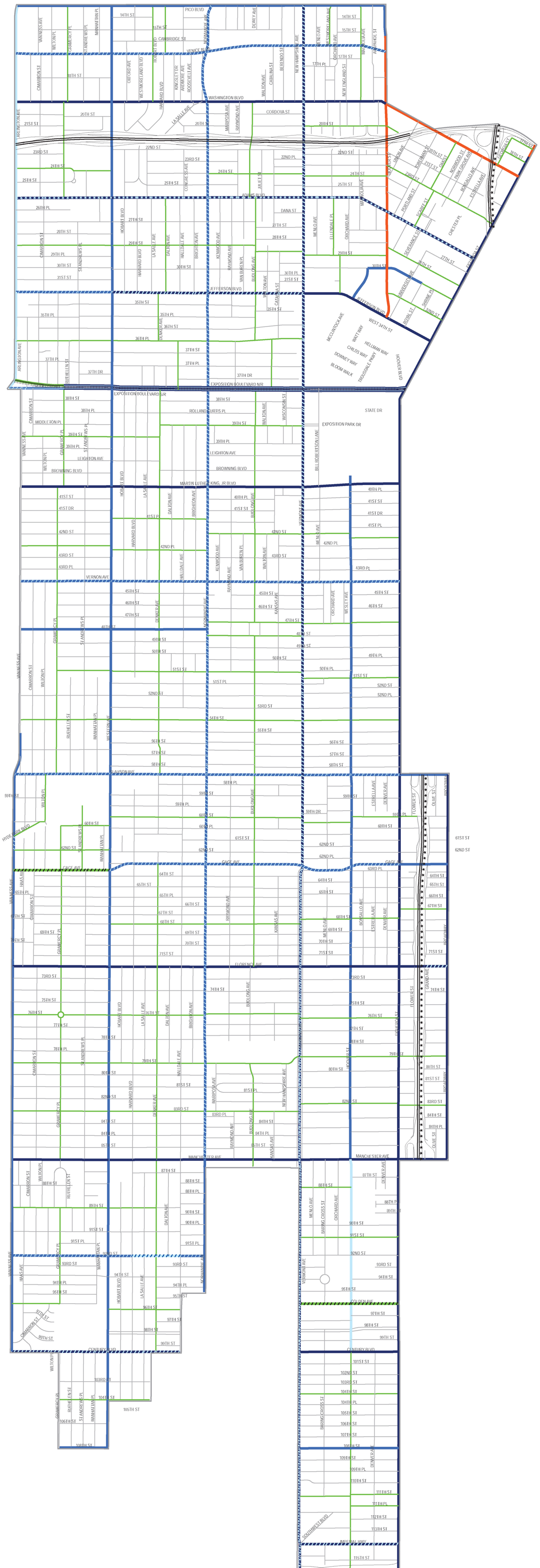
Eric Garcetti
Mayor





SOUTH LOS ANGELES

CIRCULATION SYSTEM MAP



Legend

Designations

- Boulevard II
- Avenue I
- Avenue I Divided
- Avenue I Modified
- Avenue I Modified Scenic
- Avenue I Modified Divided Scenic
- Avenue I Scenic
- Avenue II
- Avenue II Divided
- Avenue II Modified
- Avenue II Modified Divided
- Avenue III
- Avenue III Modified
- Collector Street
- Collector Street Divided
- Collector Street Modified
- Local Standard

Transit & Other Infrastructure

- Freeway
- Interchanges
- On-Off Ramp
- Passenger Light Rail
- Railroad
- Scenic Freeway

Community Plan Area Boundary

Date: 8/15/2017

DEPARTMENT OF CITY PLANNING
INFORMATION TECHNOLOGIES DIVISION

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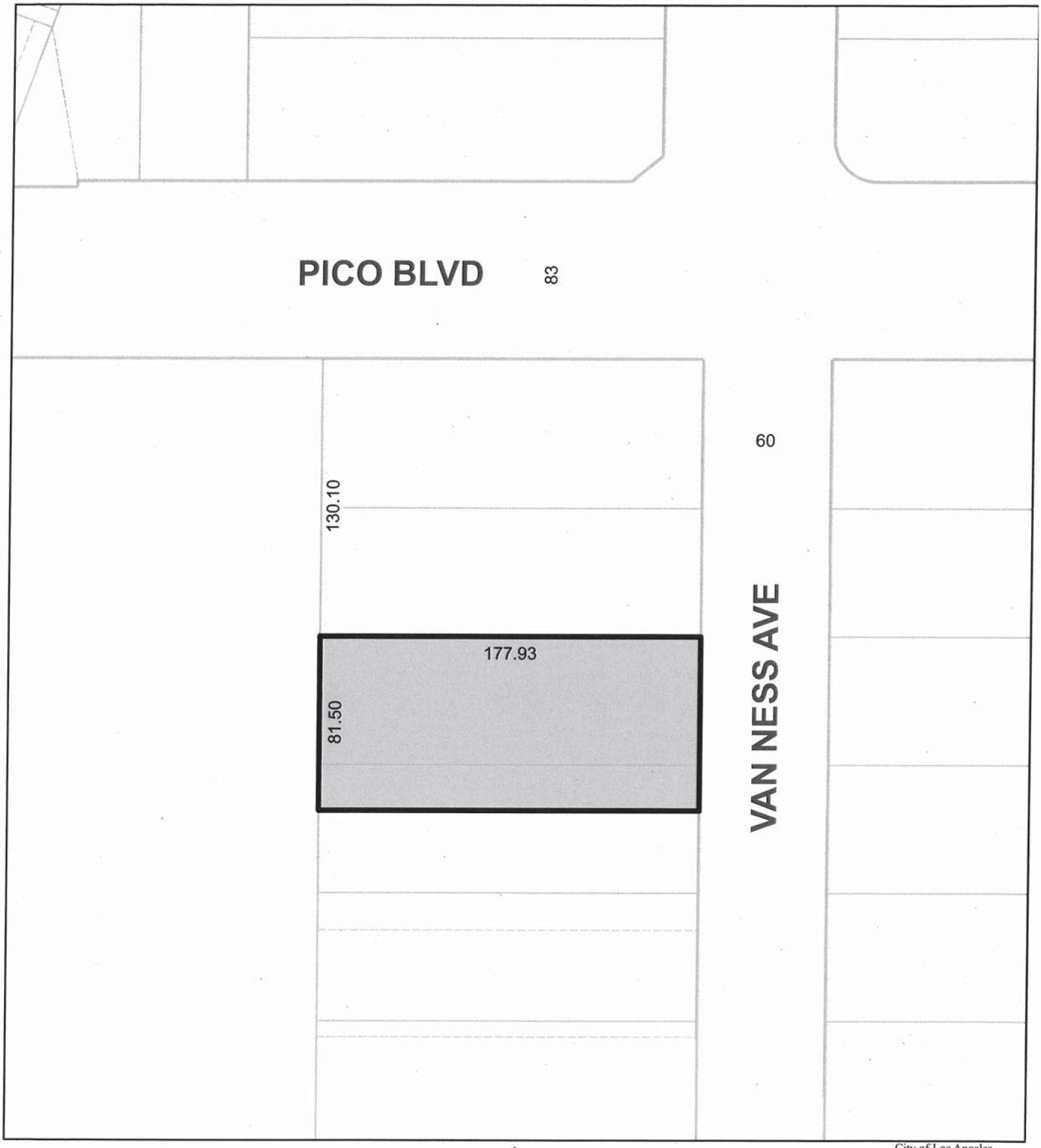

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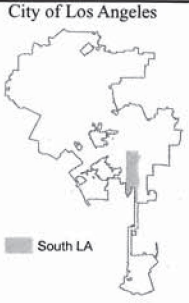
City of Los Angeles



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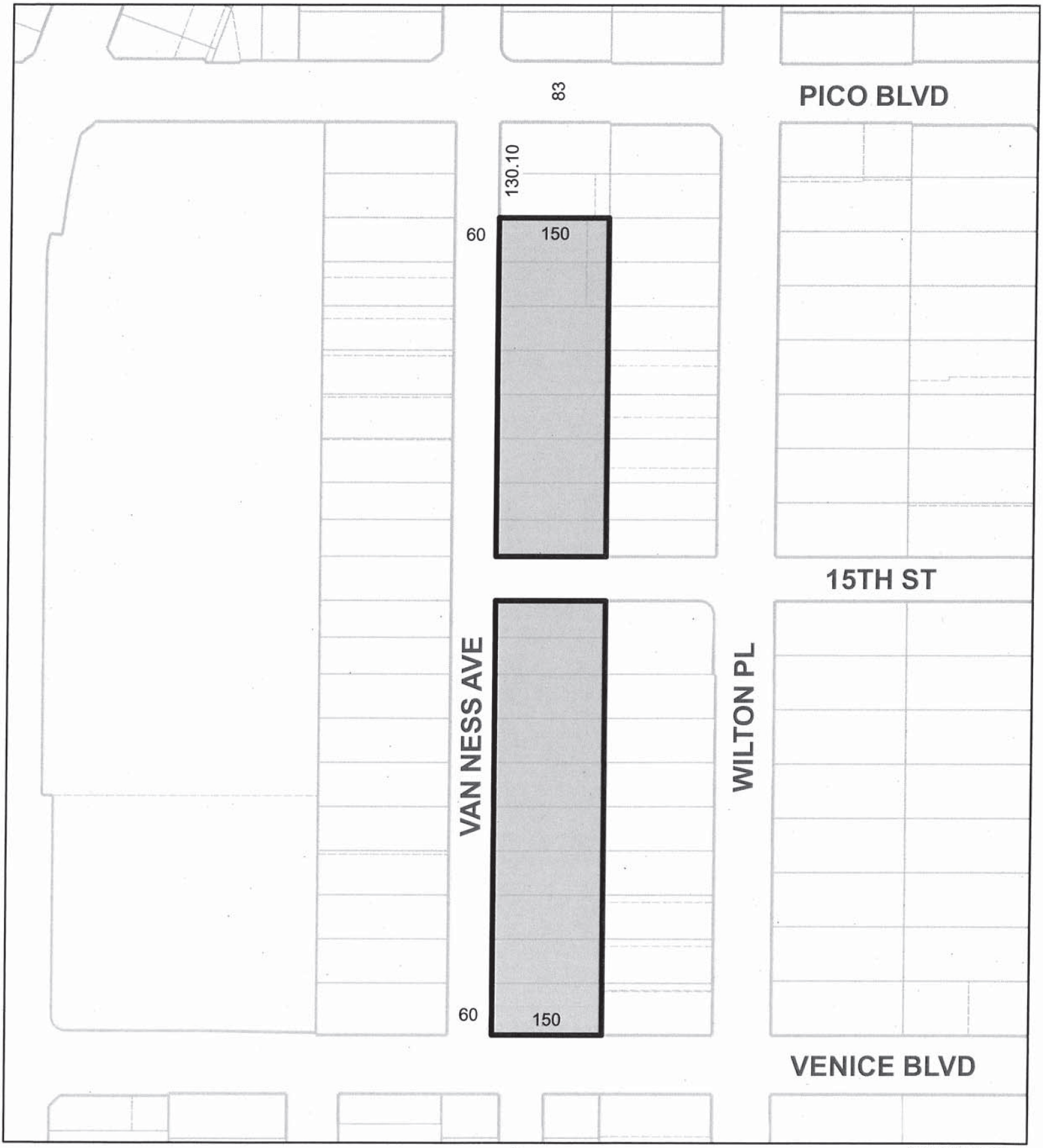

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City of Los Angeles



Data Sources: Department of City Planning, Bureau of Engineering



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City of Los Angeles

South LA

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Data Sources: Department of City Planning, Bureau of Engineering



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City of Los Angeles

South LA

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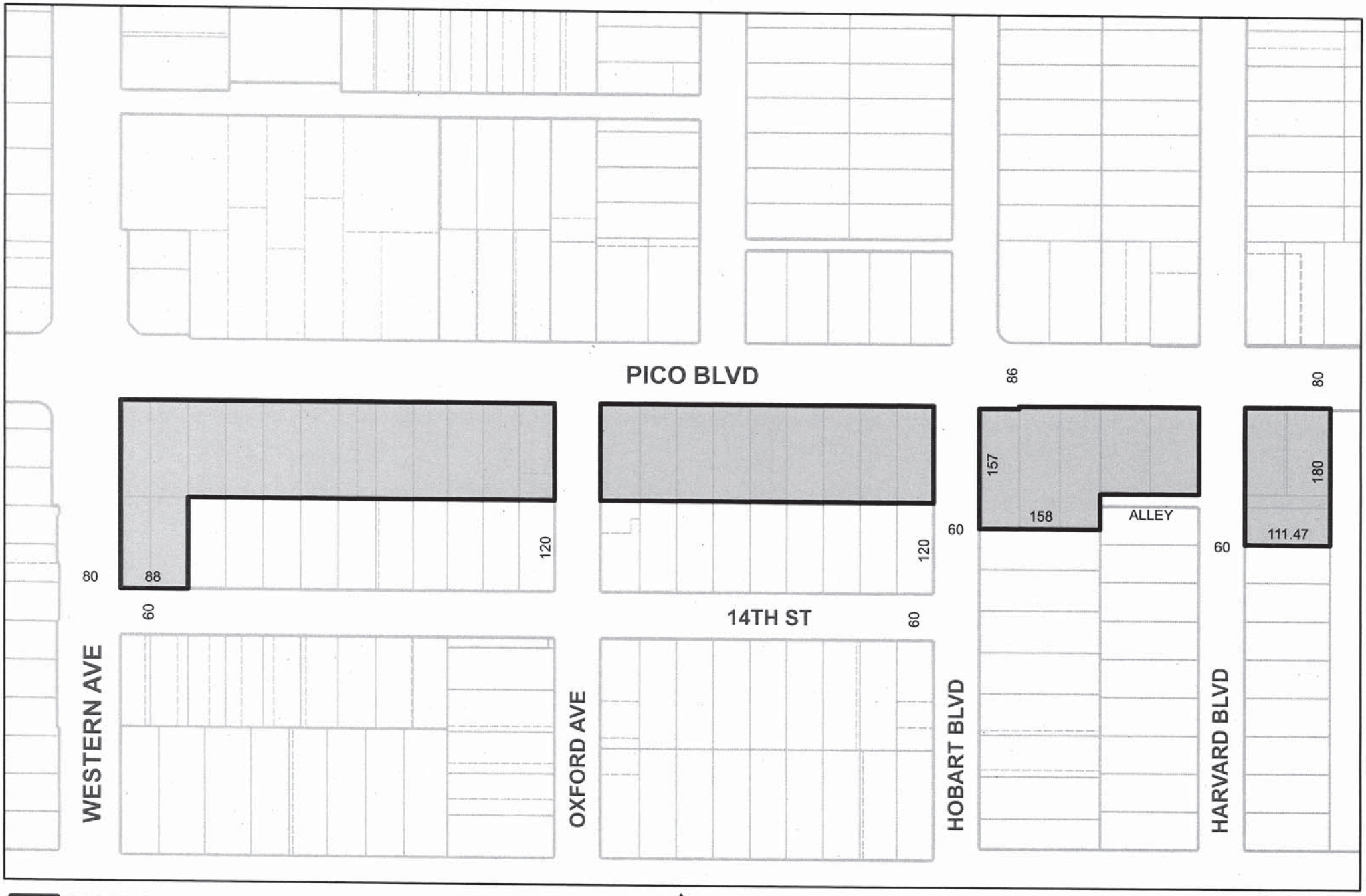

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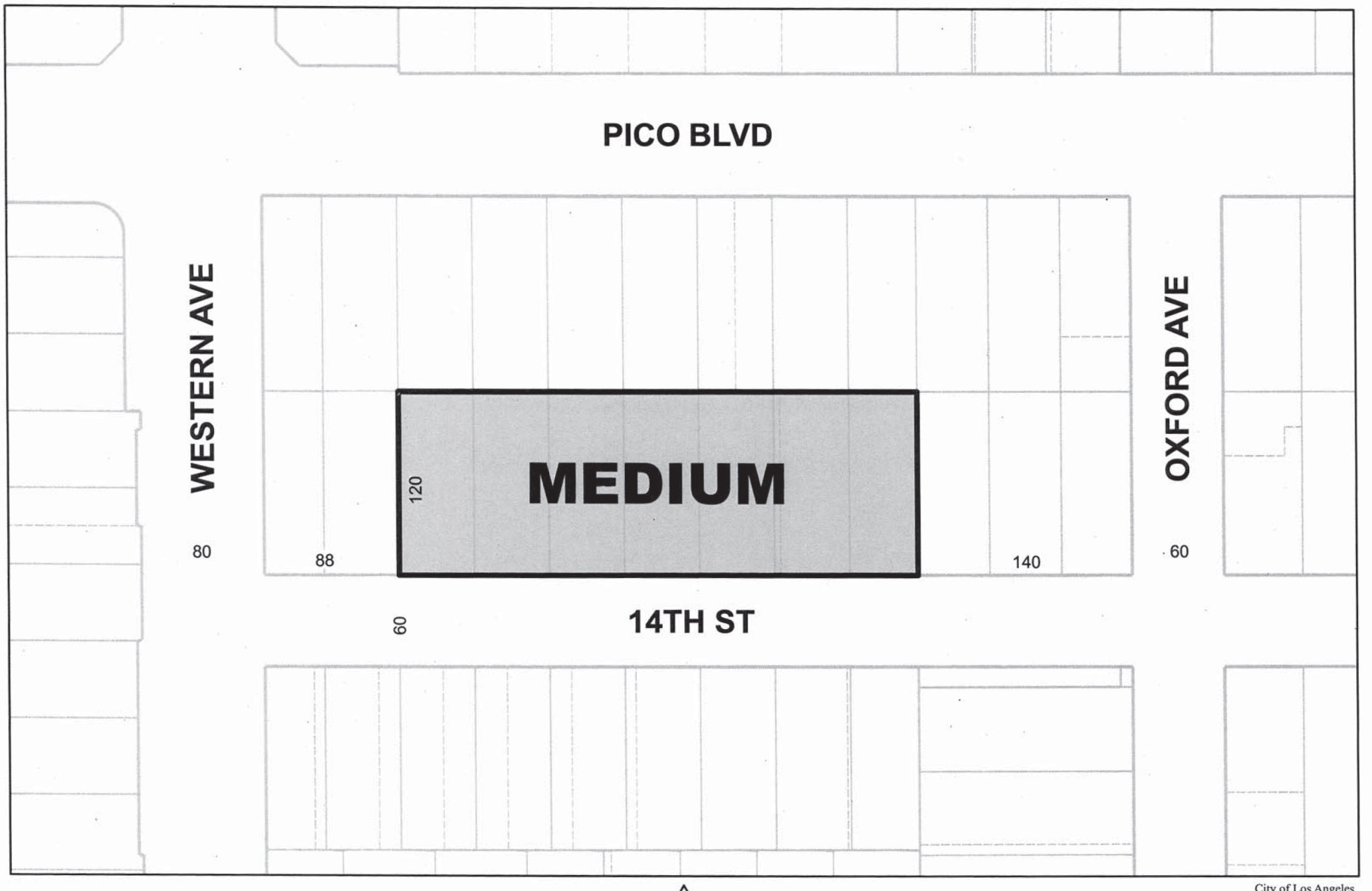

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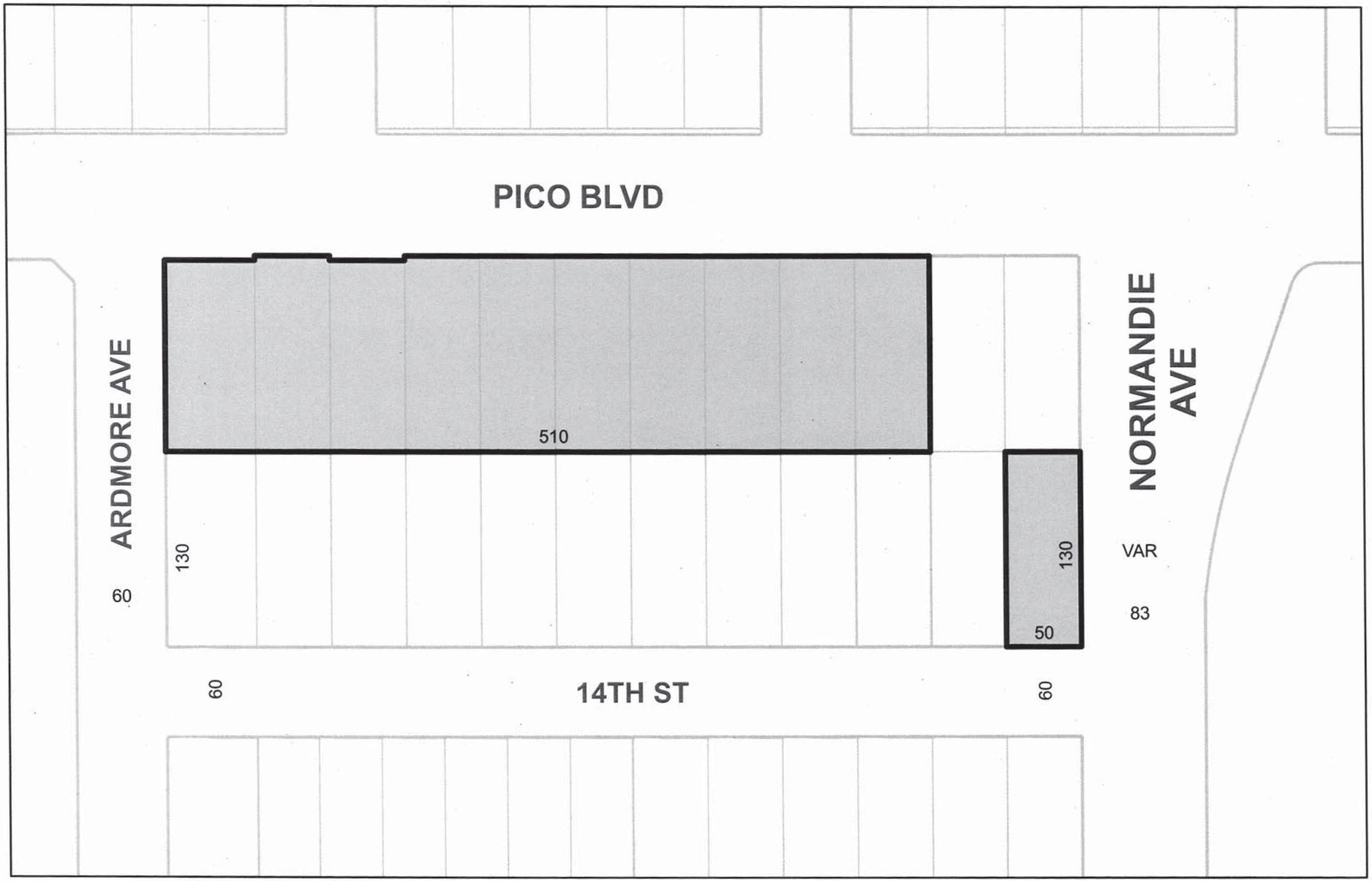

NEIGHBORHOOD COMMERCIAL

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City of Los Angeles

South LA

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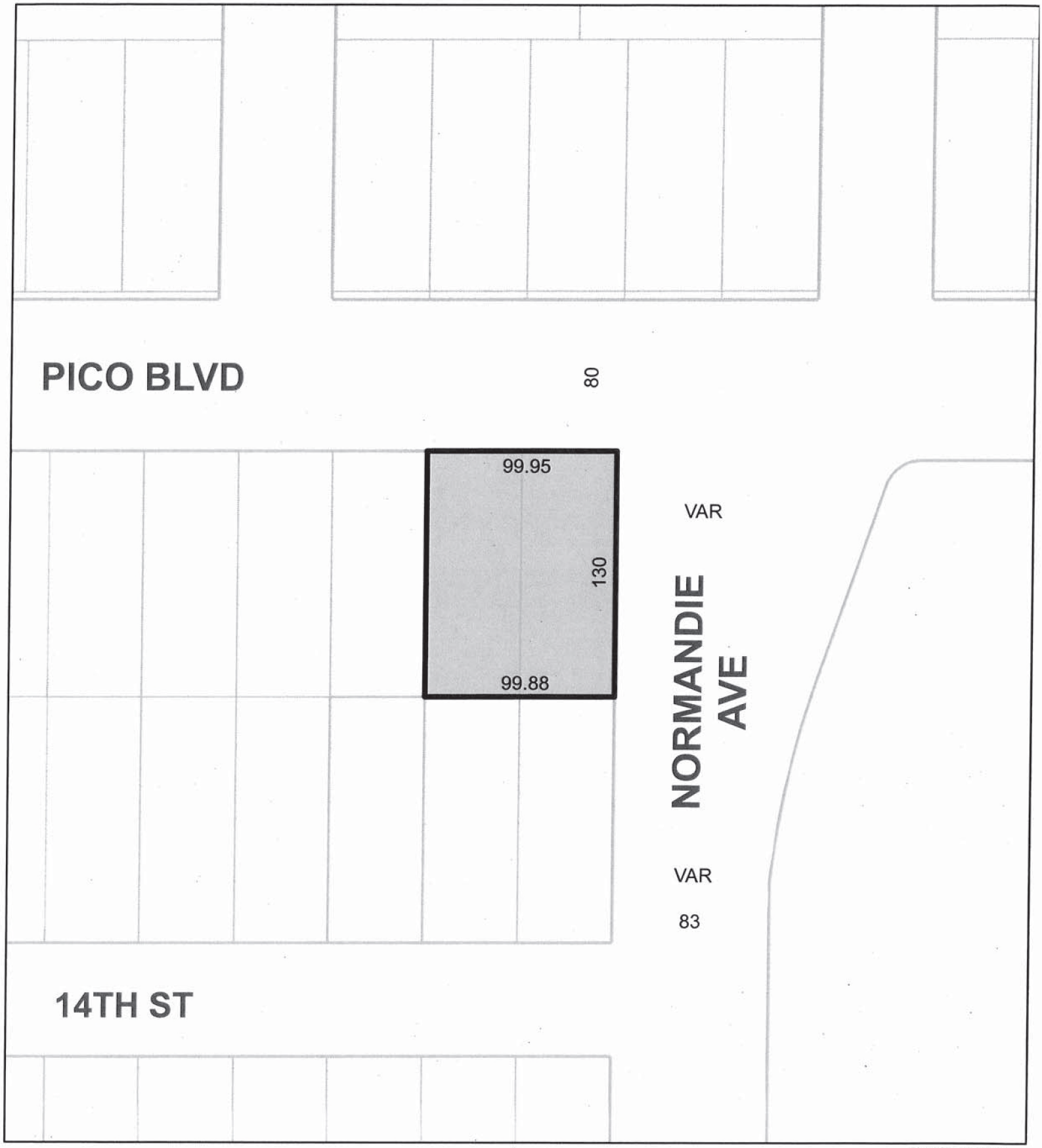

NEIGHBORHOOD COMMERCIAL

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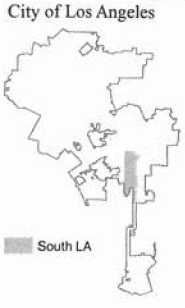
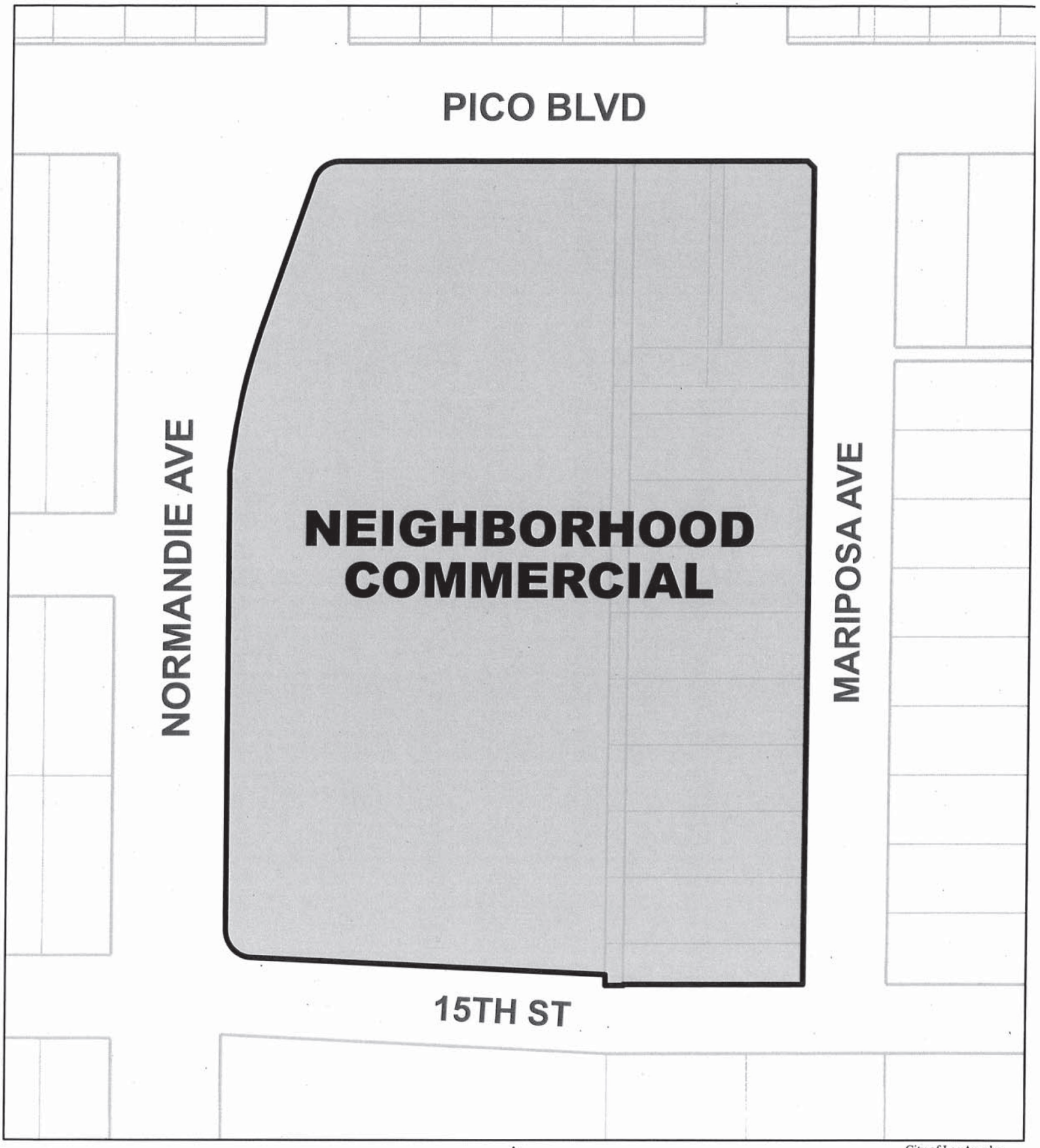
091213

City of Los Angeles



Data Sources: Department of City Planning, Bureau of Engineering



0 25 50 100
Feet

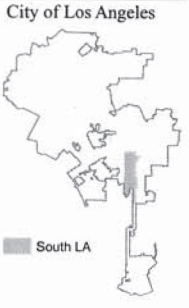
C.M. 126 B 197, 129 B 197	CPC 2008-1552 CPU

AEK

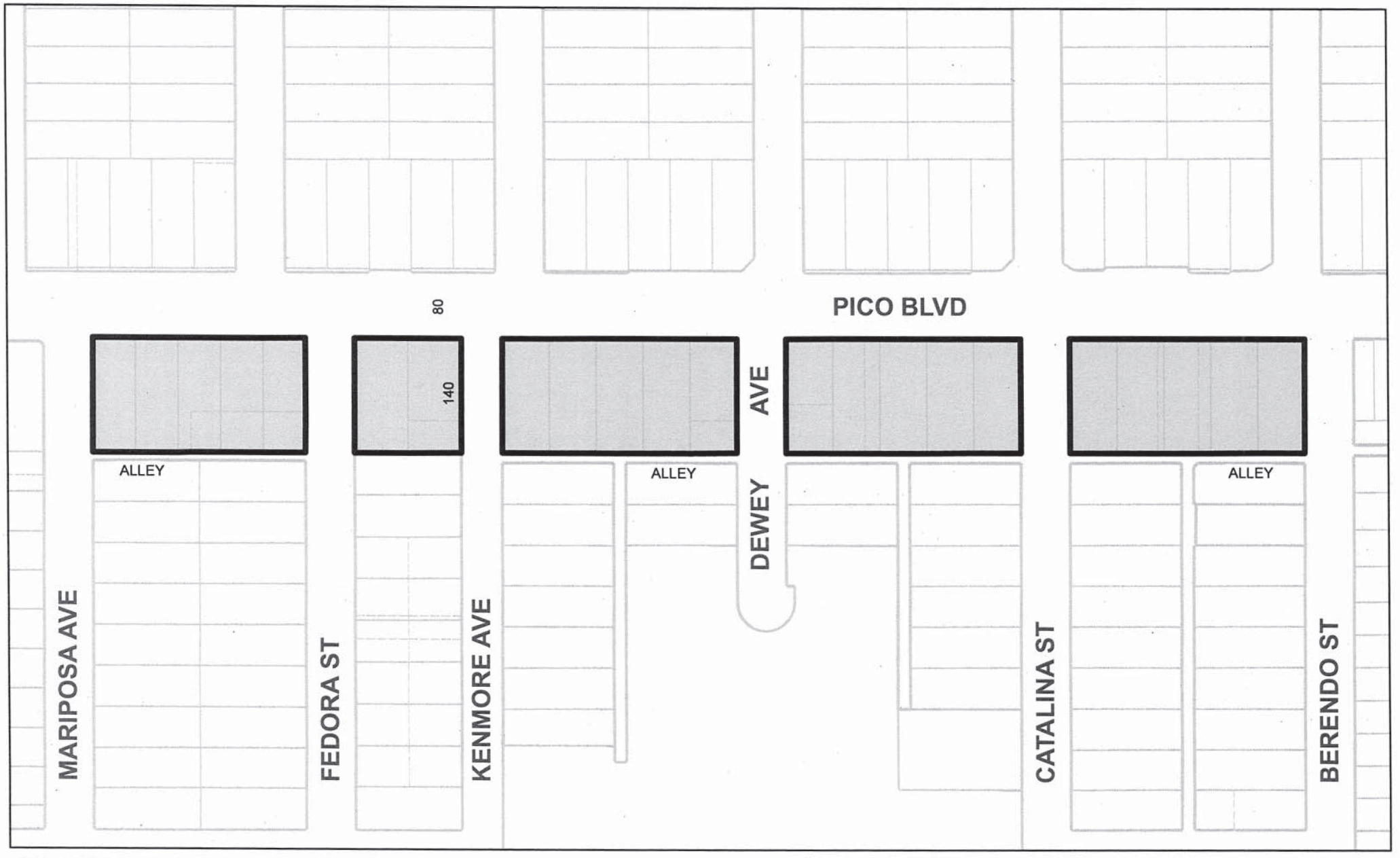
SLA CPU, SA 120

061914

City of Los Angeles



Data Sources: Department of City Planning, Bureau of Engineering



NEIGHBORHOOD COMMERCIAL

0 70 140 280

Feet

City of Los Angeles

South LA

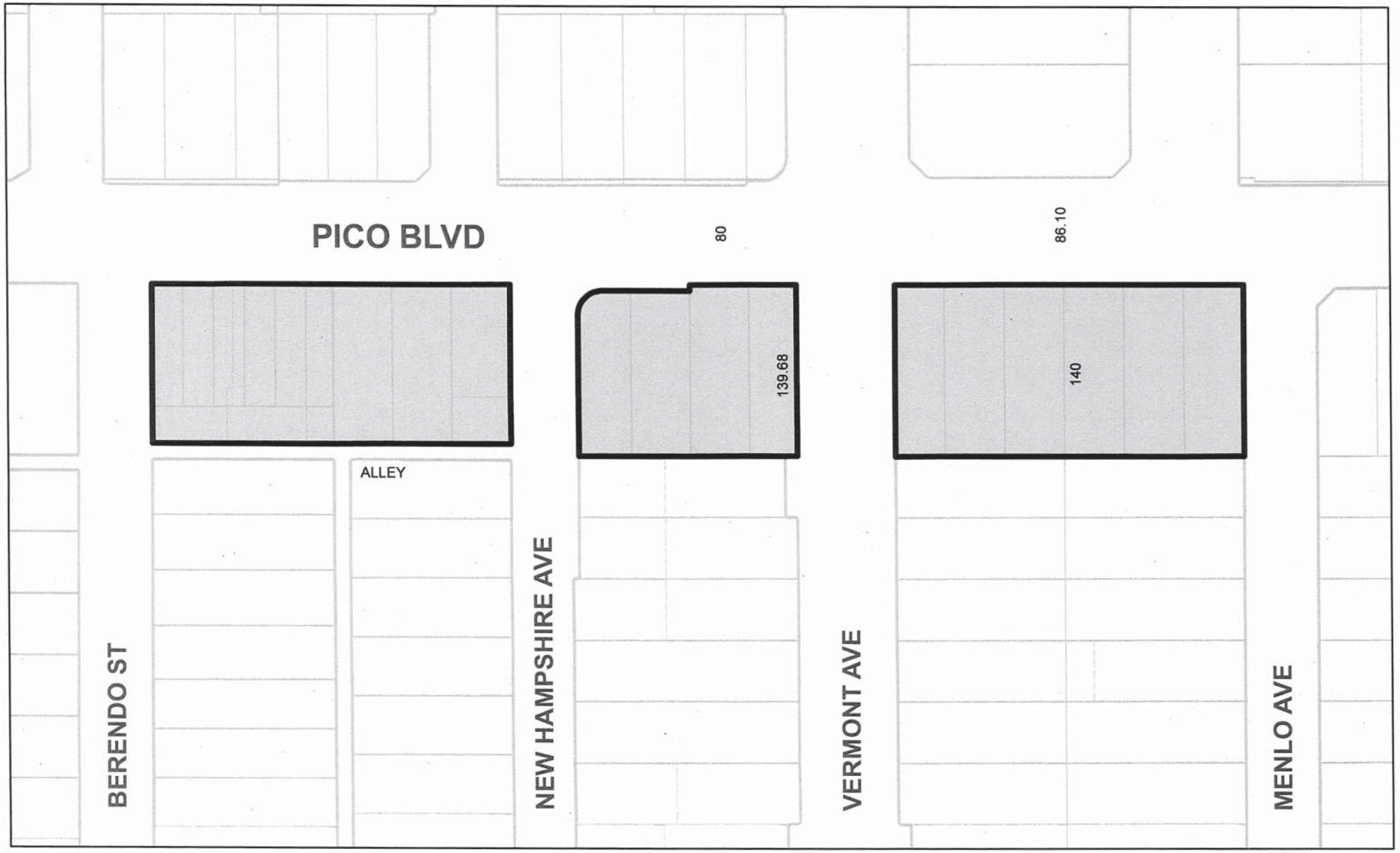
C.M. 129 B 197	CPC 2008-1552 CPU

AEI

SLA CPU, SA 130

050813

Data Sources: Department of City Planning, Bureau of Engineering



COMMUNITY COMMERCIAL

0 40 80 160

Feet

City of Los Angeles

South LA

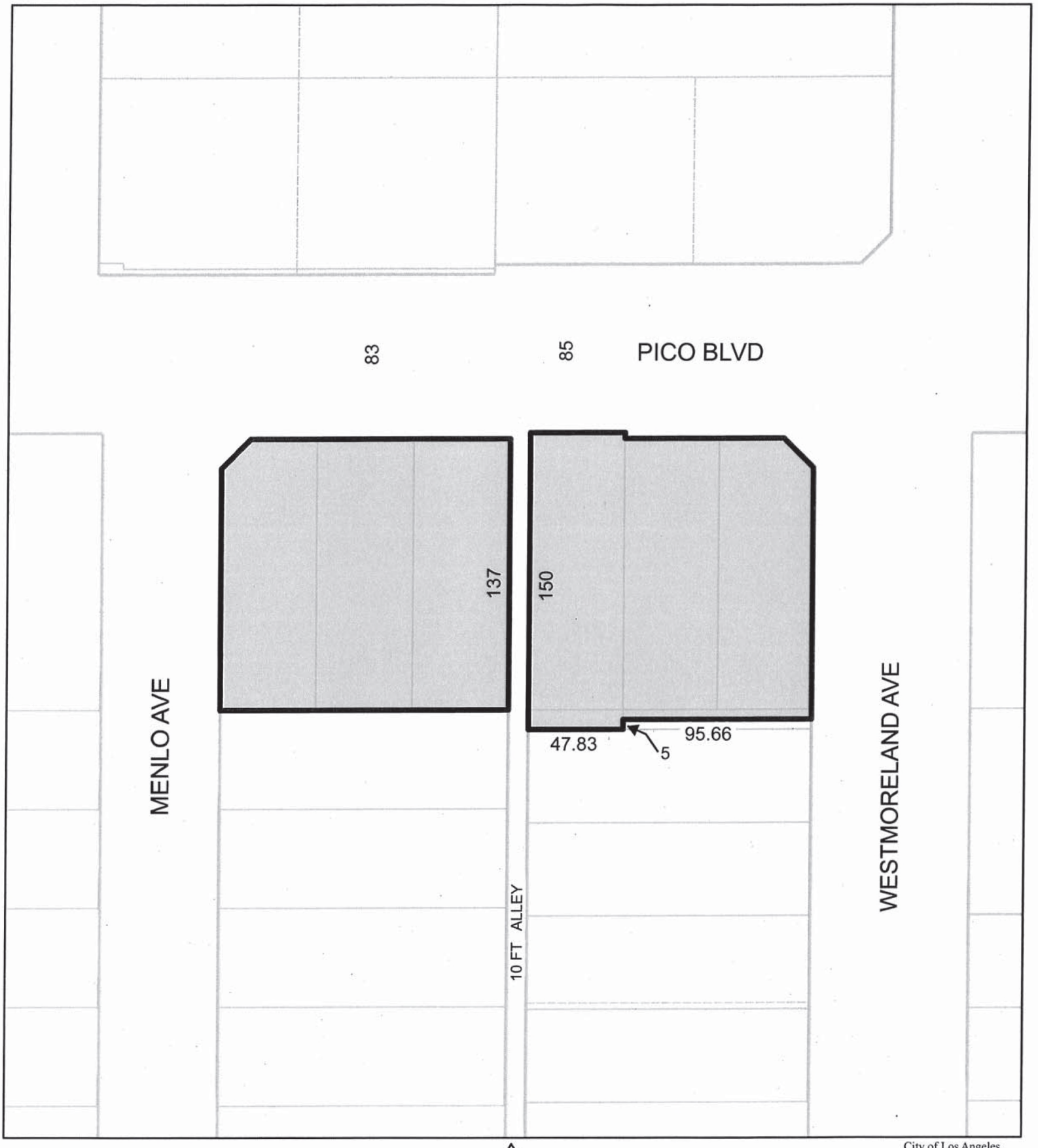
C.M. 129 B 197	CPC 2008-1552 CPU

AE/GA

SLA CPU, SA 180

012216

Data Sources: Department of City Planning, Bureau of Engineering



NEIGHBORHOOD COMMERCIAL

0 25 50 100

Feet

City of Los Angeles

South LA

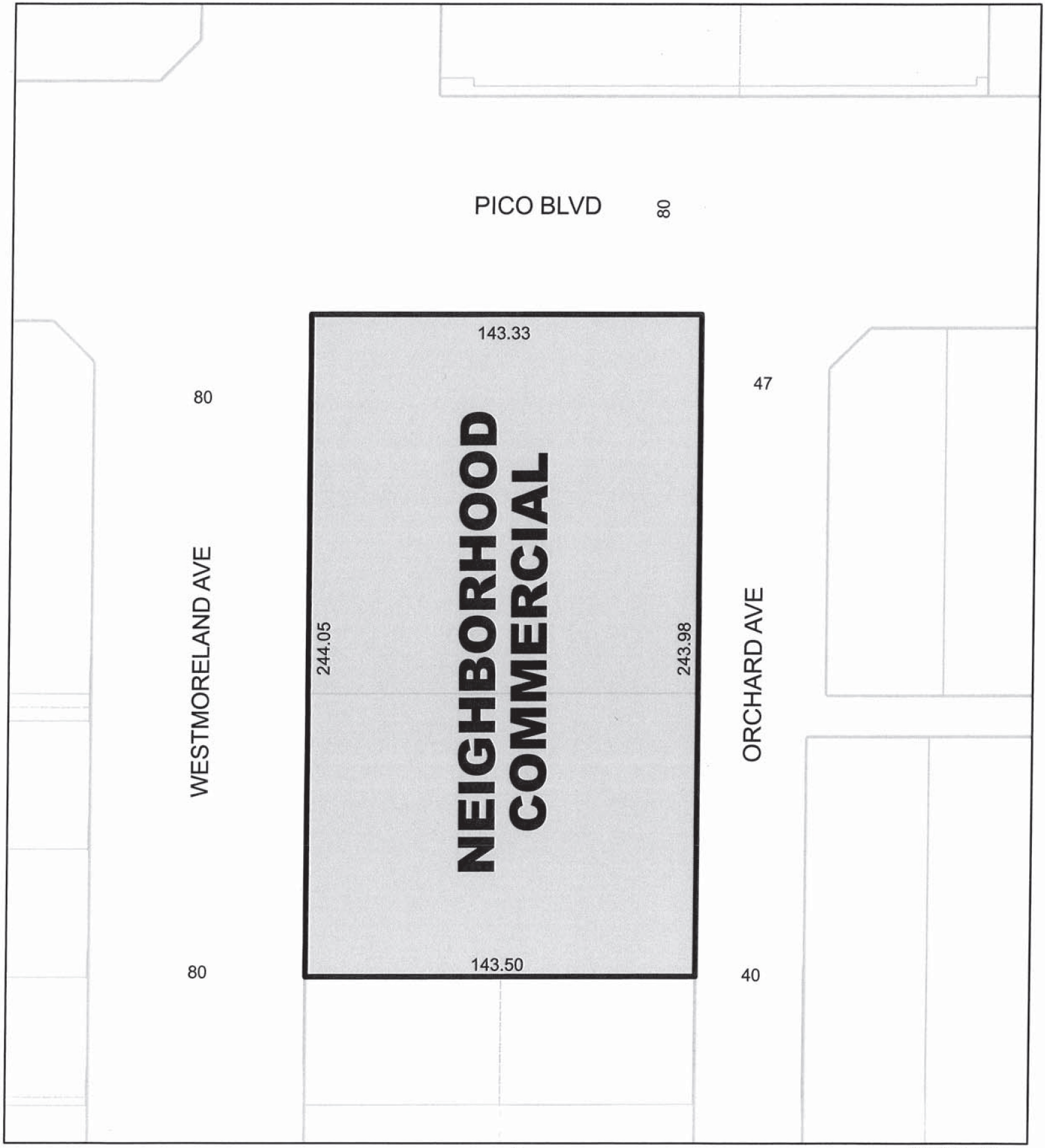
C.M. 129 B 197	CPC 2008-1552 CPU

AE

SLA CPU, SA 210

081314

Data Sources: Department of City Planning, Bureau of Engineering



0 25 50 100

Feet

C.M. 129 B 197	CPC 2008-1552 CPU

AE/AU

SLA CPU, SA 220

050813

City of Los Angeles



Data Sources: Department of City Planning, Bureau of Engineering



NEIGHBORHOOD COMMERCIAL

0 40 80 160

Feet

C.M. 129 B 197, 129 A 201	CPC 2008-1552 CPU

AEI-AA

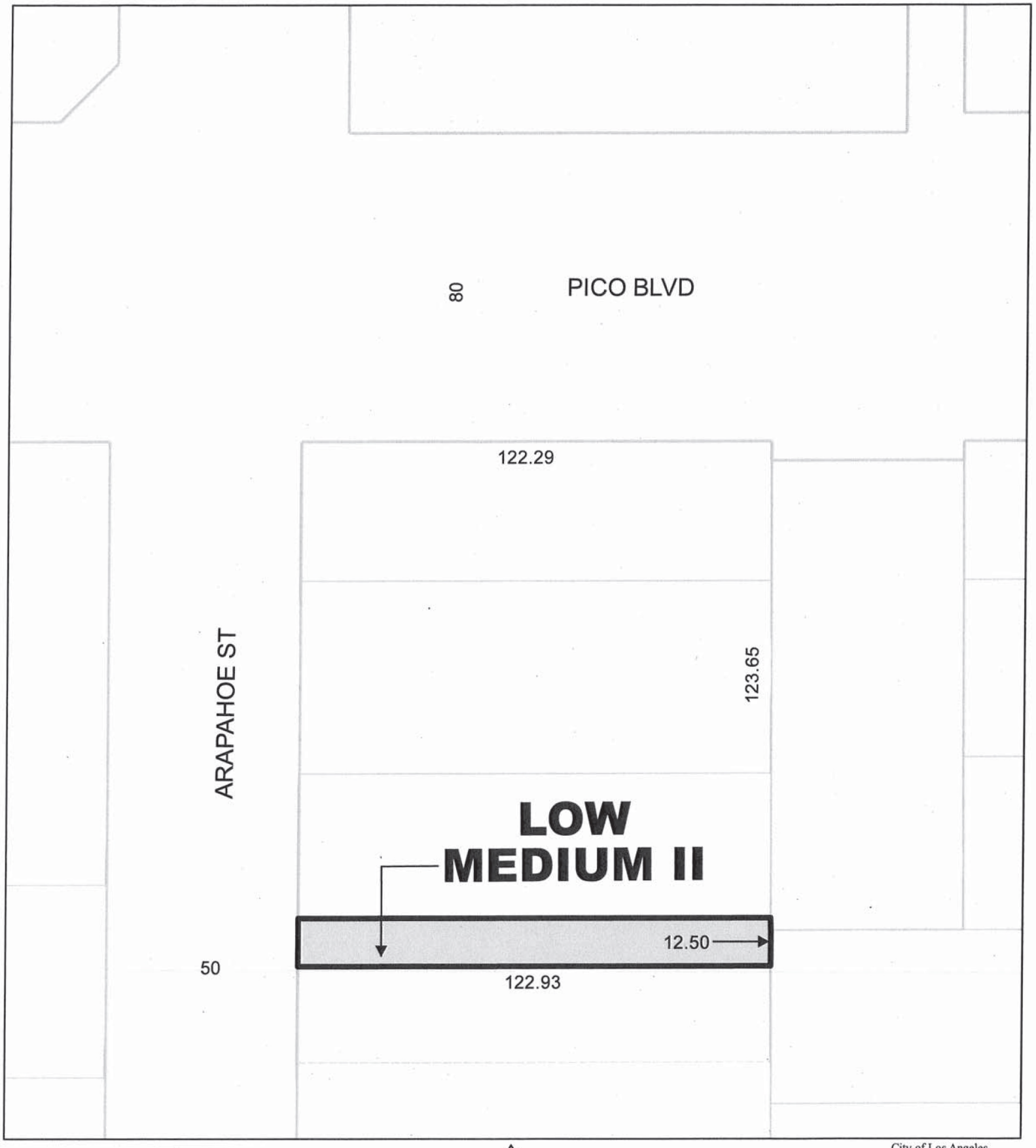
SLA CPU, SA 230

021016

City of Los Angeles

South LA

Data Sources: Department of City Planning, Bureau of Engineering



0 12.5 25 50

Feet

C.M. 129 A 201	CPC 2008-1552 CPU

AEI Ga

SLA CPU, SA 265

050813

City of Los Angeles



Data Sources: Department of City Planning, Bureau of Engineering



0 12.5 25 50

Feet

City of Los Angeles

South LA

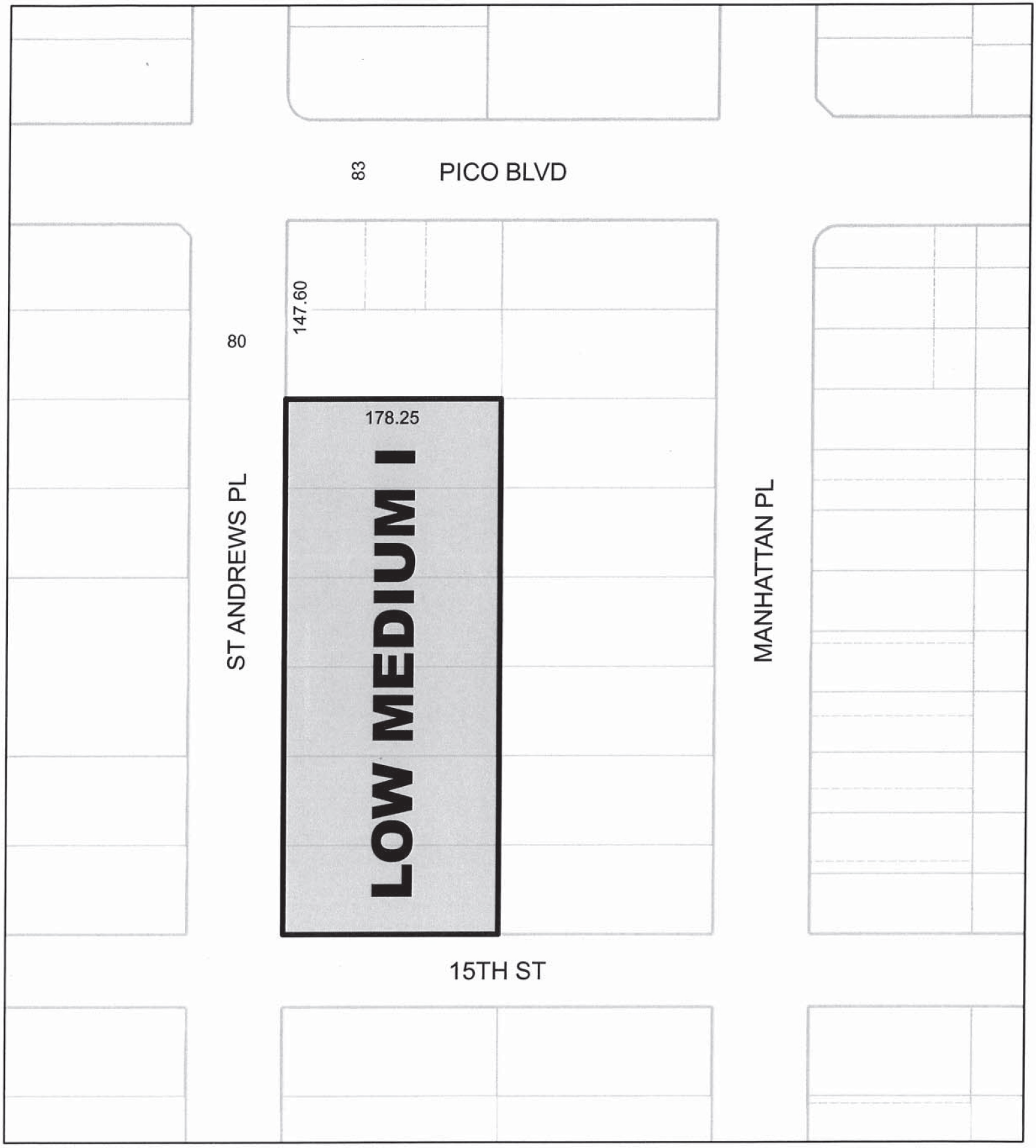
C.M. 129 A 201	CPC 2008-1552 CPU

AEI *aa*

SLA CPU, SA 270

050813

Data Sources: Department of City Planning, Bureau of Engineering



0 37.5 75 150

Feet

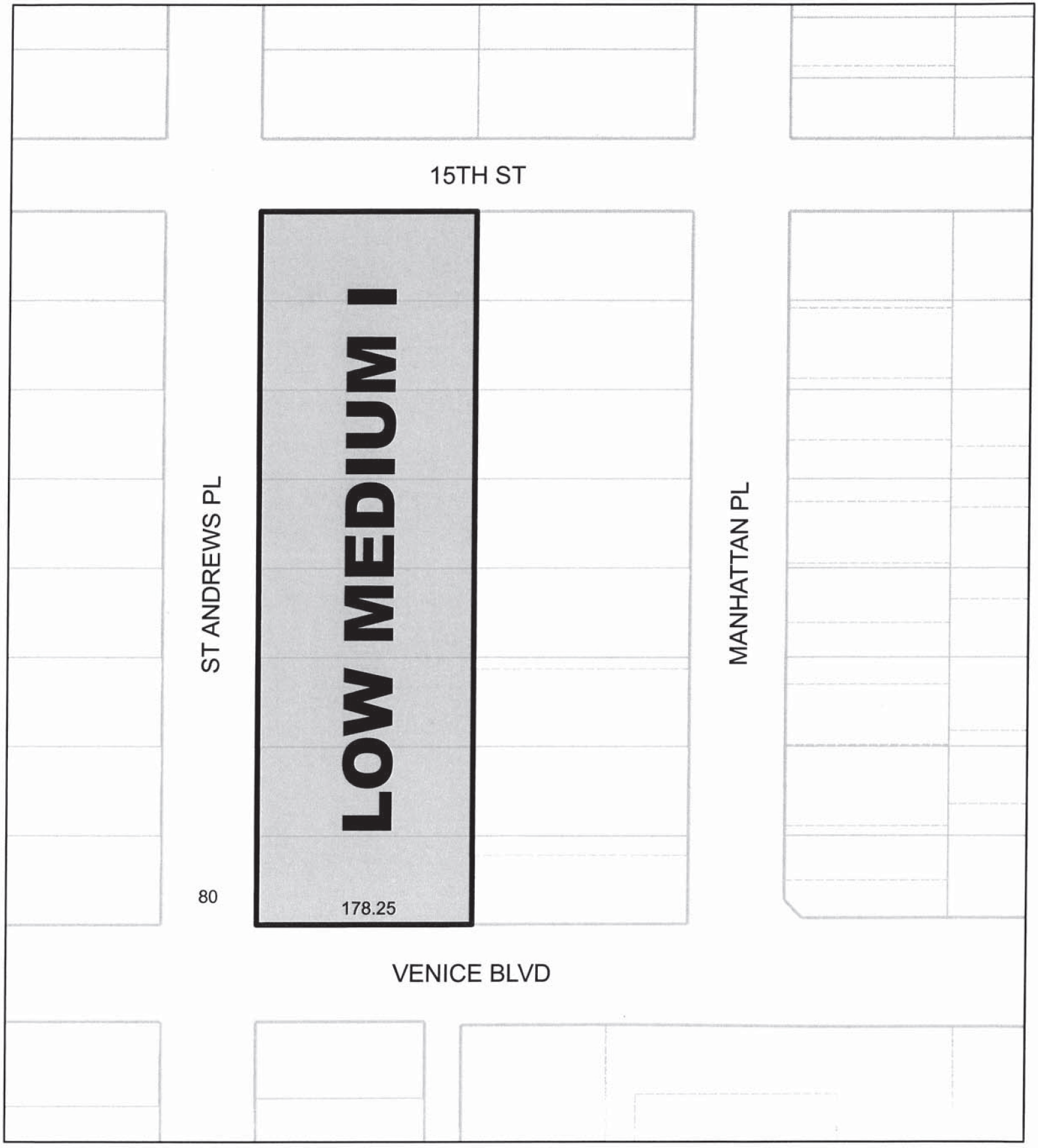
CPC 2008-1552 CPU

AE/CF SLA CPU, SA 290 052715

City of Los Angeles

South L.A.

Data Sources: Department of City Planning, Bureau of Engineering



0 37.5 75 150

Feet

C.M. 126 B 193	CPC 2008-1552 CPU

AE/CK

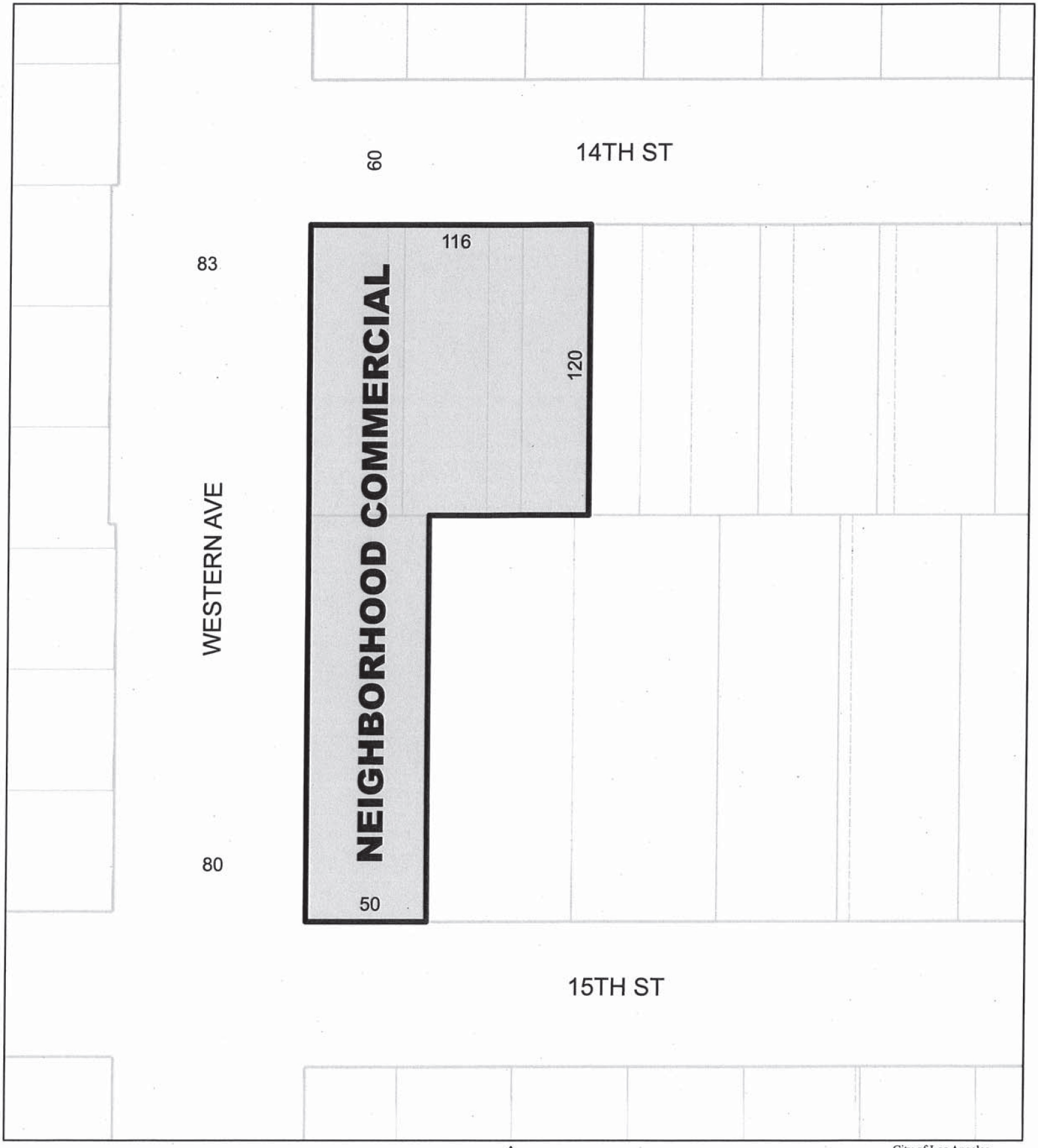
SLA CPU, SA 292

052715

Data Sources: Department of City Planning, Bureau of Engineering

City of Los Angeles





0 20 40 80

Feet

City of Los Angeles

South LA

C.M. 126 B 193, 129 B 193	CPC 2008-1552 CPU

AE/GQ

SLA CPU, SA 310

091213

Data Sources: Department of City Planning, Bureau of Engineering



0 20 40 80

Feet

City of Los Angeles

South LA

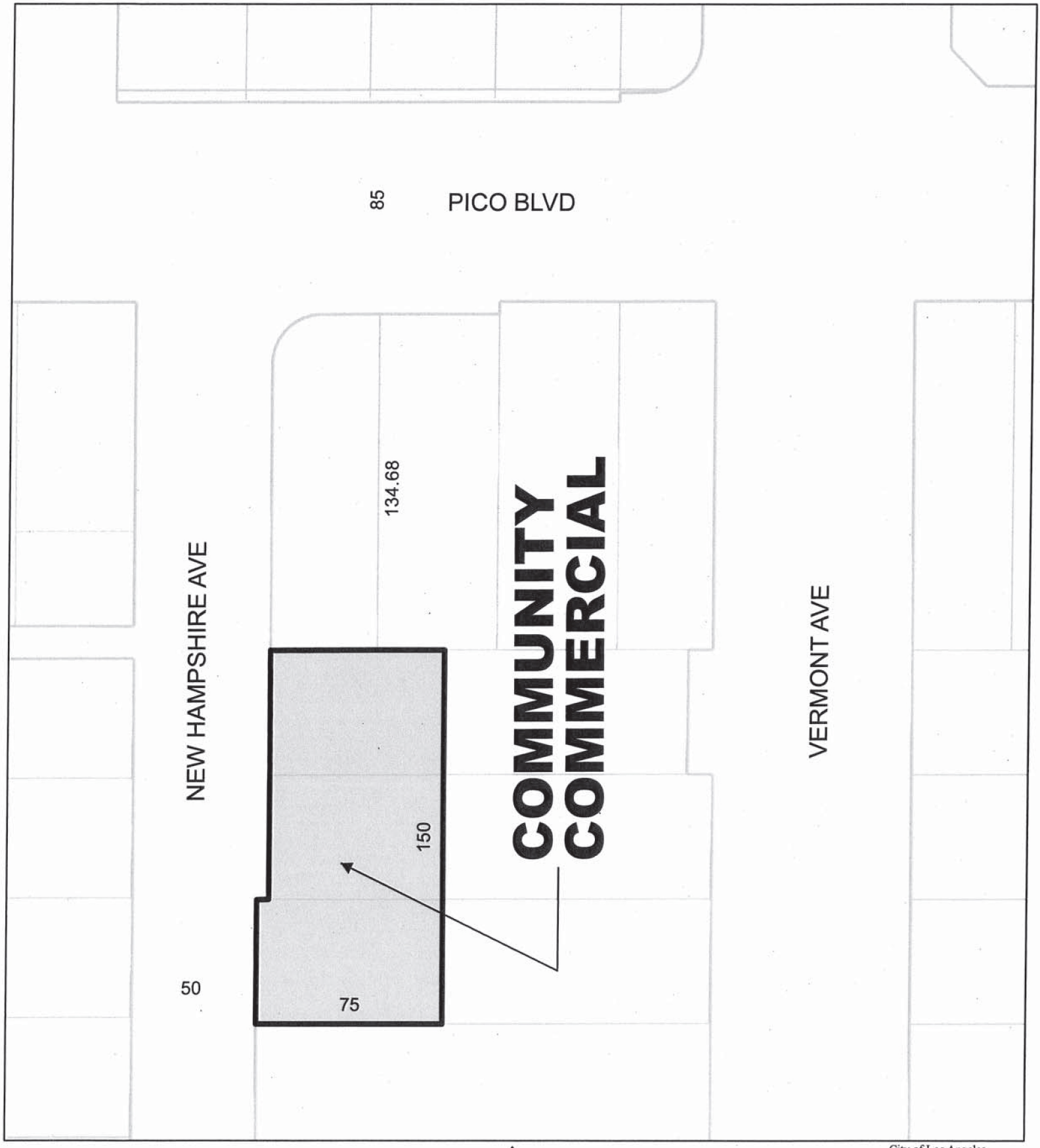
C.M. 126 B 193, 129 B 193	CPC 2008-1552 CPU

AE/ AG

SLA CPU, SA 315

091213

Data Sources: Department of City Planning, Bureau of Engineering



0 20 40 80

Feet

City of Los Angeles

South LA

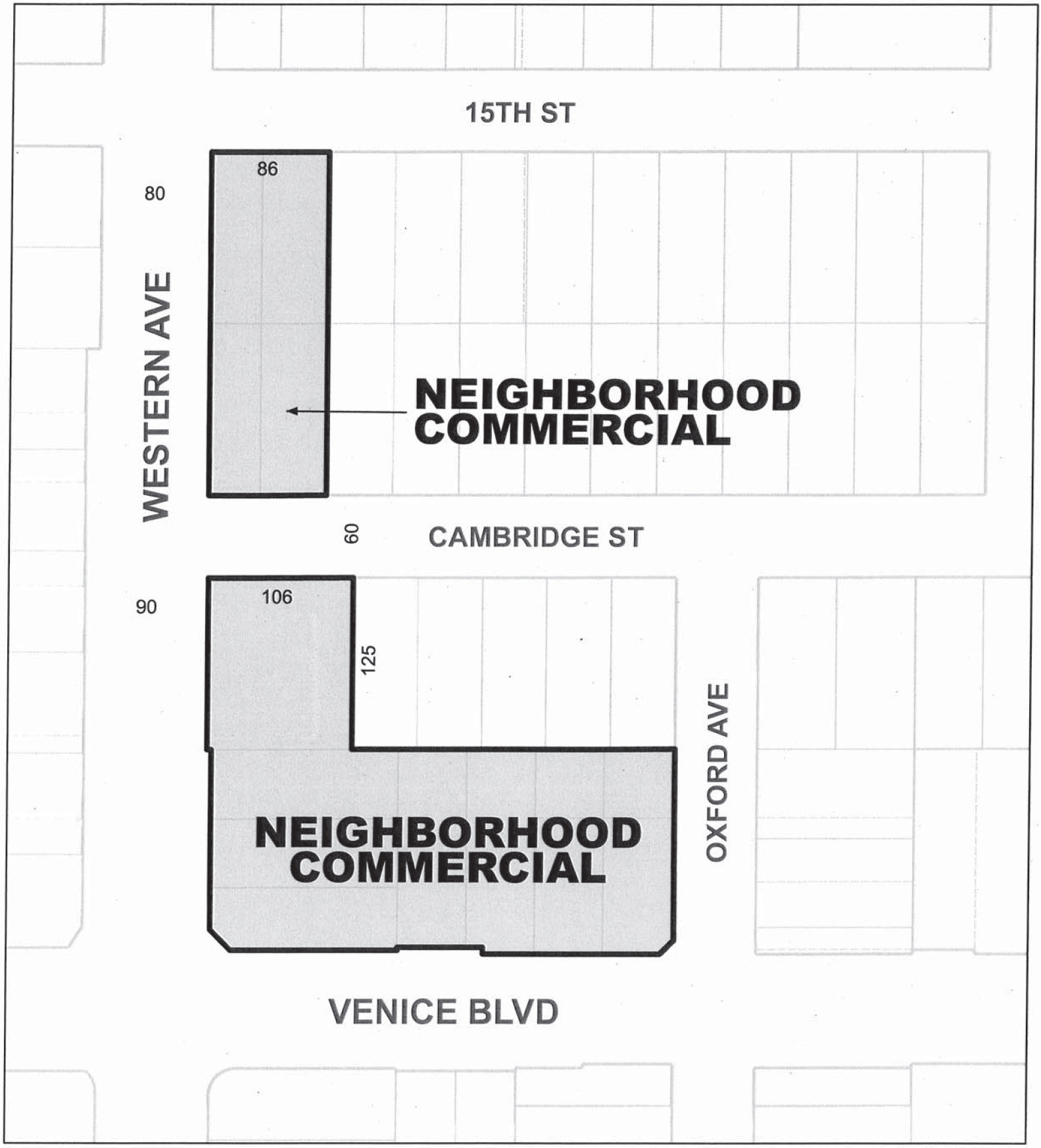
C.M. 129 B 197	CPC 2008-1552 CPU

AE/GA

SLA CPU, SA 360

050813

Data Sources: Department of City Planning, Bureau of Engineering



0 40 80 160

Feet

City of Los Angeles

South LA

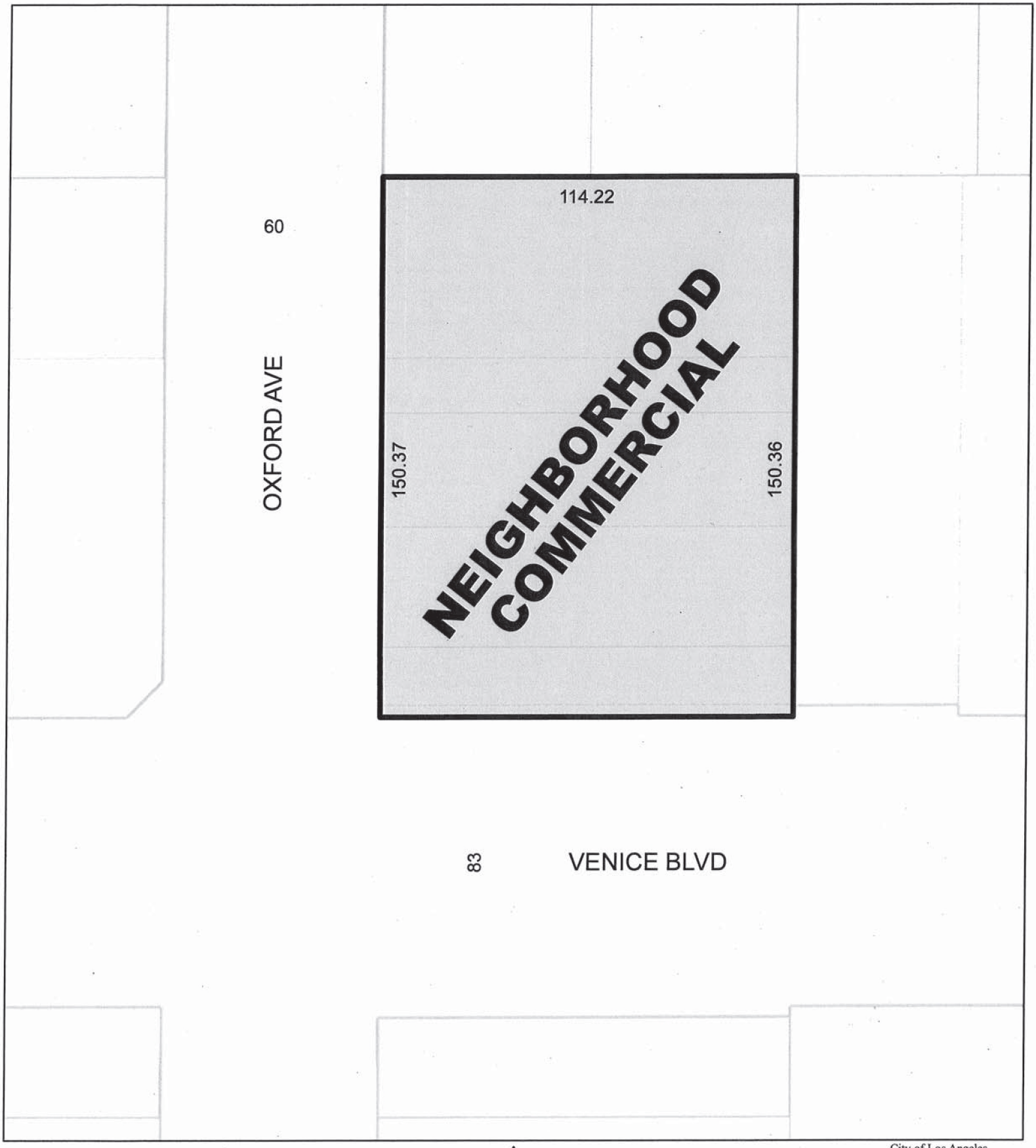
C.M. 126 B 193	CPC 2008-1552 CPU

AE/ aa

SLA CPU, SA 390

012216

Data Sources: Department of City Planning, Bureau of Engineering



0 12.5 25 50

Feet

C.M. 126 B 193	CPC 2008-1552 CPU

AE/GG

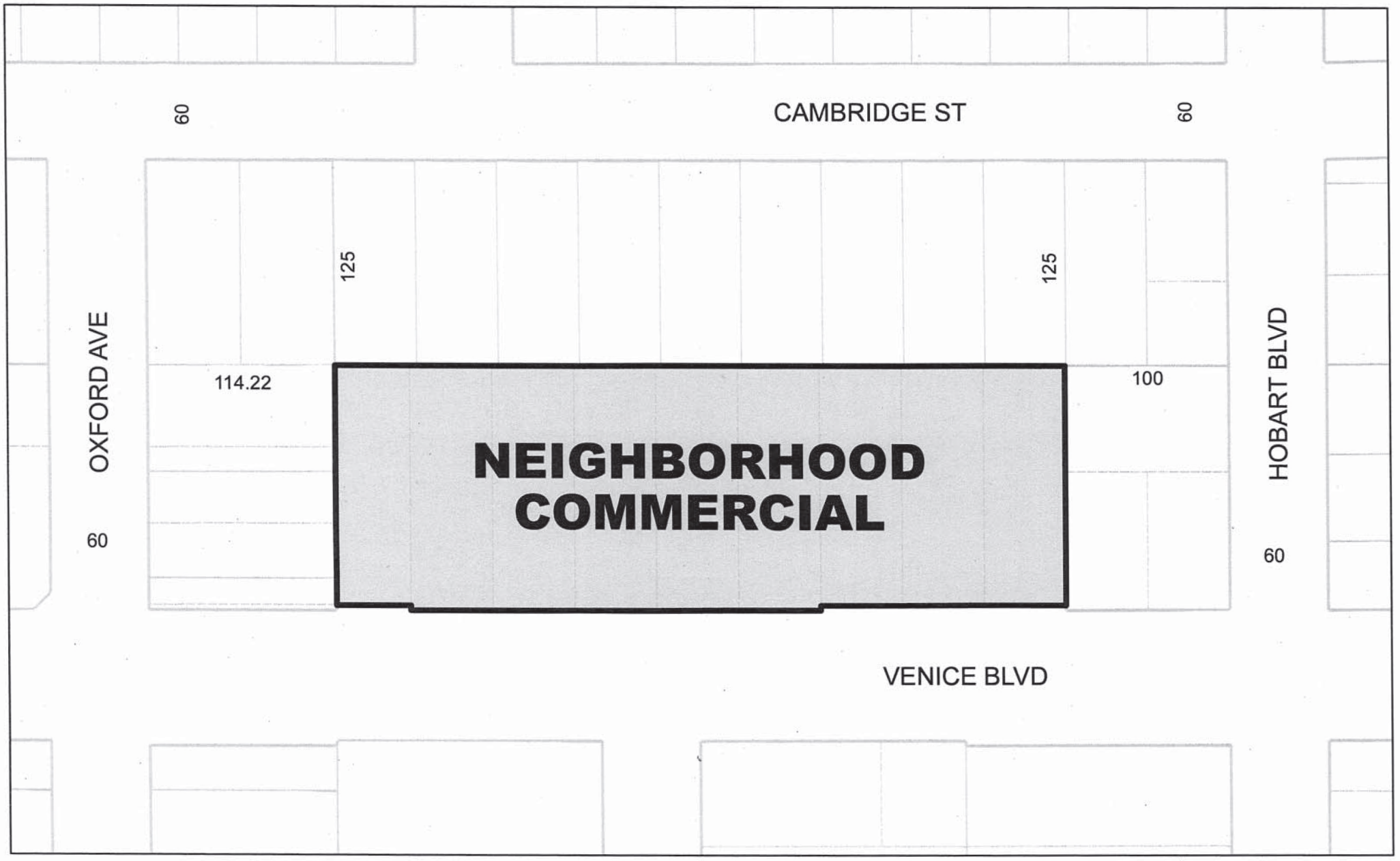
SLA CPU, SA 410

050813

City of Los Angeles

South LA

Data Sources: Department of City Planning, Bureau of Engineering



0 25 50 100

Feet

City of Los Angeles

South LA

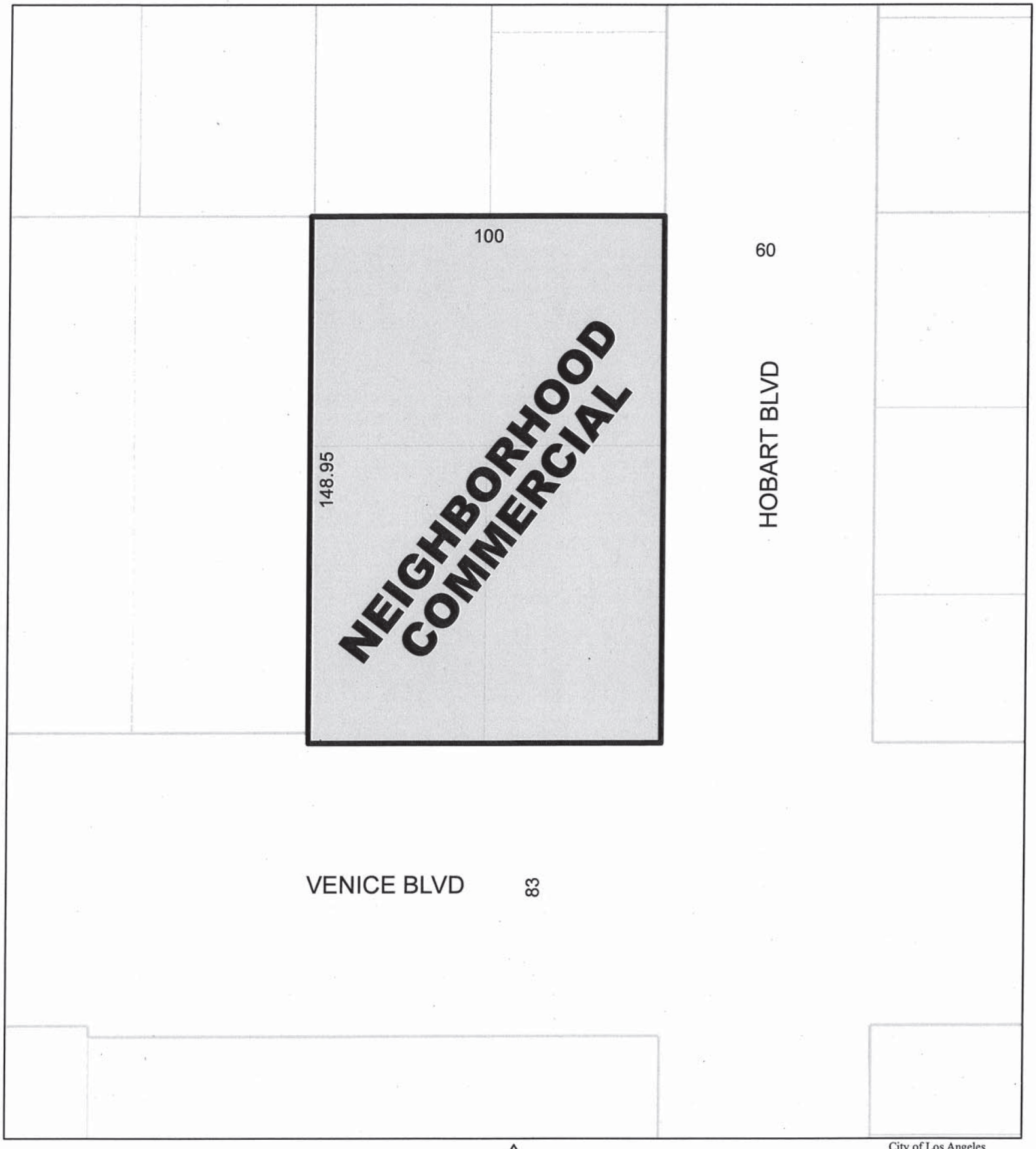
C.M. 126 B 193	CPC 2008-1552 CPU

Data Sources: Department of City Planning, Bureau of Engineering

AEI GA

SLA CPU, SA 420

052313



0 12.5 25 50

Feet

C.M. 126 B 193	CPC 2008-1552 CPU

AE/GO

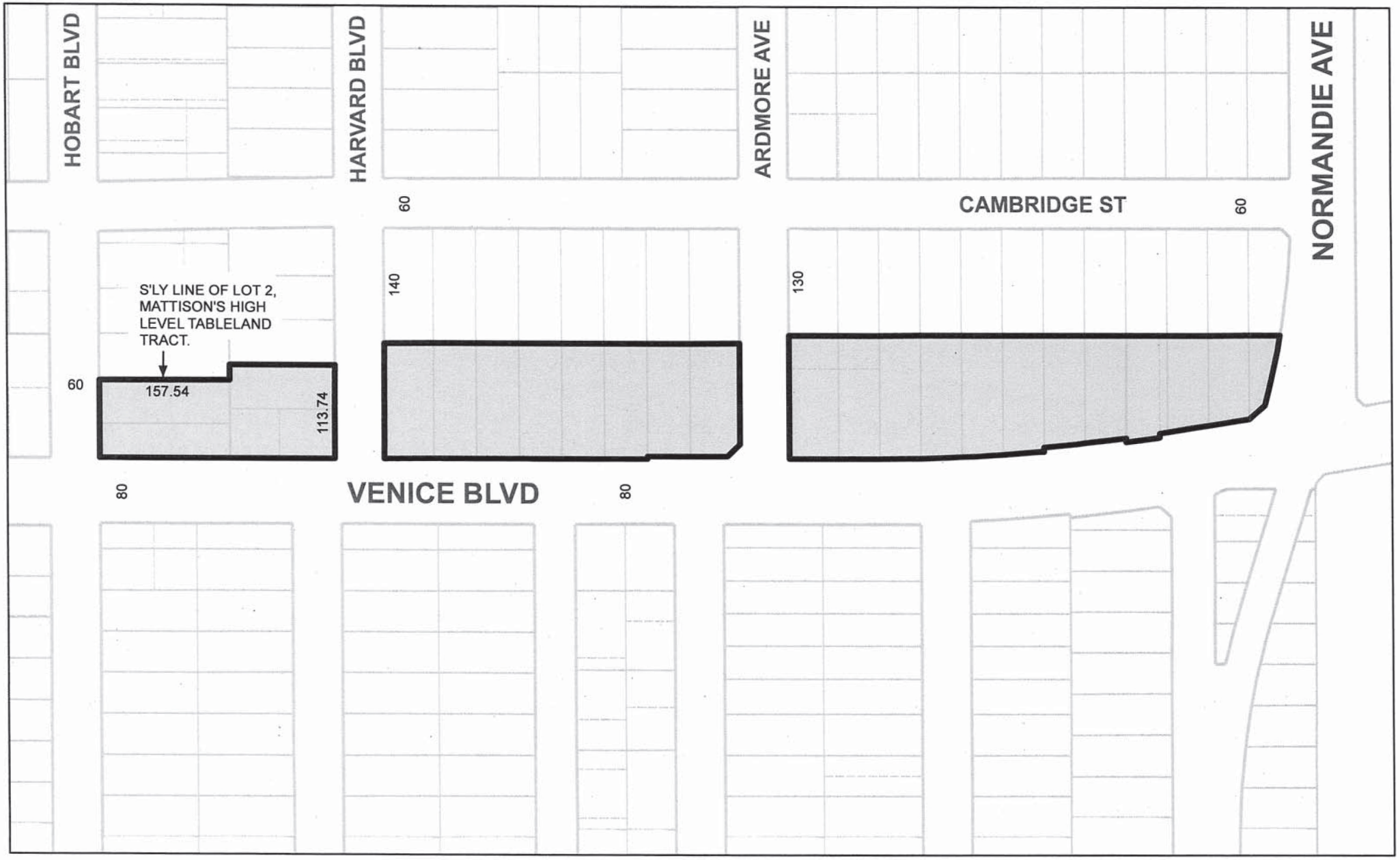
SLA CPU, SA 430

050813

Data Sources: Department of City Planning, Bureau of Engineering

City of Los Angeles





NEIGHBORHOOD COMMERCIAL

0 75 150 300

Feet

C.M.126 B 193	CPC 2008-1552 CPU

AEI AG

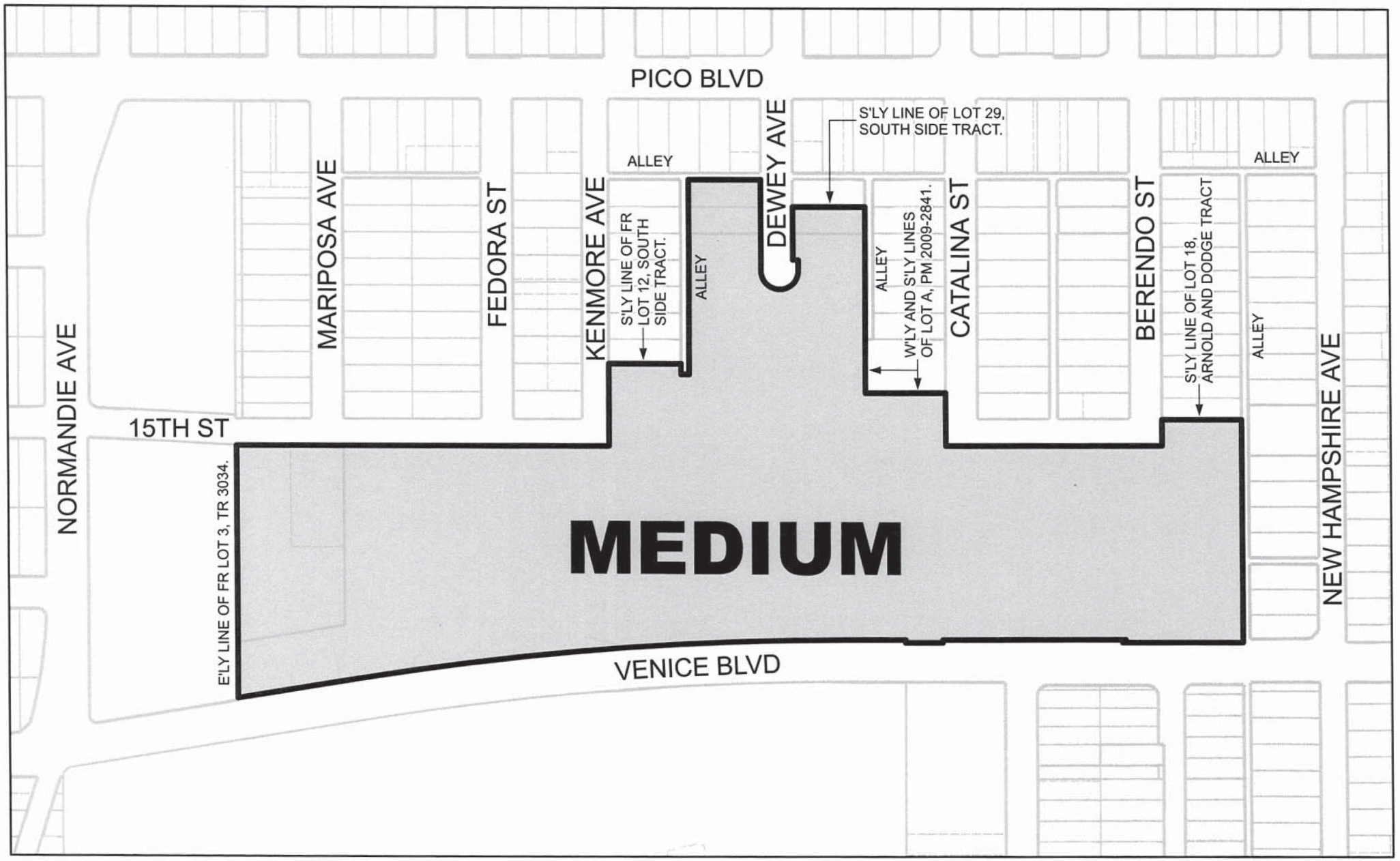
SLA CPU, SA 440

012816

City of Los Angeles

South LA

Data Sources: Department of City Planning, Bureau of Engineering



0 70 140 280

Feet

C.M. 126 B 197, 129 B 197	CPC 2008-1552 CPU

AEI

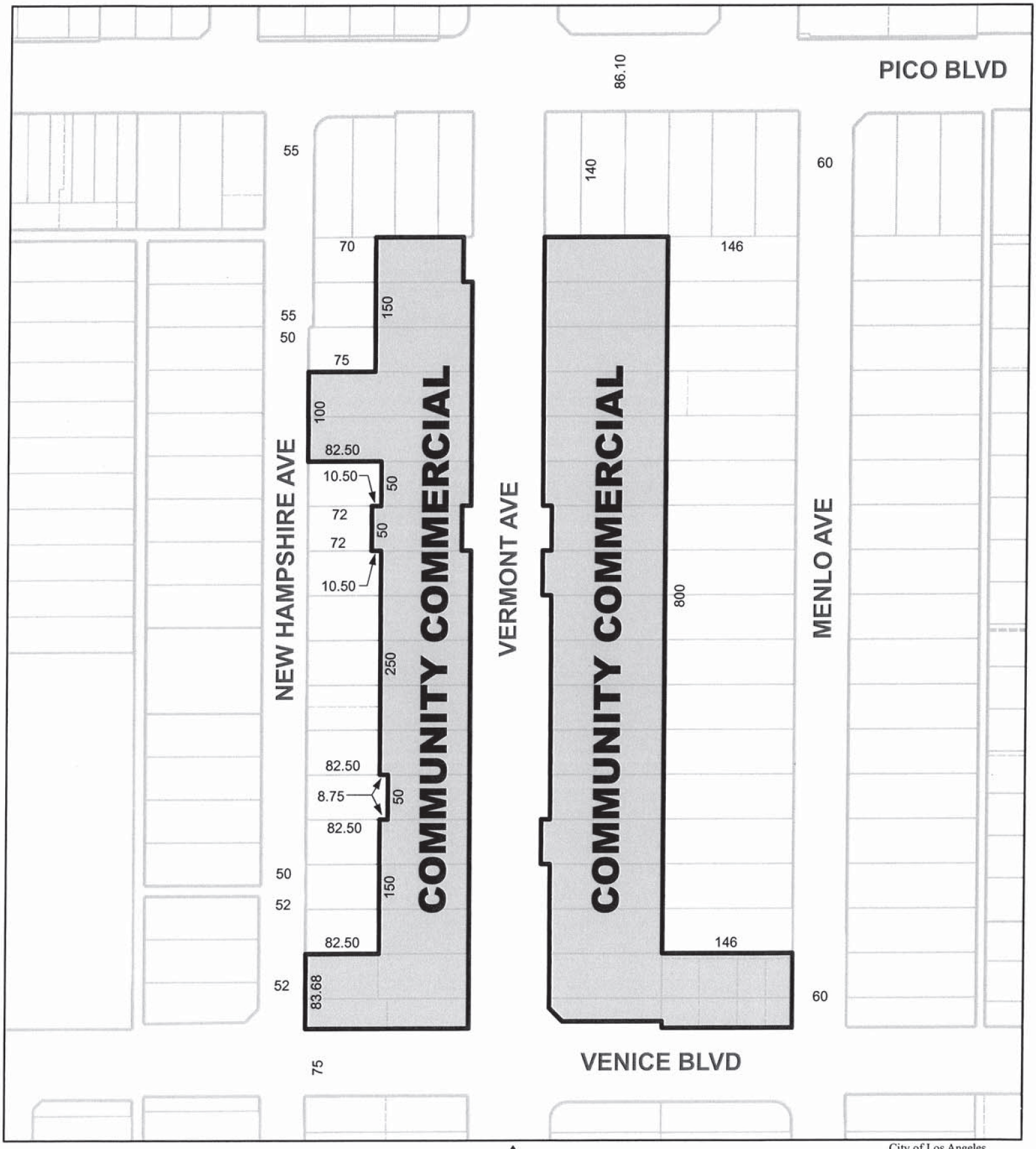
SLA CPU, SA 480

041113

Data Sources: Department of City Planning, Bureau of Engineering

City of Los Angeles





0 50 100 200

Feet

City of Los Angeles

South LA

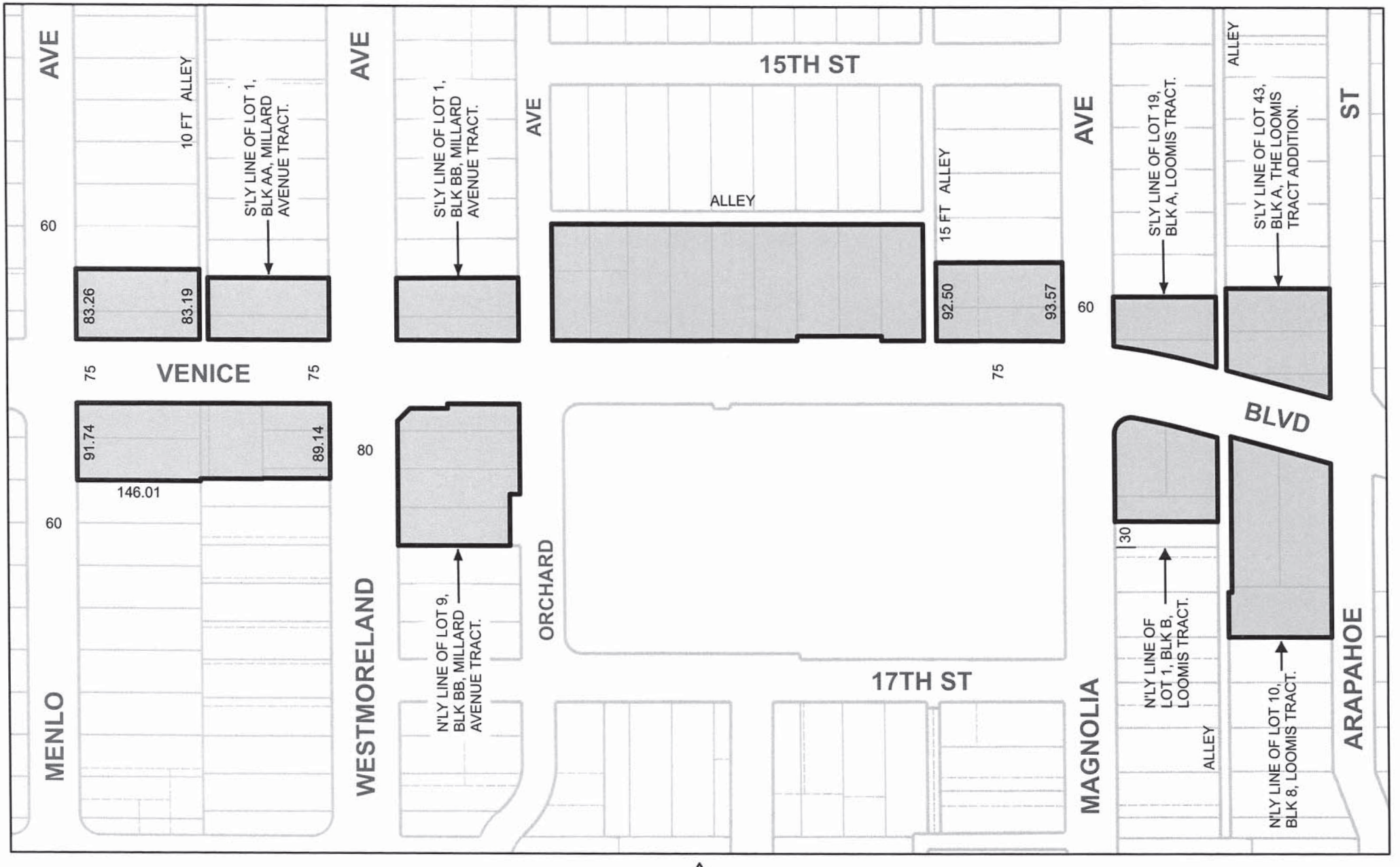
C.M. 126 B 197, 129 B 197	CPC 2008-1552 CPU

AE/

SLA CPU, SA 490

011316

Data Sources: Department of City Planning, Bureau of Engineering



HYBRID INDUSTRIAL

0 50 100 200

Feet

City of Los Angeles

South LA

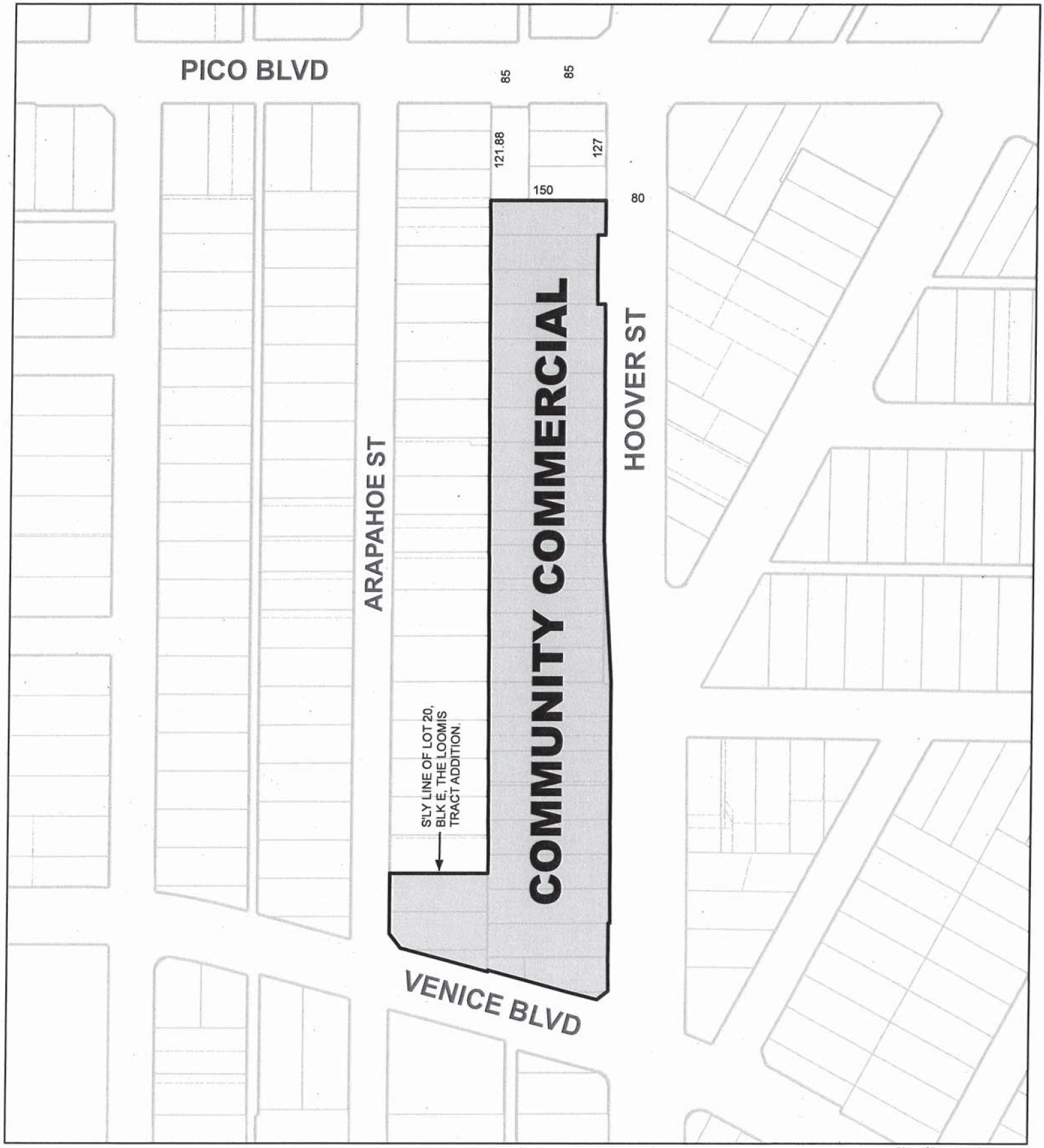
C.M. 126 B 197, 127.5 A 201	CPC 2008-1552 CPU

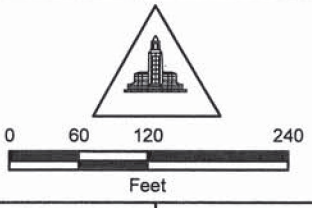
Data Sources: Department of City Planning, Bureau of Engineering

AEI

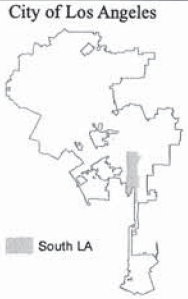
SLA CPU, SA 530

052313





City of Los Angeles



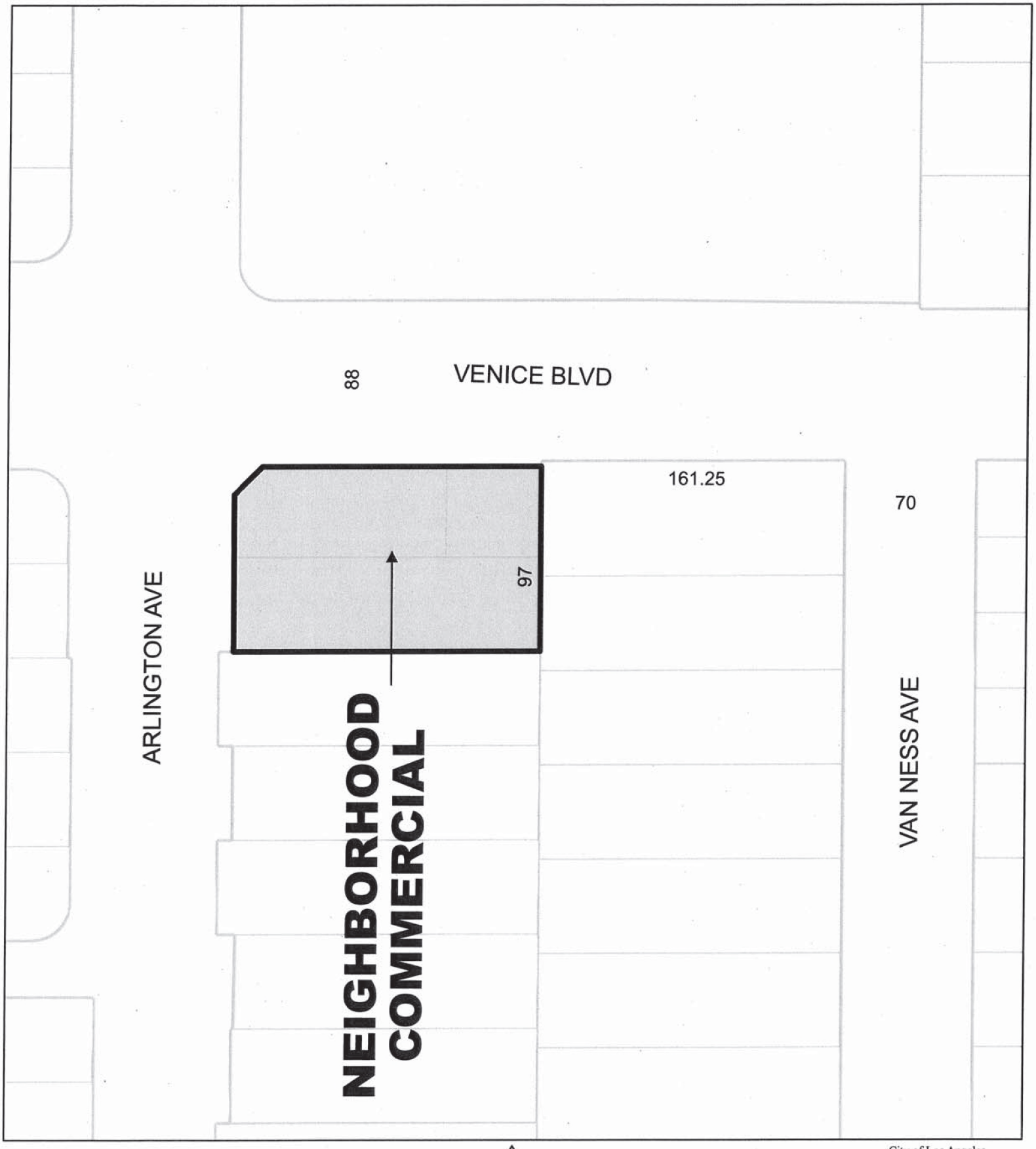
C.M. 127.5 A 201, 129 A 201	CPC 2008-1552 CPU

Data Sources: Department of City Planning, Bureau of Engineering

AE/AA

SLA CPU, SA 540

050813



0 25 50 100

Feet

City of Los Angeles

South LA

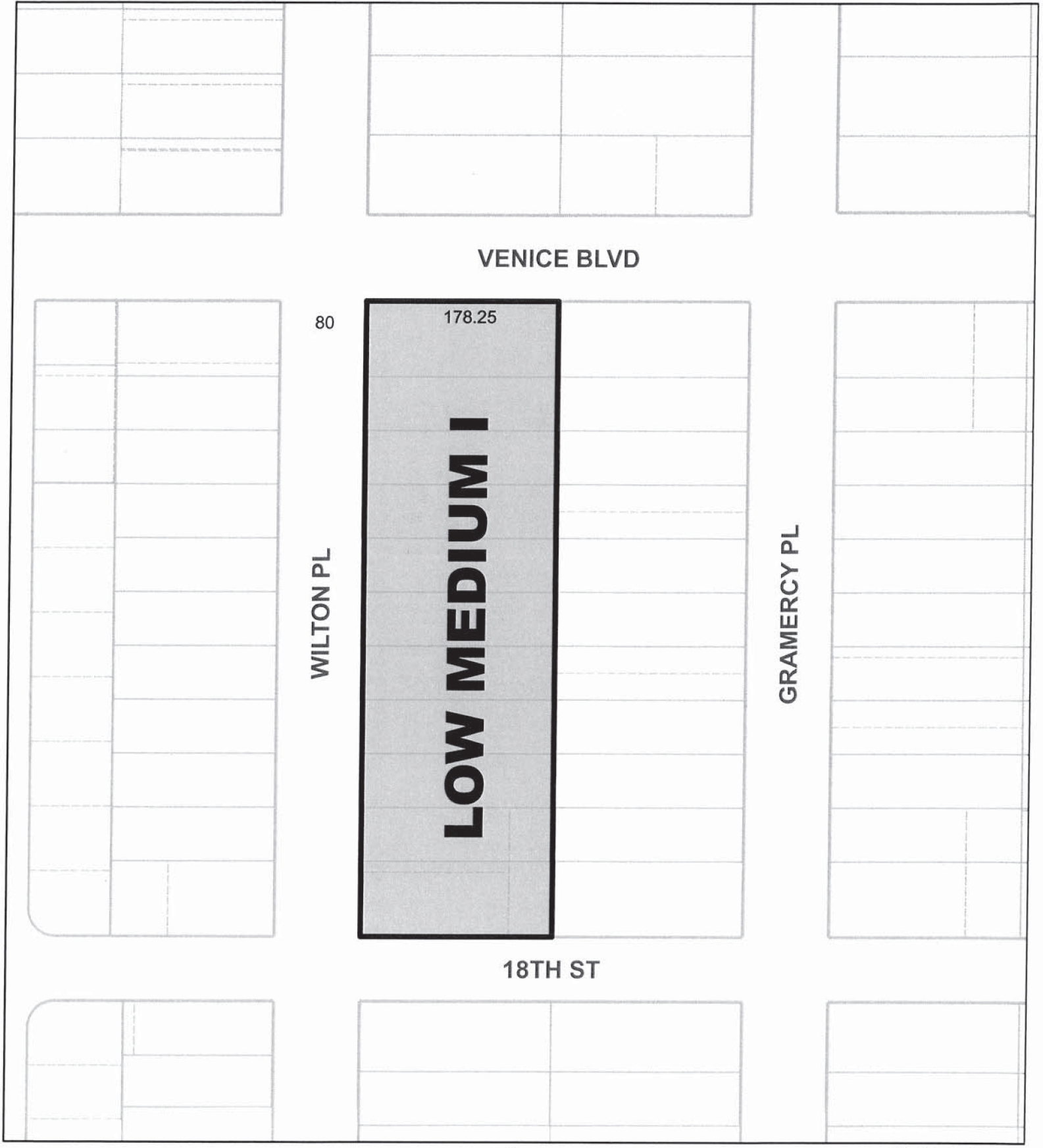
C.M. 126 B 189	CPC 2008-1552 CPU

AE/ Ga

SLA CPU, SA 545

81314

Data Sources: Department of City Planning, Bureau of Engineering



0 50 100 200

Feet

C.M. 126 B 189	CPC 2008-1552 CPU

AA/cf

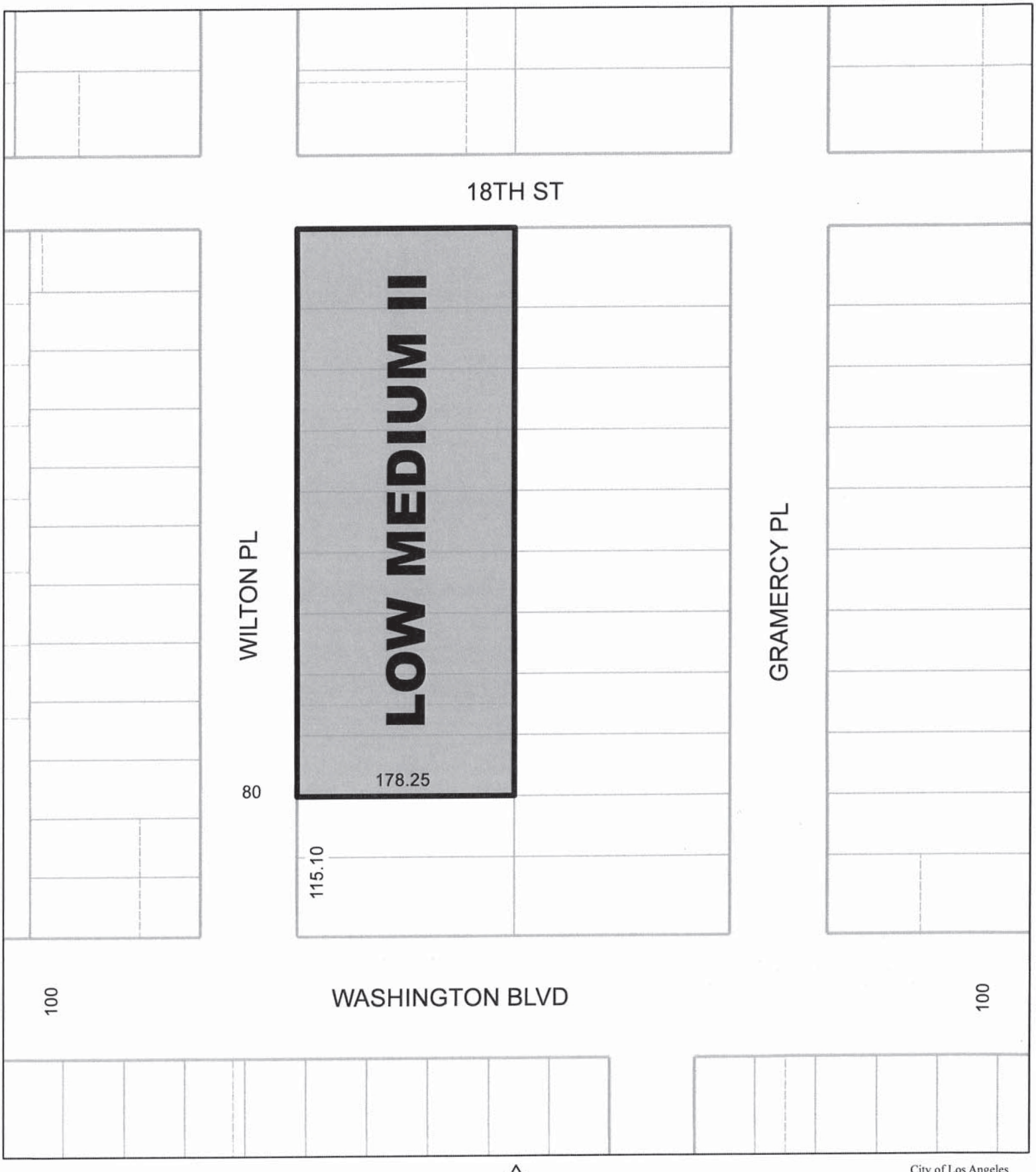
SLA CPU, SA 547

072617

City of Los Angeles

South LA

Data Sources: Department of City Planning, Bureau of Engineering



0 37.5 75 150

Feet

City of Los Angeles

South L.A.

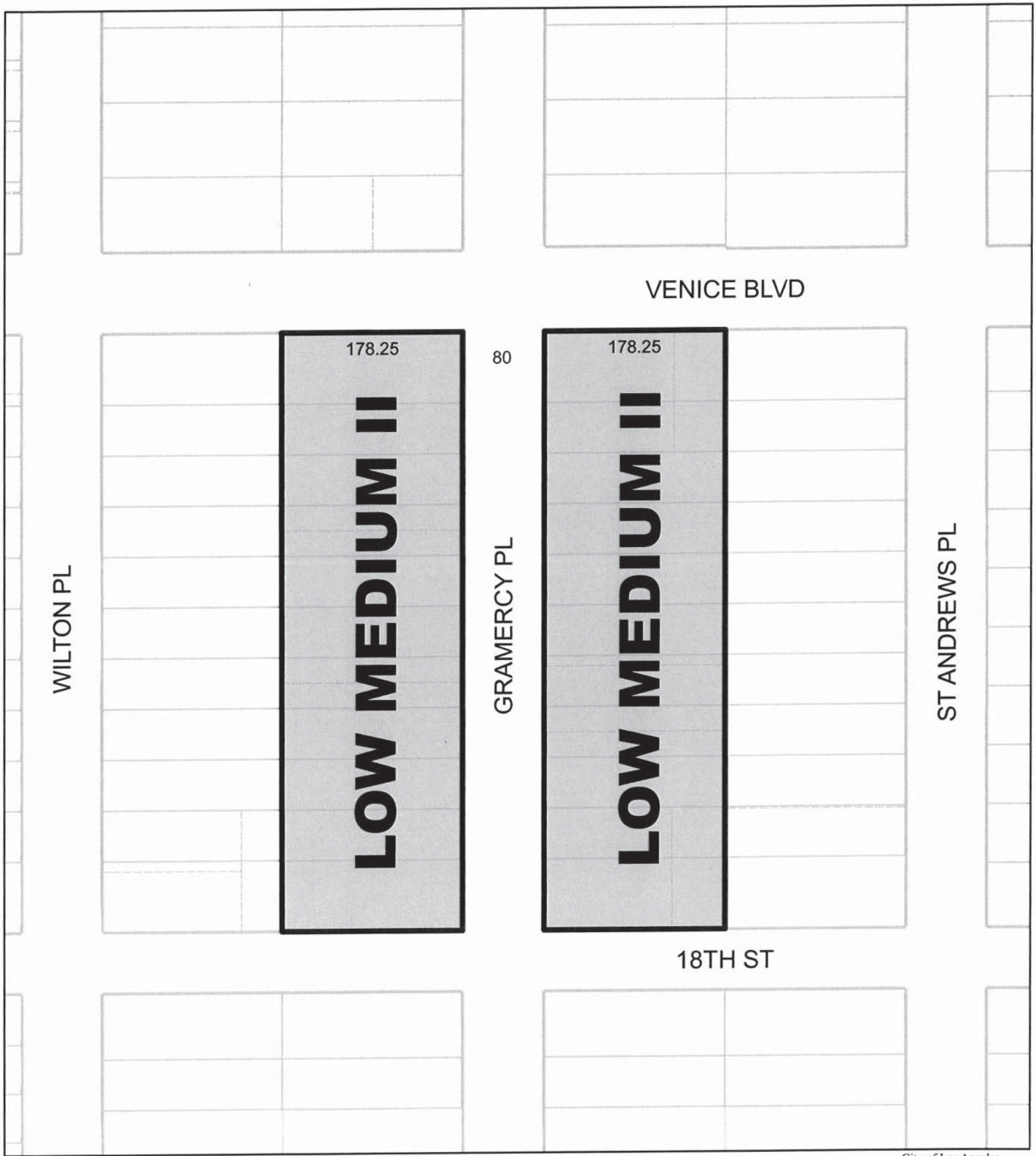
C.M. 126 B 189	CPC 2008-1552 CPU

AE/

SLA CPU, SA 549

052715

Data Sources: Department of City Planning, Bureau of Engineering



0 55 110 220

Feet

City of Los Angeles

South LA

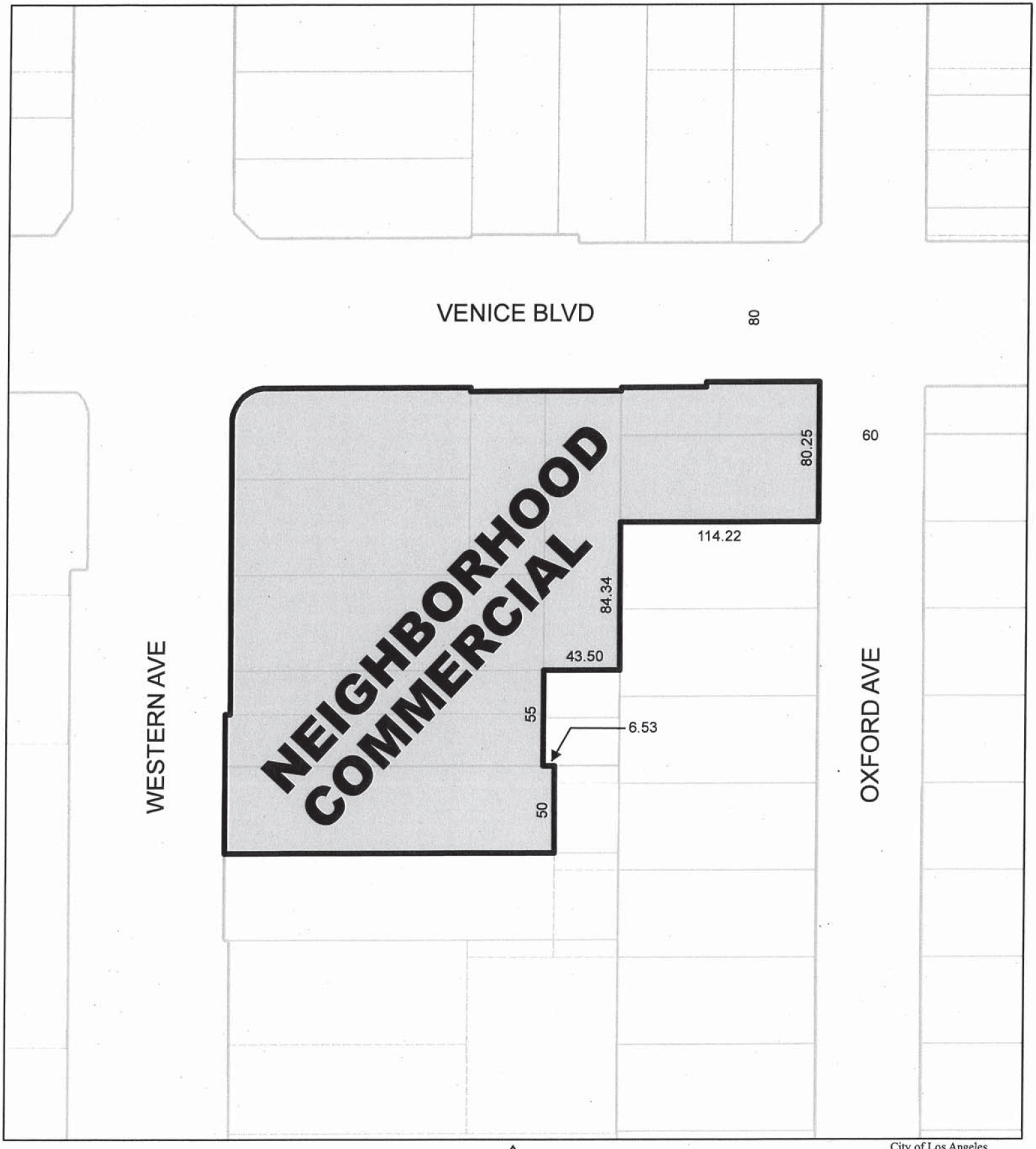
C.M. 126 B 189, 126 B 193	CPC 2008-1552 CPU

AA/cf

SLA CPU, SA 550

072617

Data Sources: Department of City Planning, Bureau of Engineering



0 25 50 100

Feet

City of Los Angeles

South LA

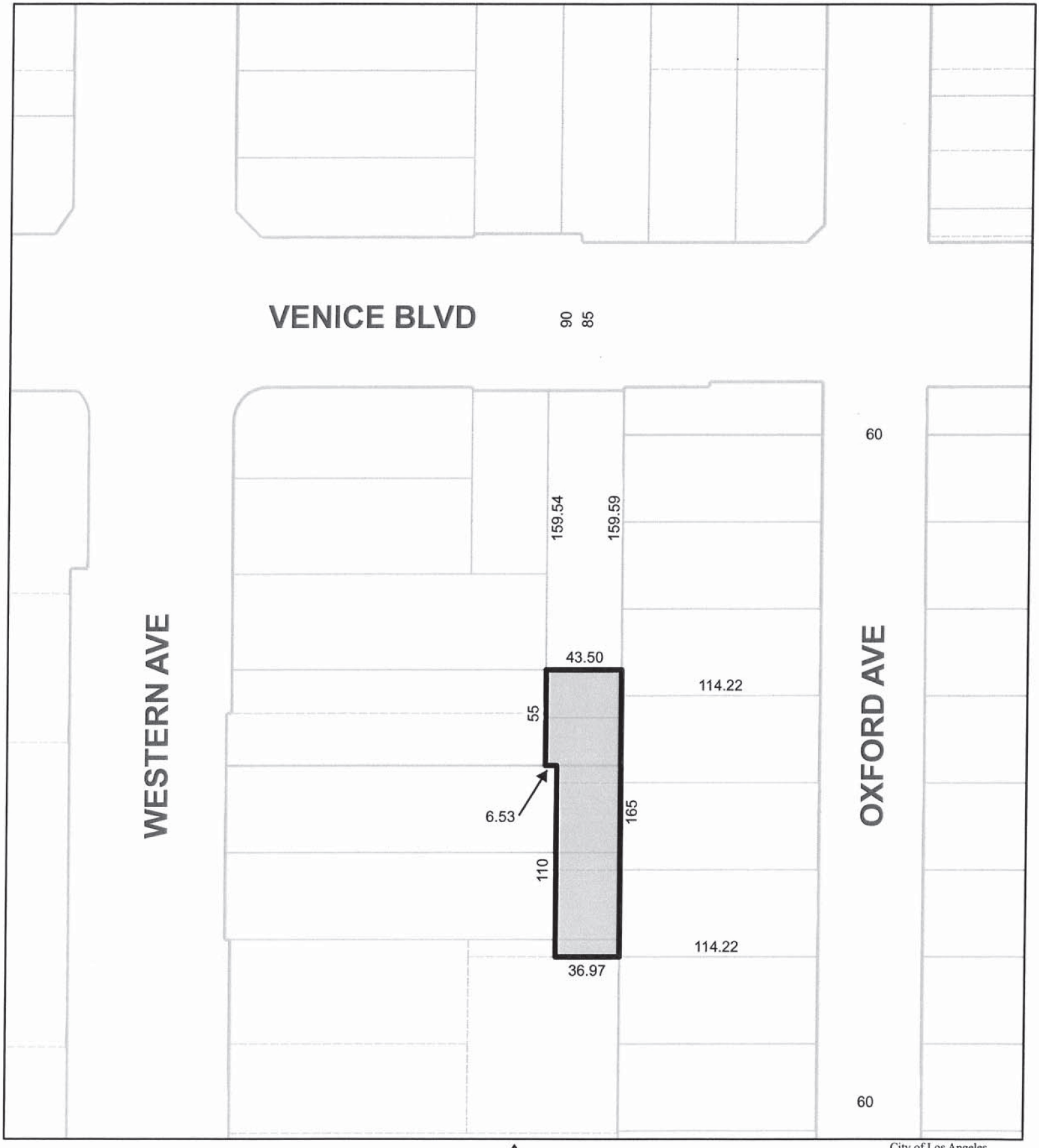
C.M. 126 B 193	CPC 2008-1552 CPU

AEI

SLA CPU, SA 570

050813

Data Sources: Department of City Planning, Bureau of Engineering



LOW MEDIUM I

0 25 50 100
Feet

City of Los Angeles

South LA

C.M. 126 B 193	CPC 2008-1552 CPU

AE/ca

SLA CPU, SA 572

050813

Data Sources: Department of City Planning, Bureau of Engineering



NEIGHBORHOOD COMMERCIAL

0 40 80 160

Feet

C.M. 126 B 193	CPC 2008-1552 CPU

AE/GO

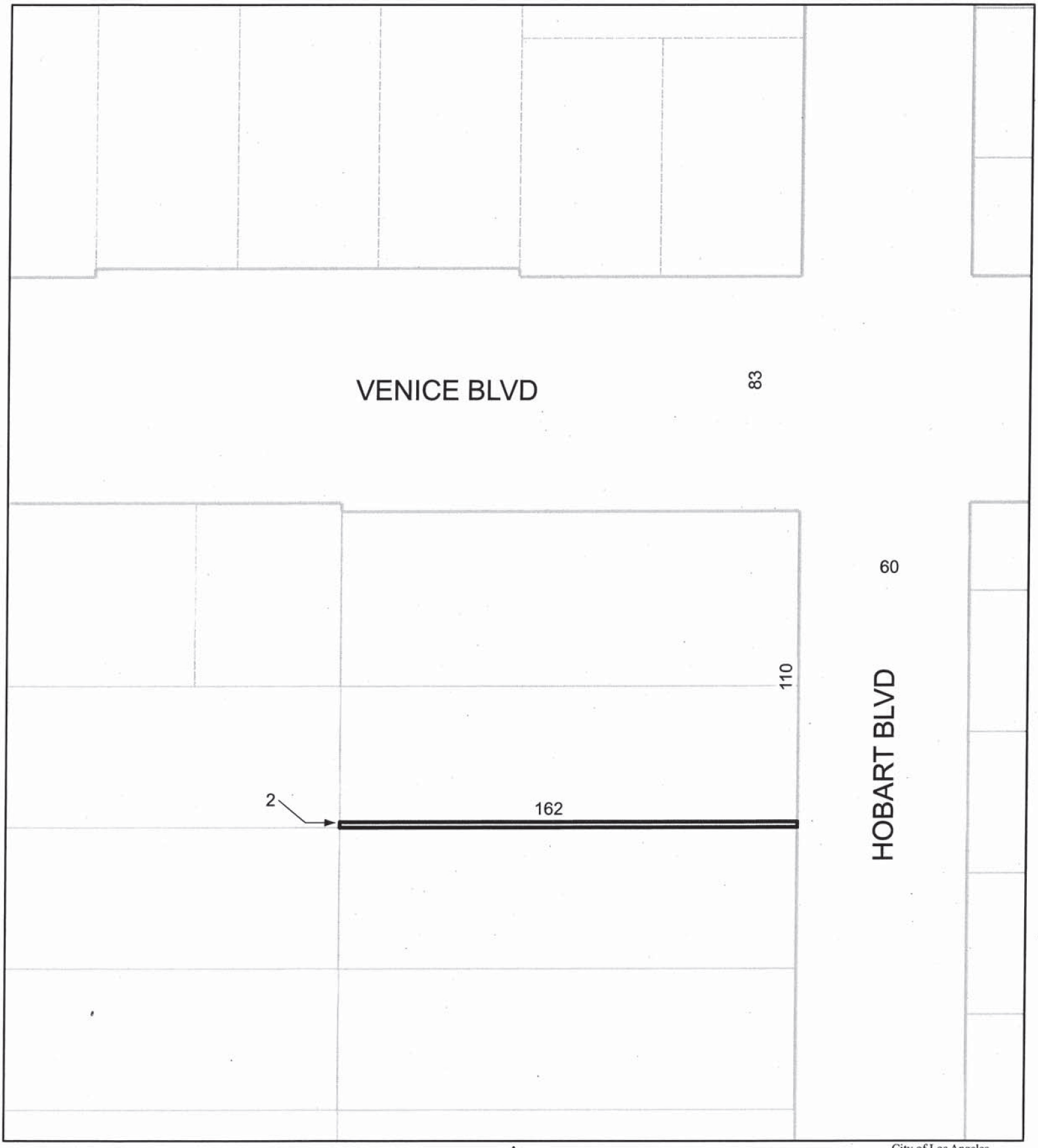
SLA CPU, SA 580

012816

City of Los Angeles

South LA

Data Sources: Department of City Planning, Bureau of Engineering



LOW MEDIUM I

0 15 30 60

Feet

City of Los Angeles

South LA

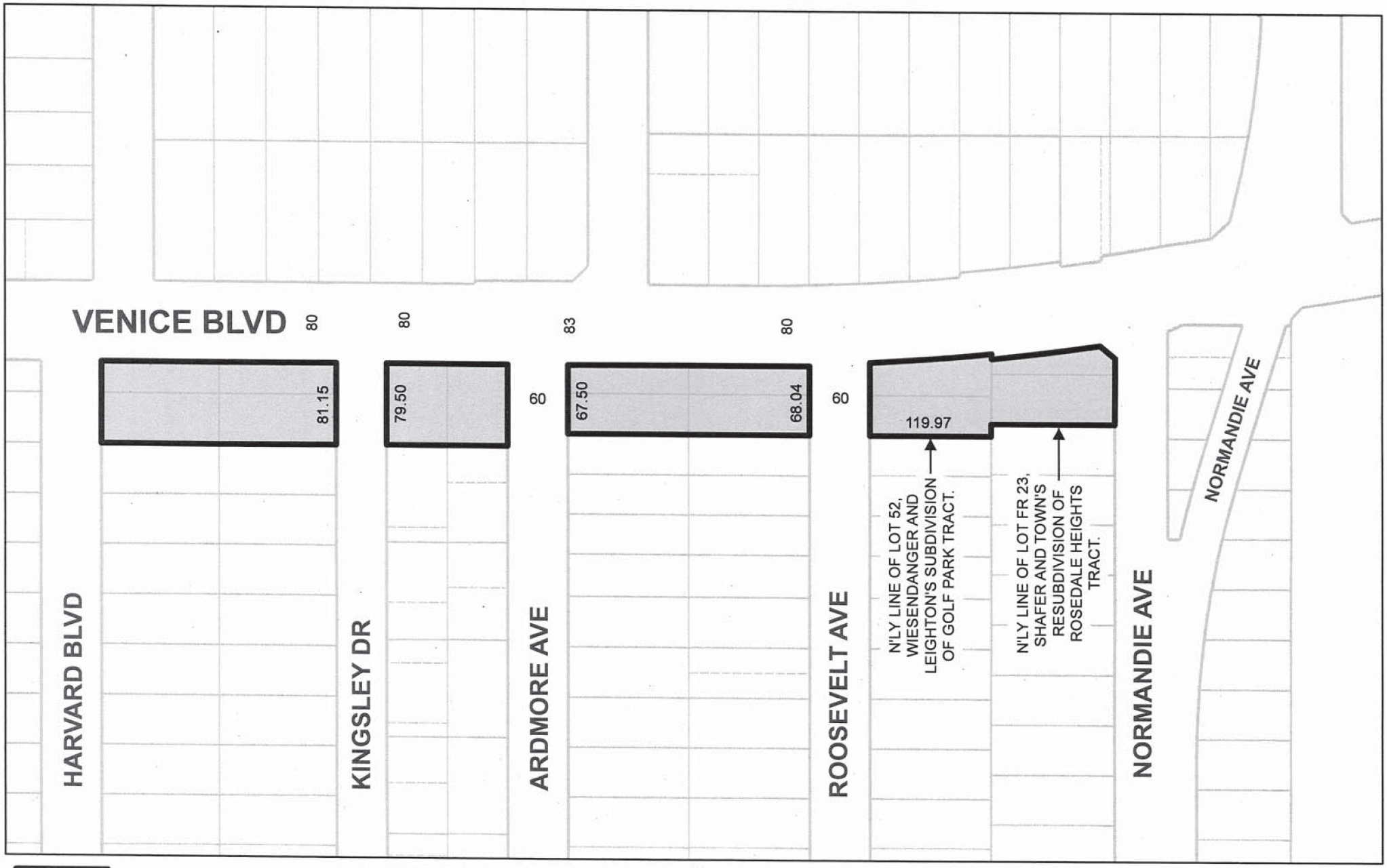
C.M. 126 B 193	CPC 2008-1552 CPU

AE/

SLA CPU, SA 592

050813

Data Sources: Department of City Planning, Bureau of Engineering



NEIGHBORHOOD COMMERCIAL

0 50 100 200
Feet

City of Los Angeles

South LA

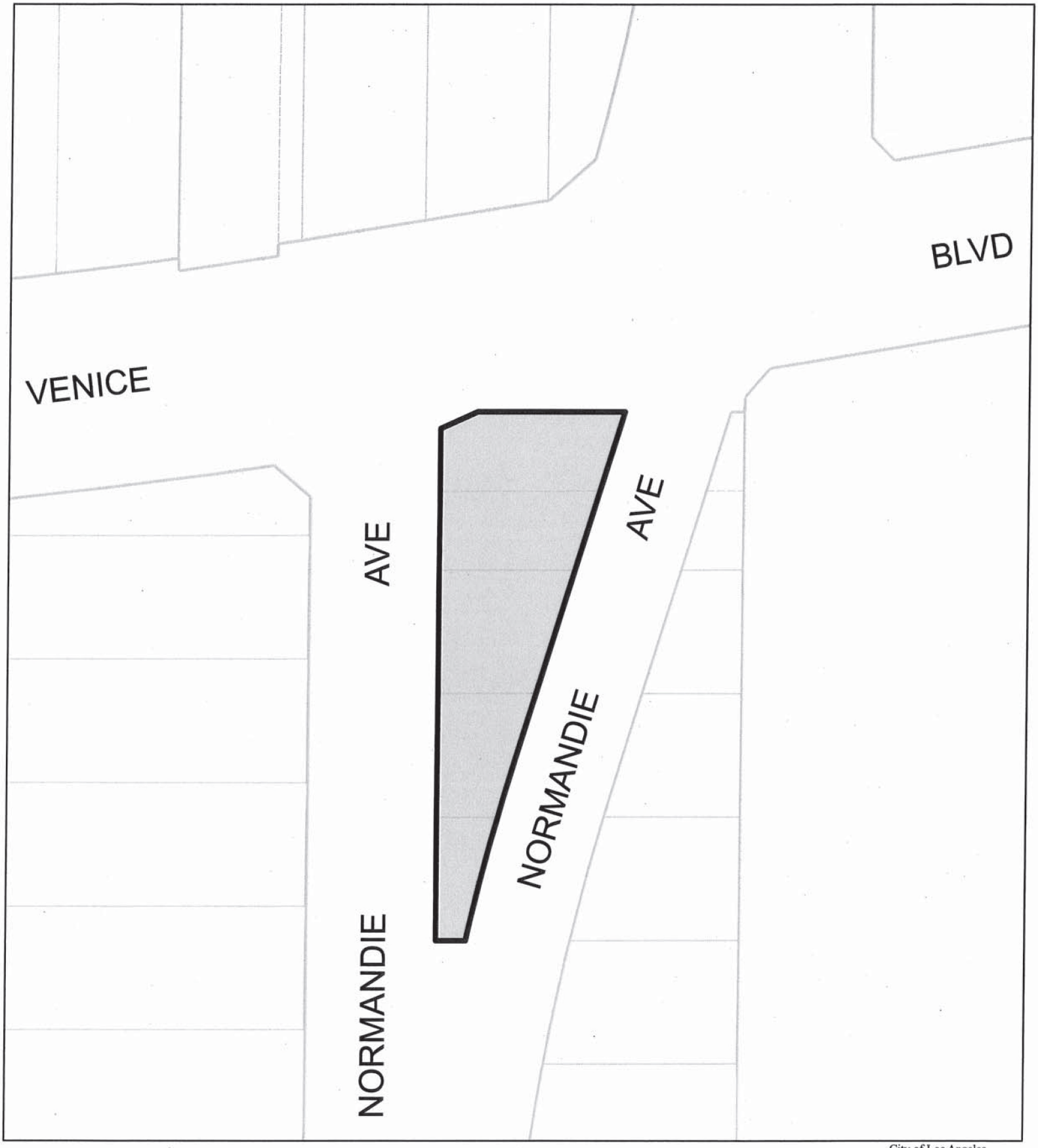
C.M. 126 B 193	CPC 2008-1552 CPU

AE/ACT

SLA CPU, SA 610

012816

Data Sources: Department of City Planning, Bureau of Engineering



OPEN SPACE

0 25 50 100

Feet

City of Los Angeles

South LA

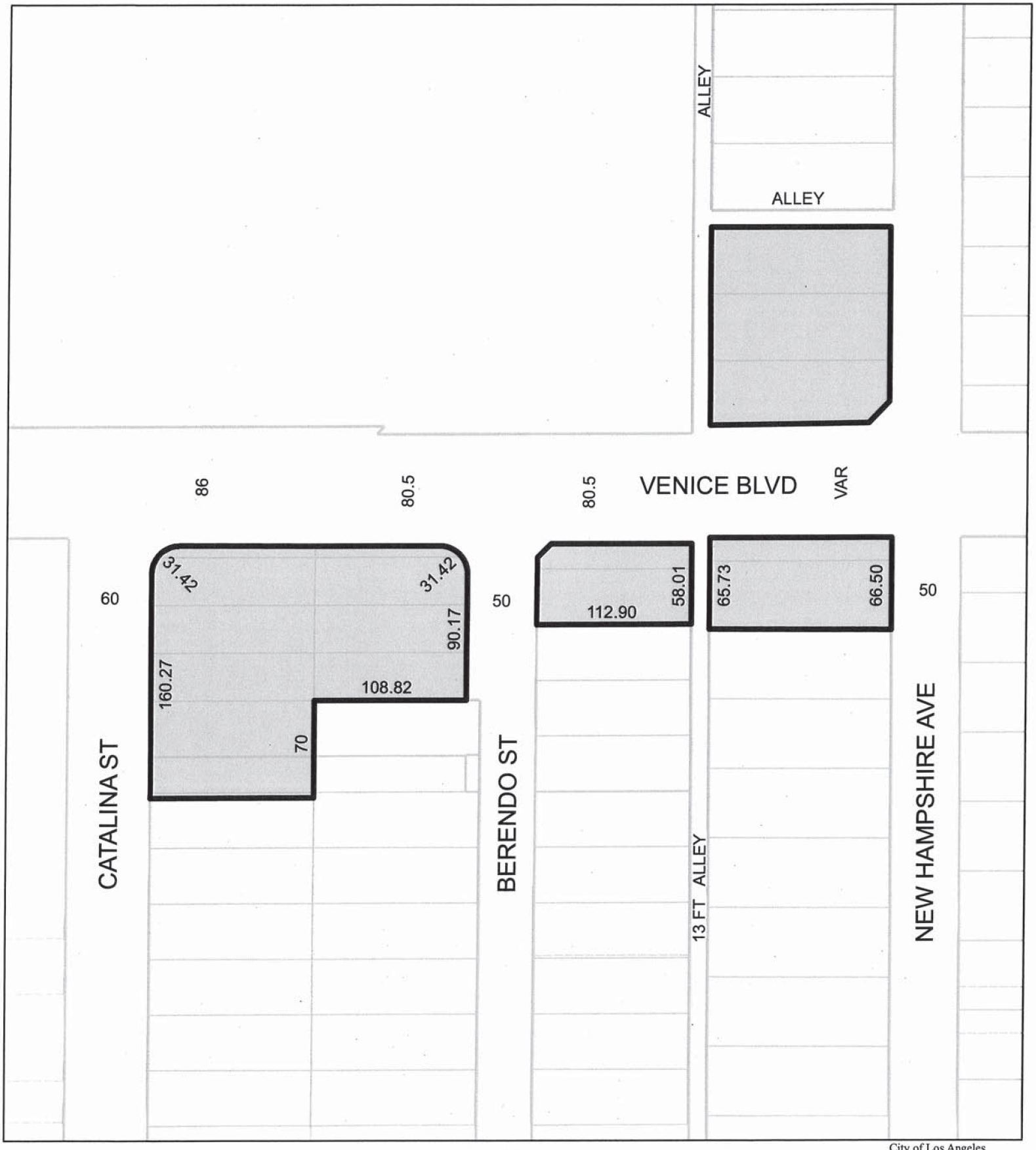
C.M. 126 B 193	CPC 2008-1552 CPU

AE/ GA

SLA CPU, SA 650

031413

Data Sources: Department of City Planning, Bureau of Engineering



HYBRID INDUSTRIAL

0 37.5 75 150

Feet

City of Los Angeles

South LA

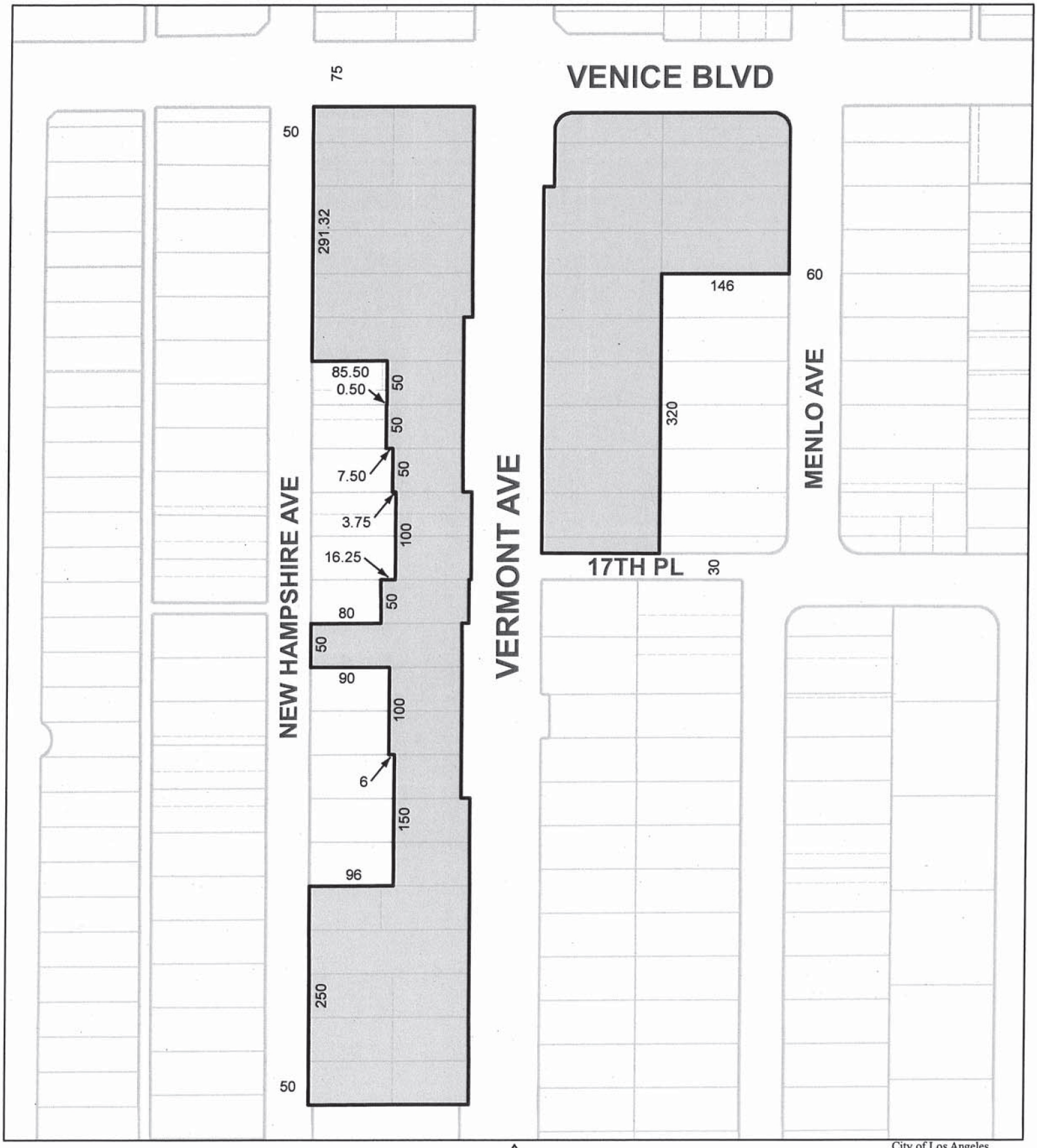
C.M. 126 B 197	CPC 2008-1552 CPU

AE/aa

SLA CPU, SA 660

031413

Data Sources: Department of City Planning, Bureau of Engineering



COMMUNITY COMMERCIAL

0 75 150 300

Feet

City of Los Angeles

South LA

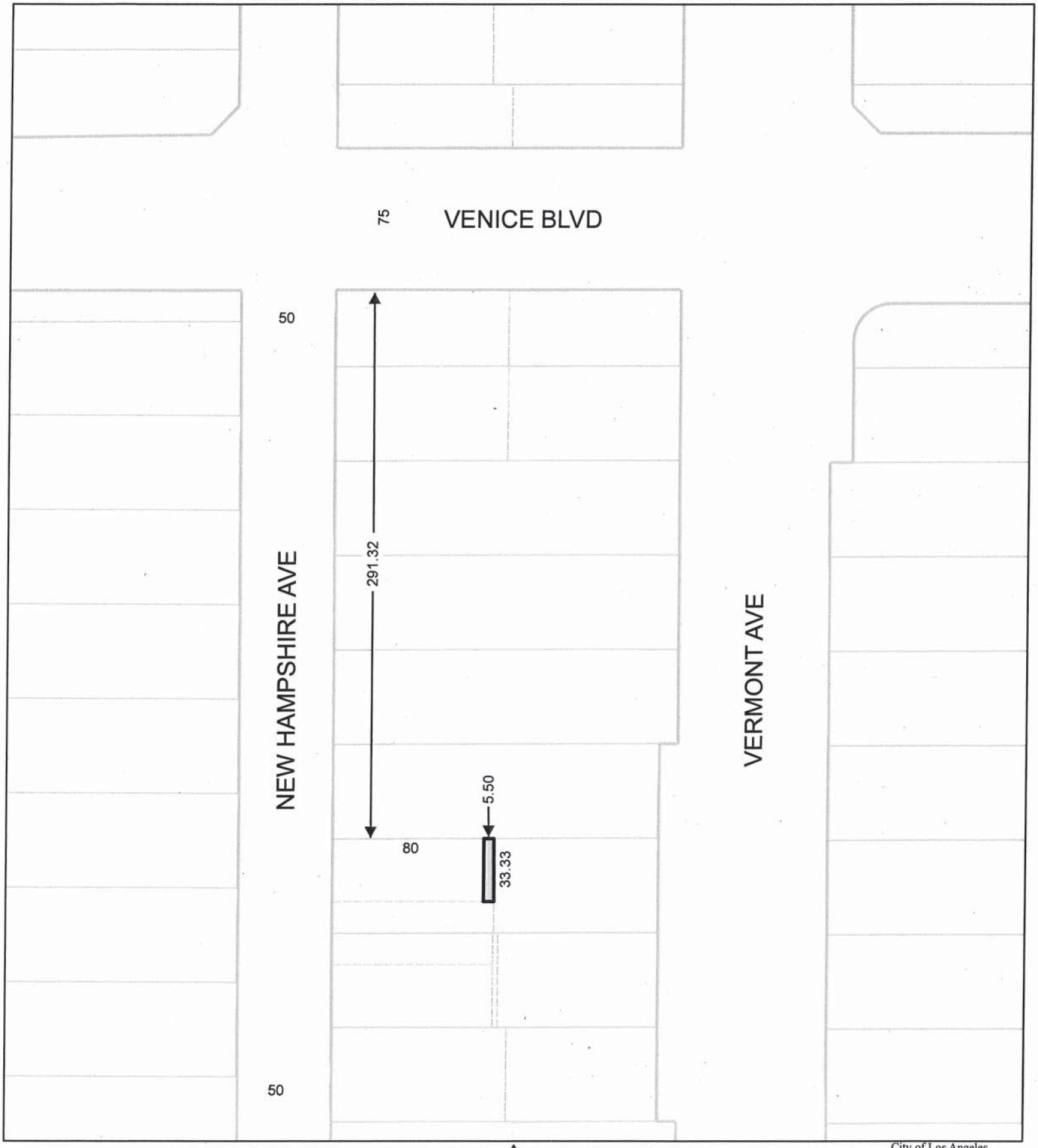
C.M. 126 B 197	CPC 2008-1552 CPU

Data Sources: Department of City Planning, Bureau of Engineering

AE/GG

SLA CPU, SA 680

061213



LOW MEDIUM II

0 25 50 100

Feet

C.M. 126 B 197	CPC 2008-1552 CPU

AE/

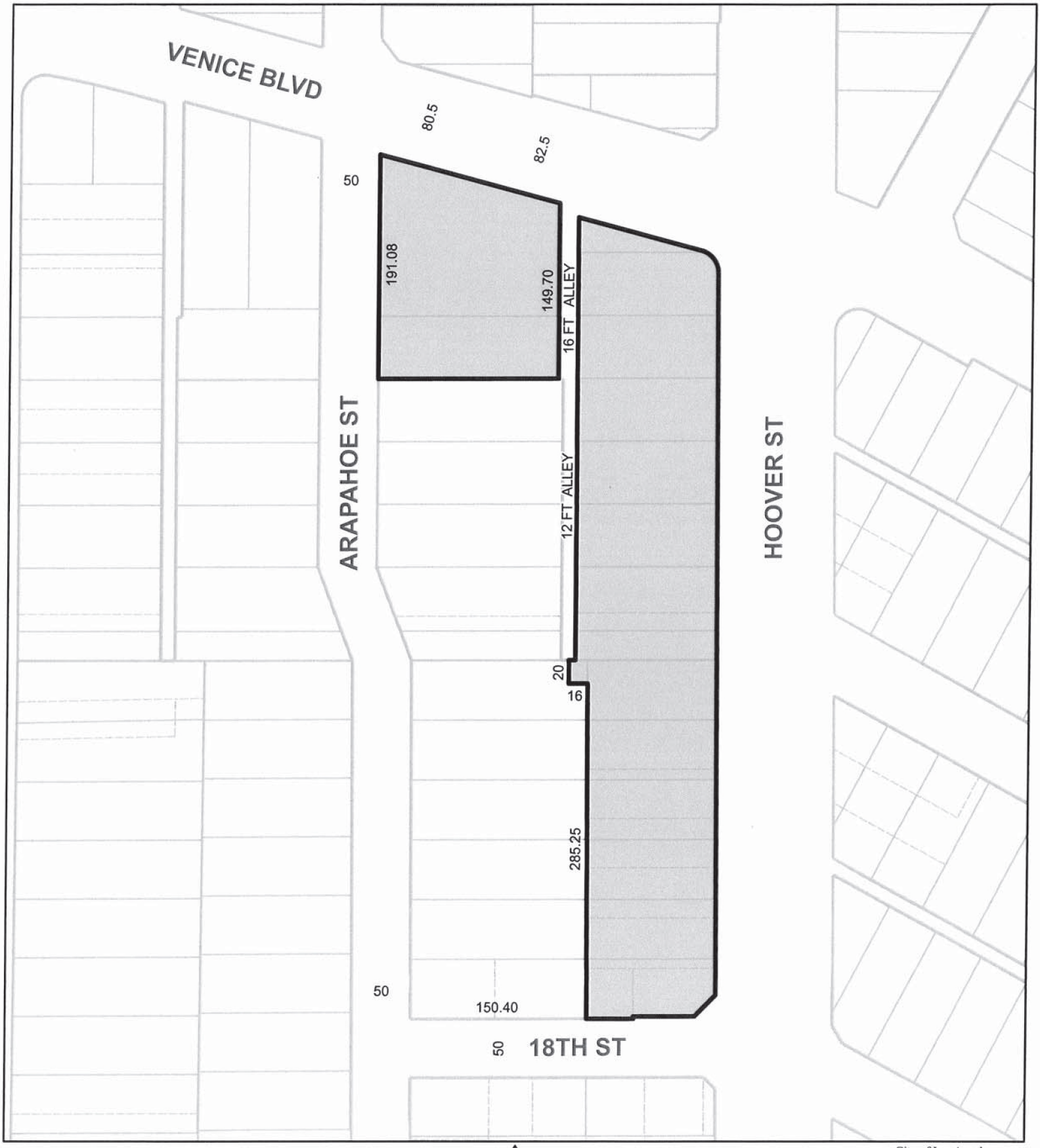
SLA CPU, SA 682

061213

Data Sources: Department of City Planning, Bureau of Engineering

City of Los Angeles

South LA



COMMUNITY COMMERCIAL

0 50 100 200

Feet

City of Los Angeles

South LA

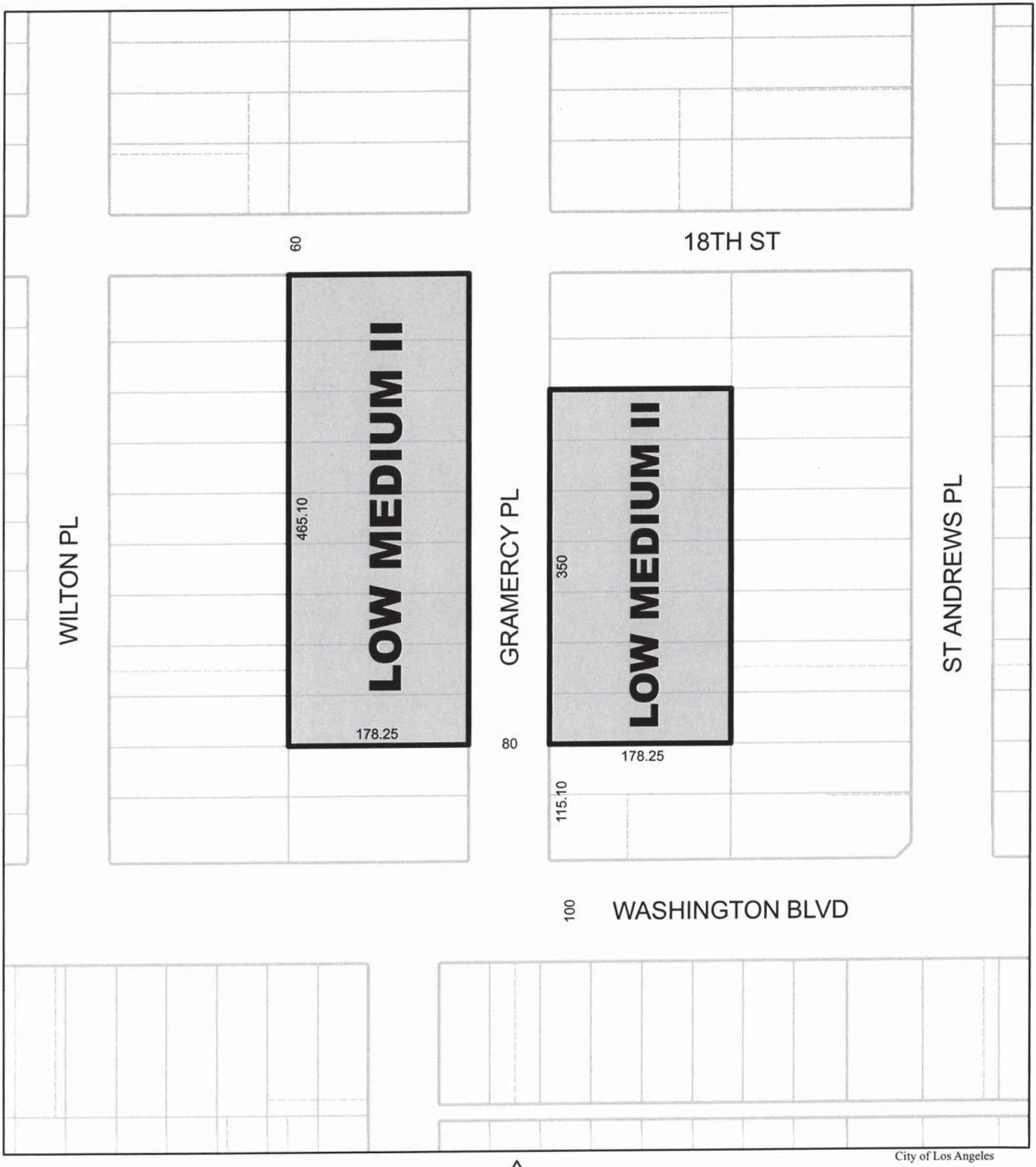
C.M. 127.5 A 201	CPC 2008-1552 CPU

AE/AQ

SLA CPU, SA 710

061213

Data Sources: Department of City Planning, Bureau of Engineering



0 50 100 200

Feet

City of Los Angeles

South LA

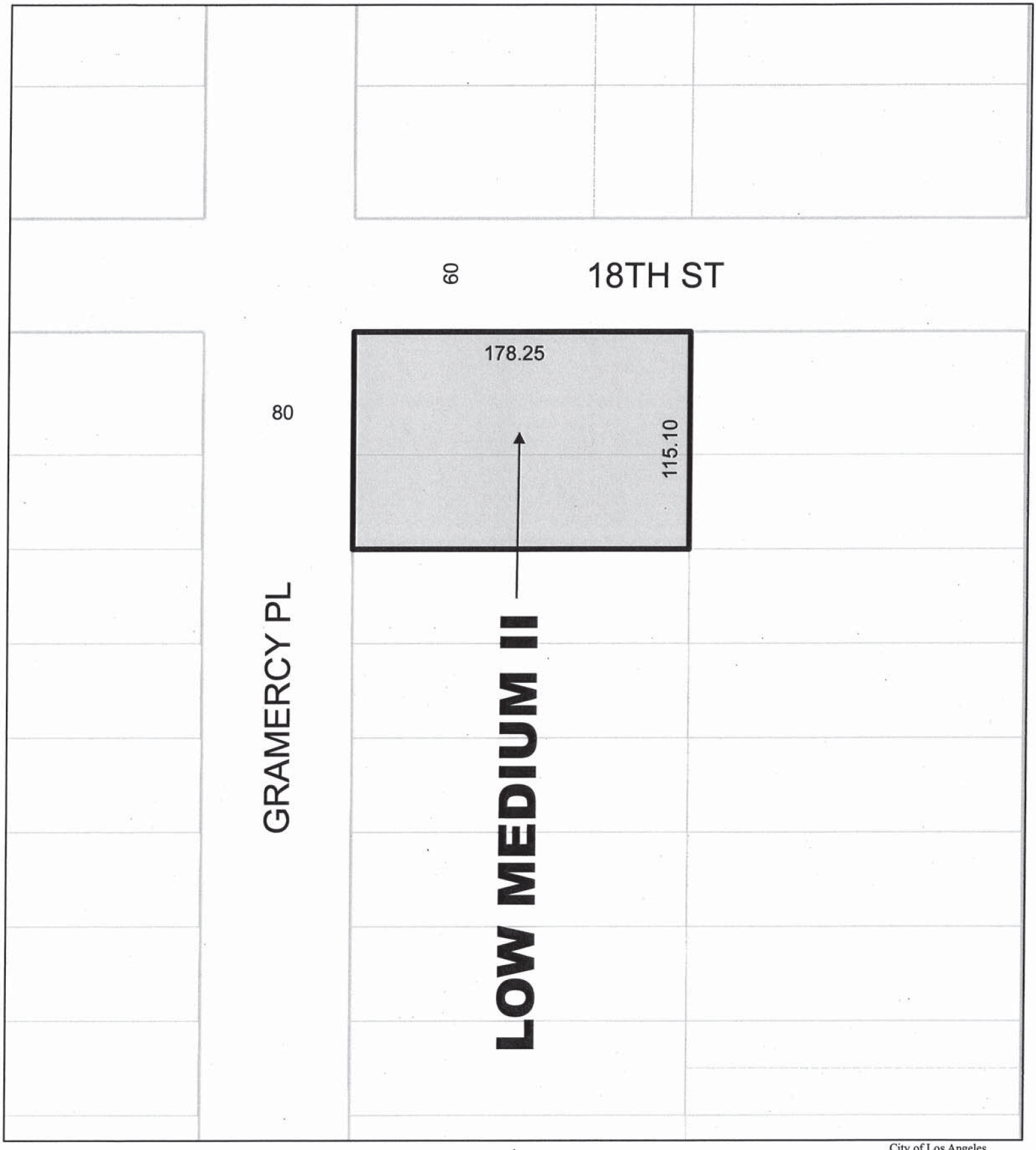
C.M. 126 B 193	CPC 2008-1552 CPU

AA/ef

SLA CPU, SA 720

072617

Data Sources: Department of City Planning, Bureau of Engineering



0 25 50 100

Feet

C.M. 126 B 193	CPC 2008-1552 CPU

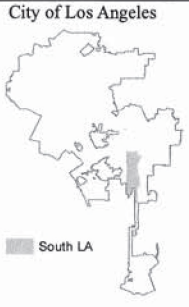
AEI

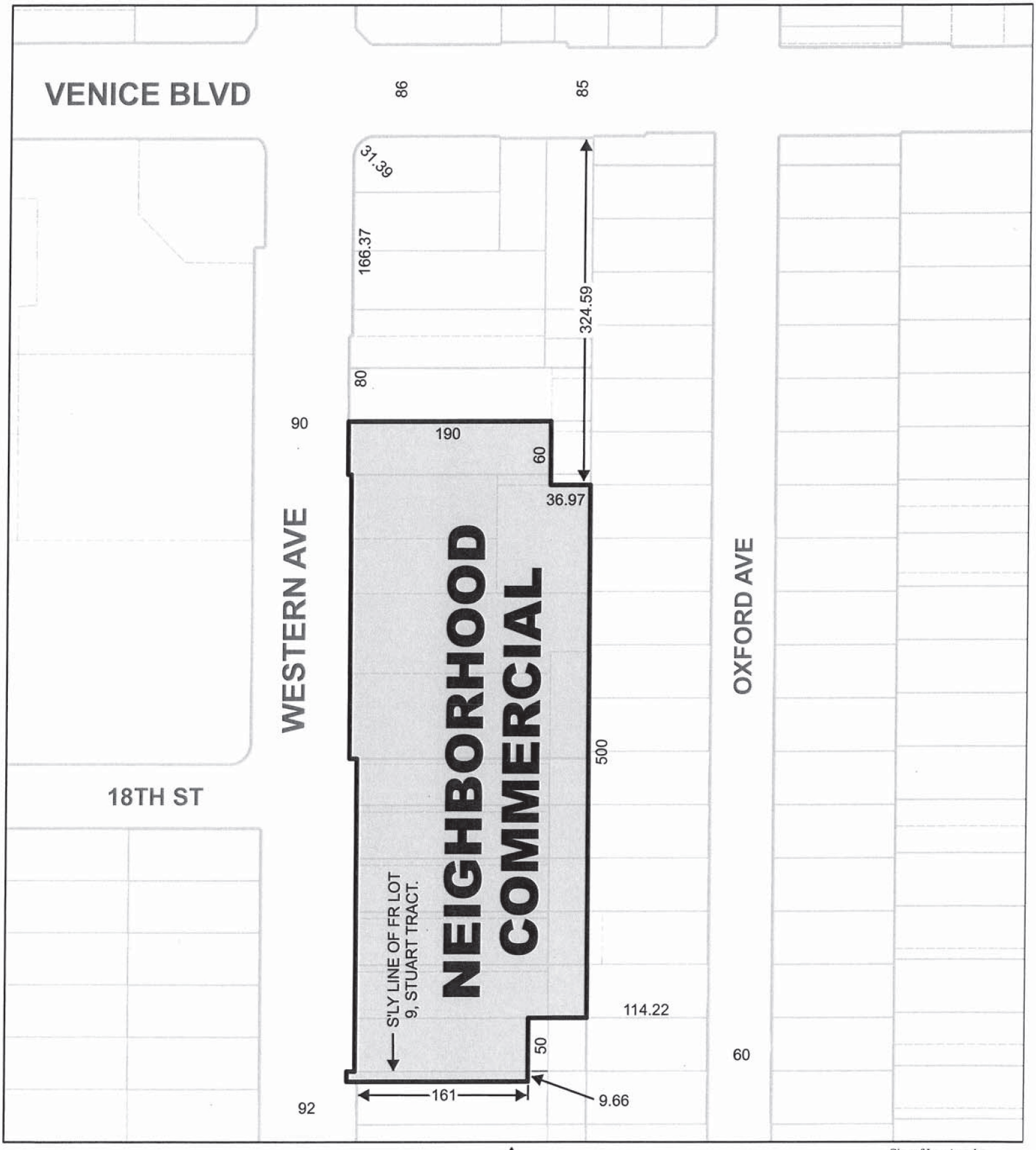
SLA CPU, SA 722

073014

Data Sources: Department of City Planning, Bureau of Engineering

City of Los Angeles





0 50 100 200

Feet



C.M. 126 B 193	CPC 2008-1552 CPU

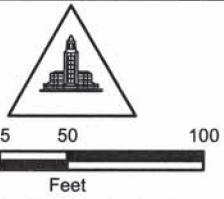
Data Sources: Department of City Planning, Bureau of Engineering

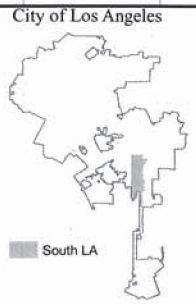
AE/90

SLA CPU, SA 740

091213







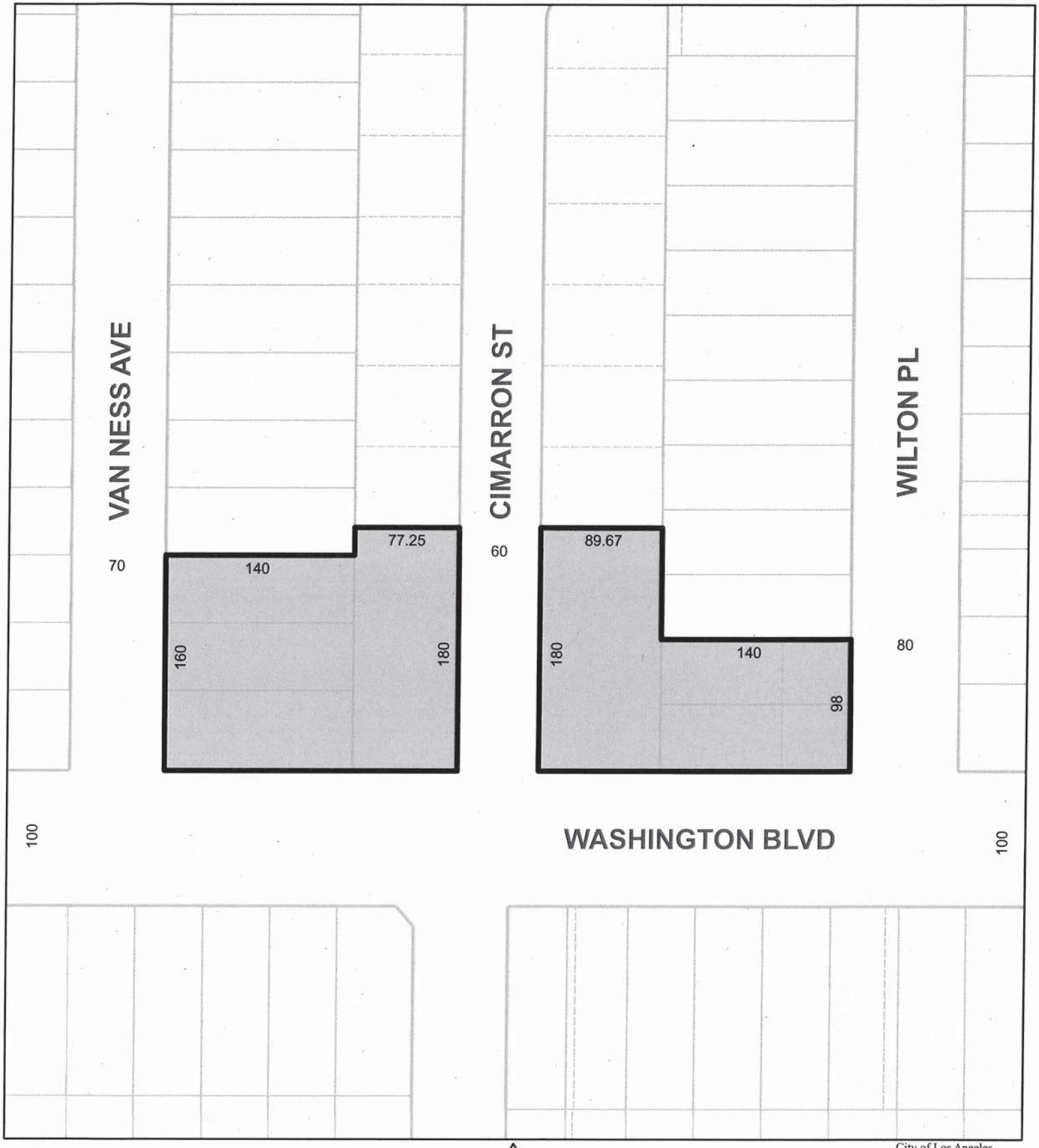
C.M. 126 B 189	CPC 2008-1552 CPU

AE/GO

SLA CPU, SA 770

061213

Data Sources: Department of City Planning, Bureau of Engineering



NEIGHBORHOOD COMMERCIAL

0 45 90 180

Feet

City of Los Angeles

South LA

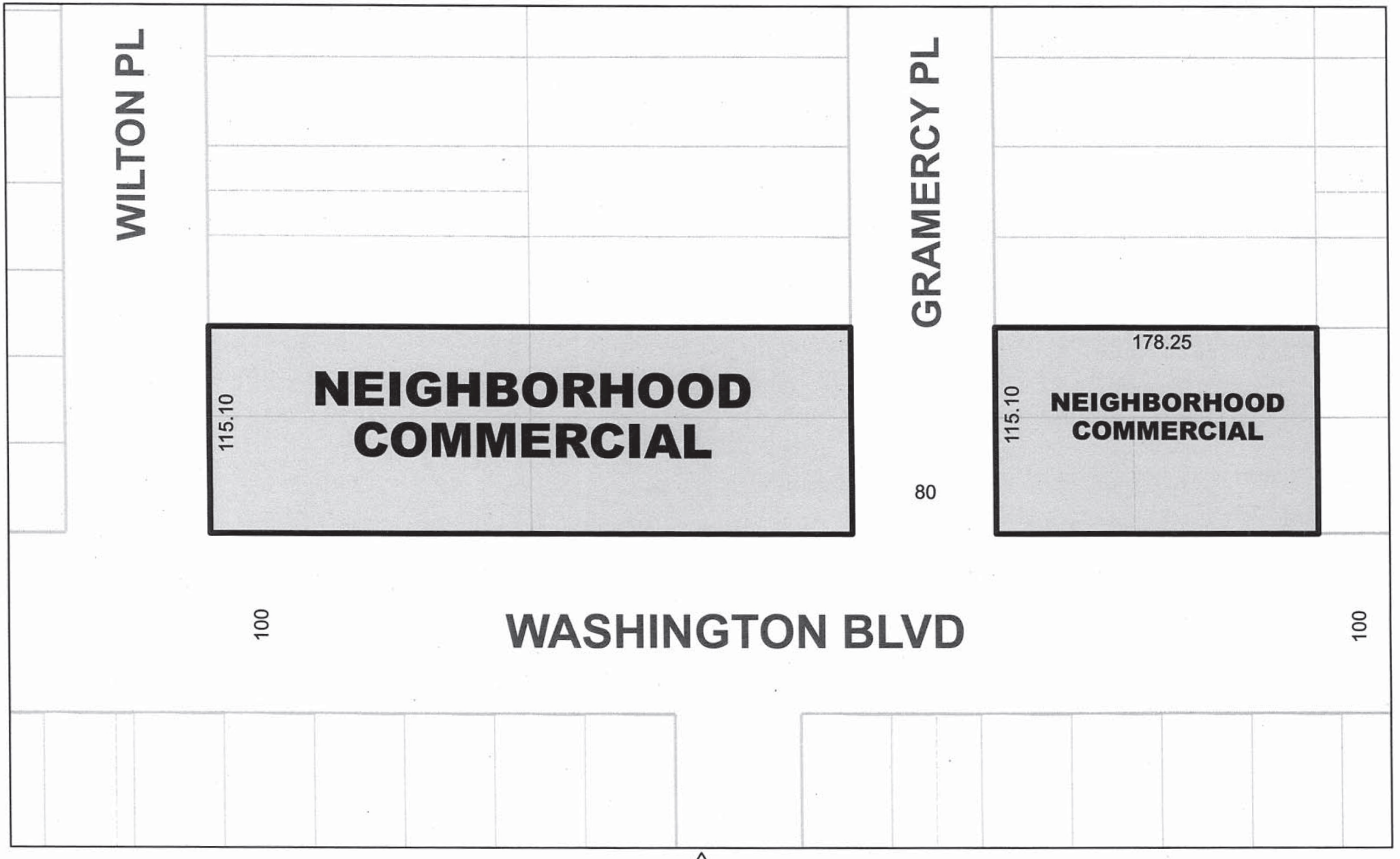
C.M. 126 B 189	CPC 2008-1552 CPU

AE/CA

SLA CPU, SA 780

123115

Data Sources: Department of City Planning, Bureau of Engineering



0 30 60 120

Feet

C.M. 126 B 189, 126 B 193	CPC 2008-1552 CPU

AE/

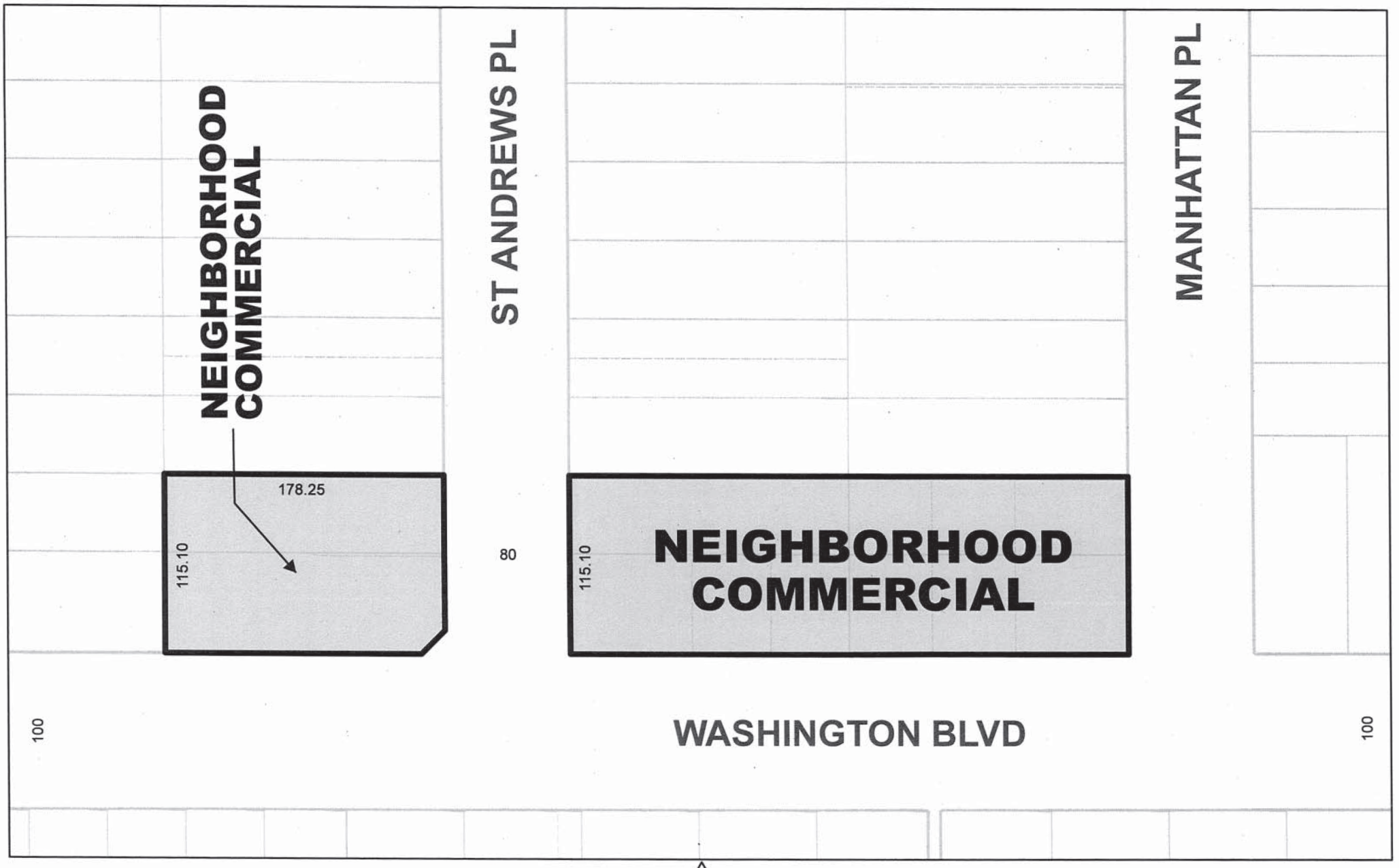
SLA CPU, SA 800

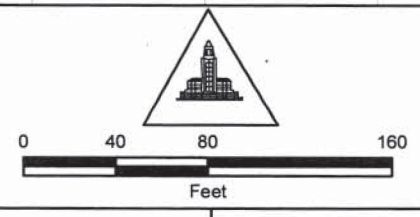
012816

City of Los Angeles

South LA

Data Sources: Department of City Planning, Bureau of Engineering





City of Los Angeles



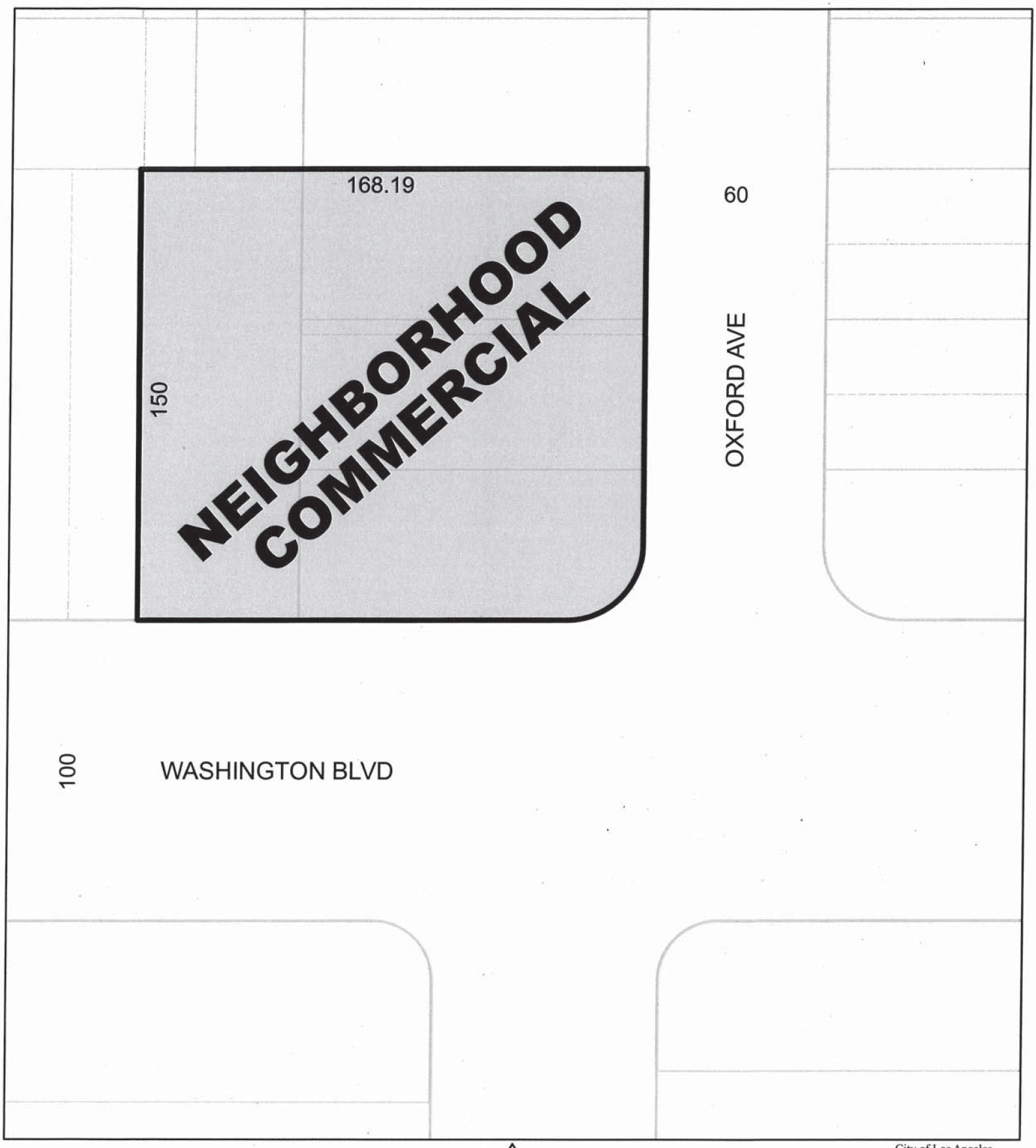
C.M. 126 B 193	CPC 2008-1552 CPU

AE

SLA CPU, SA 820

012816

Data Sources: Department of City Planning, Bureau of Engineering



0 25 50 100

Feet

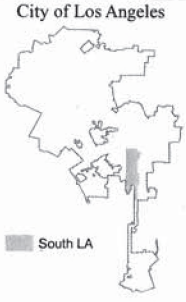
C.M. 126 B 193	CPC 2008-1552 CPU

AE/AG

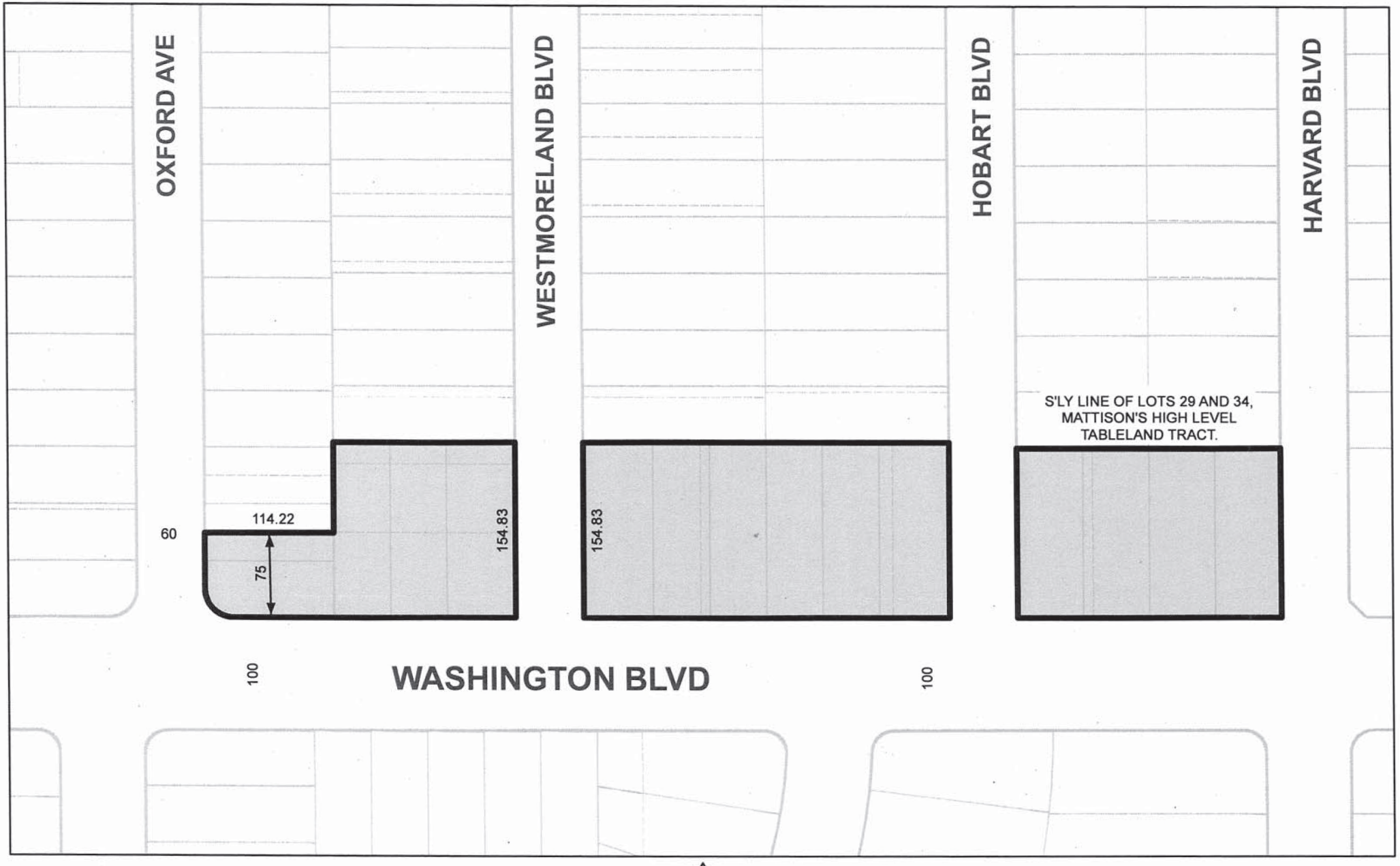
SLA CPU, SA 852

081314

City of Los Angeles



Data Sources: Department of City Planning, Bureau of Engineering



NEIGHBORHOOD COMMERCIAL

0 40 80 160

Feet

C.M. 126 B 193	CPC 2008-1552 CPU

AE/ GA

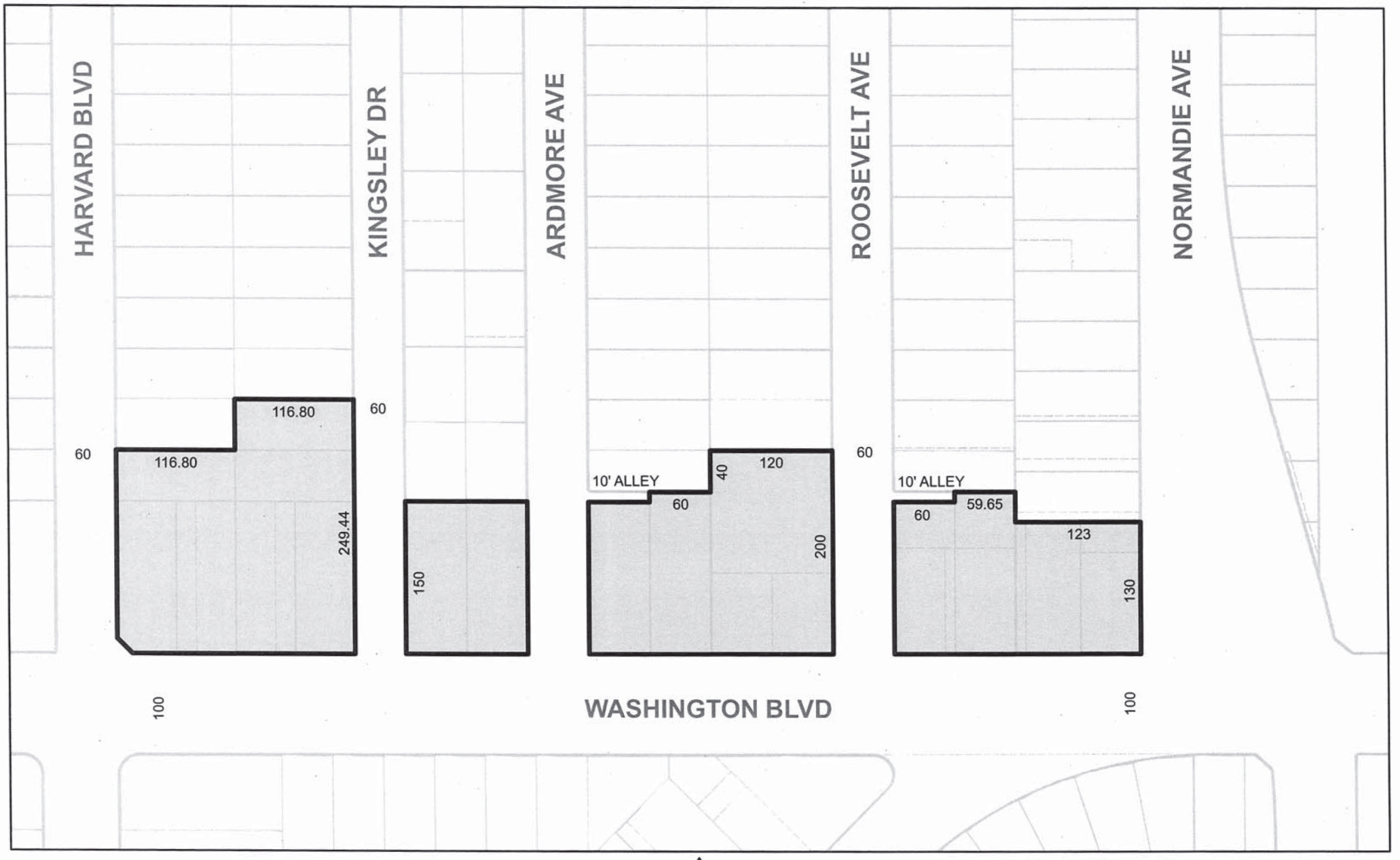
SLA CPU, SA 860

020316

City of Los Angeles

South LA

Data Sources: Department of City Planning, Bureau of Engineering



NEIGHBORHOOD COMMERCIAL

0 60 120 240

Feet

City of Los Angeles

South LA

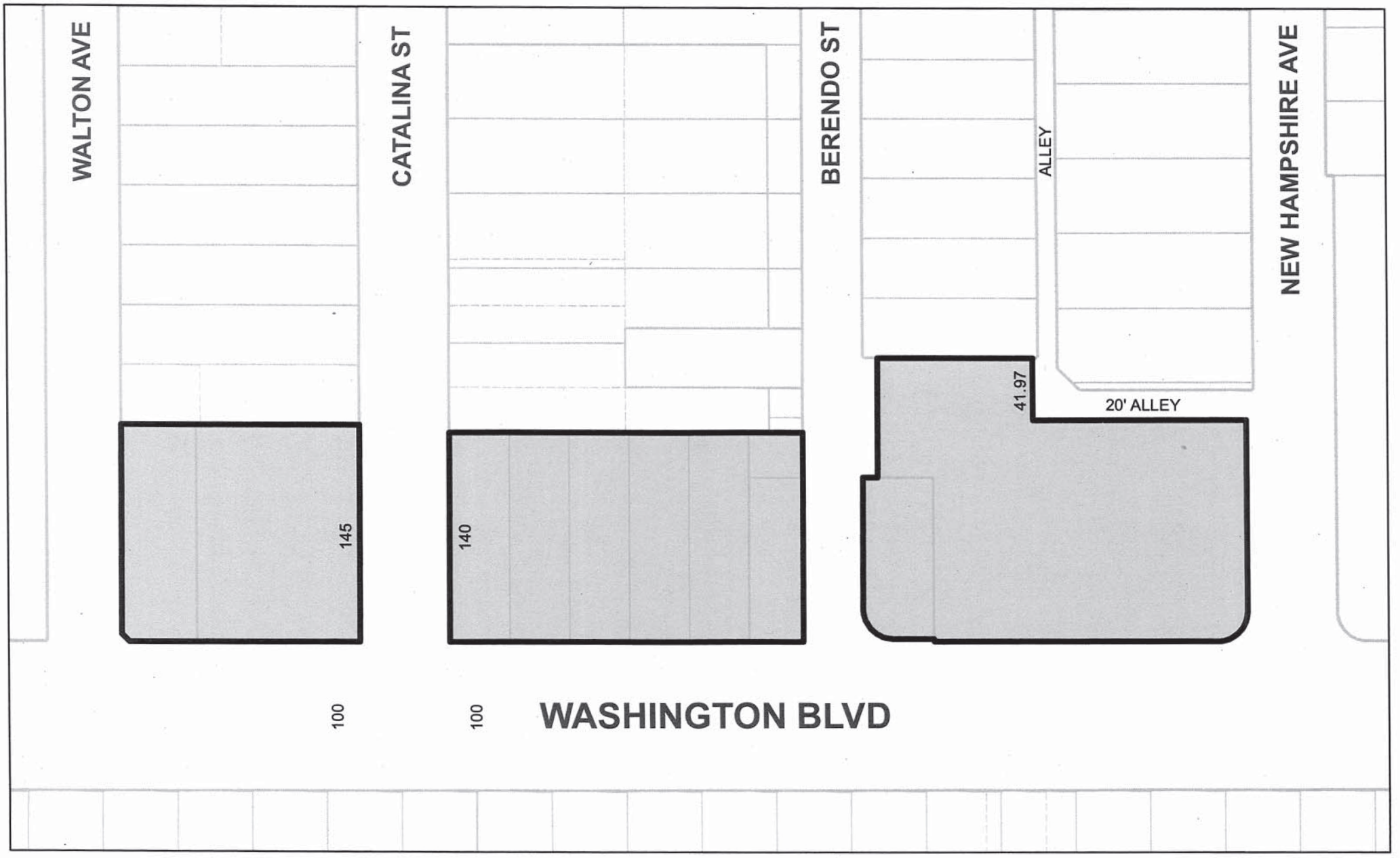
C.M. 126 B 193	CPC 2008-1552 CPU

AE/ 9a

SLA CPU, SA 890

020316

Data Sources: Department of City Planning, Bureau of Engineering



COMMUNITY COMMERCIAL

0 30 60 120
Feet

City of Los Angeles

South LA

C.M. 126 B 197	CPC 2008-1552 CPU

AEK 9

SLA CPU, SA 930

020316

Data Sources: Department of City Planning, Bureau of Engineering



0 25 50 100

Feet

City of Los Angeles

South LA

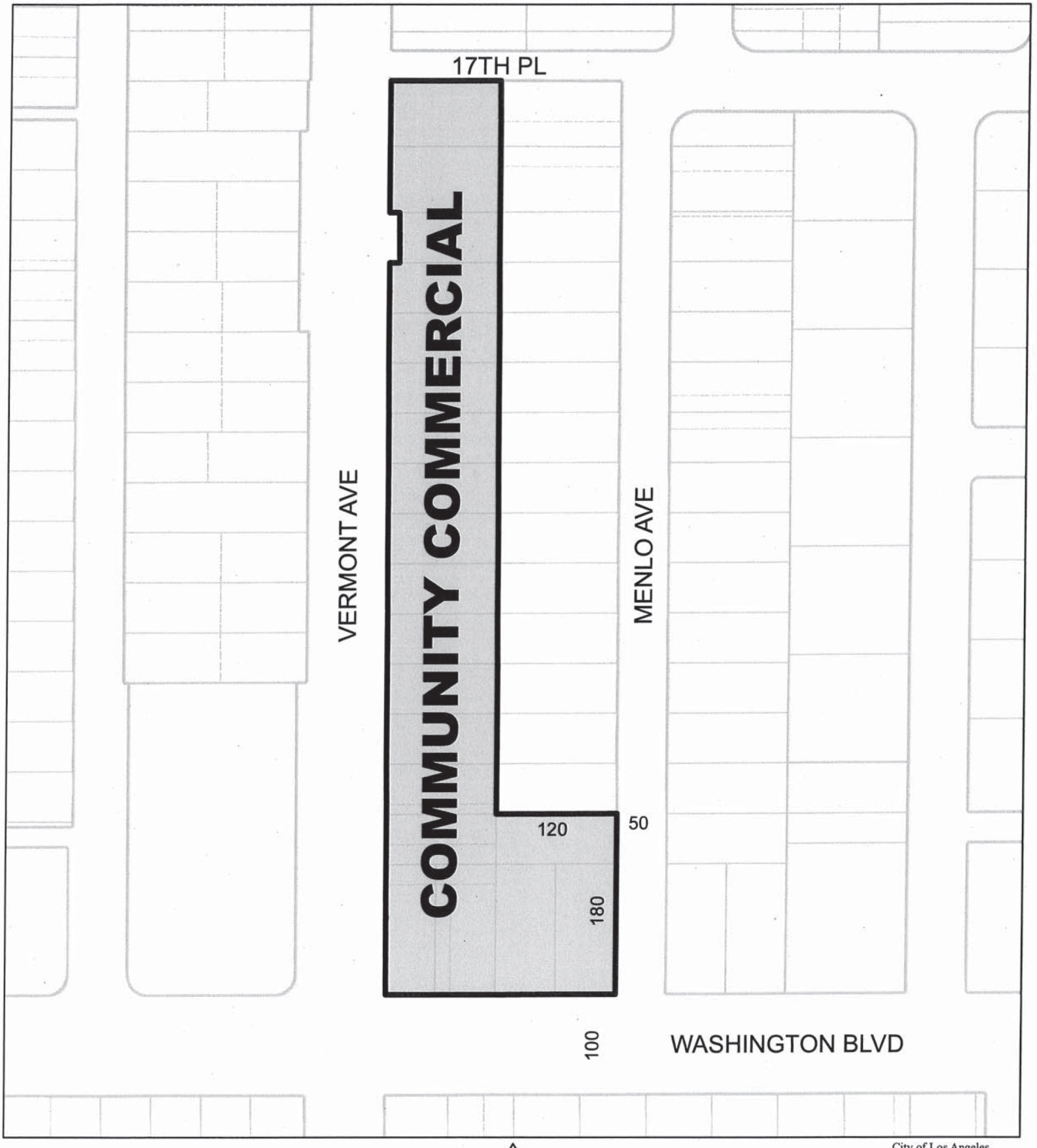
C.M. 126 B 197	CPC 2008-1552 CPU

AE/ GA

SLA CPU, SA 960

061213

Data Sources: Department of City Planning, Bureau of Engineering



0 50 100 200

Feet

C.M. 126 B 197	CPC 2008-1552 CPU

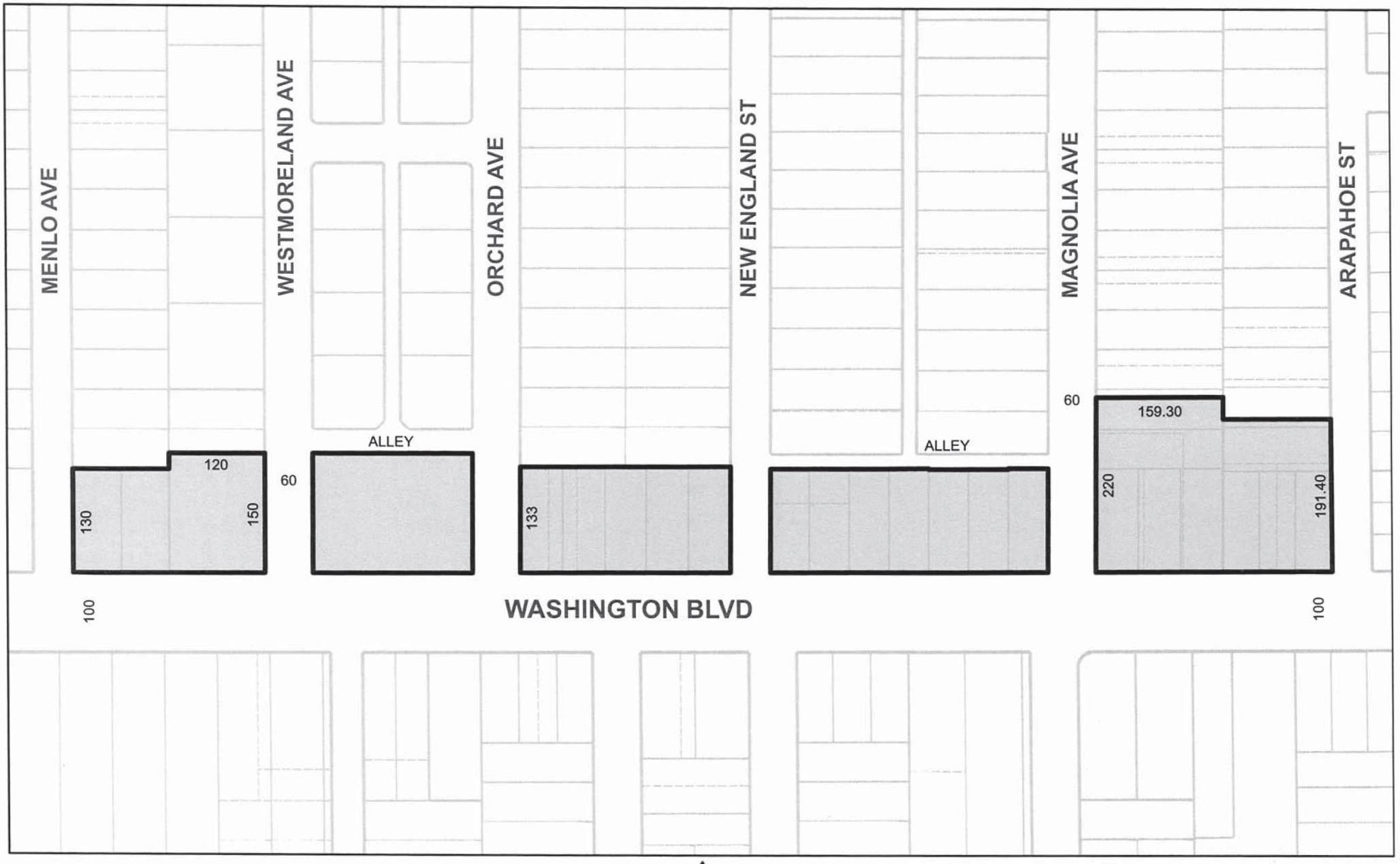
AE/GG

SLA CPU, SA 970

061213

Data Sources: Department of City Planning, Bureau of Engineering





COMMUNITY COMMERCIAL

0 62.5 125 250

Feet

C.M. 126 B 197, 126 A 201	CPC 2008-1552 CPU

AE/GG

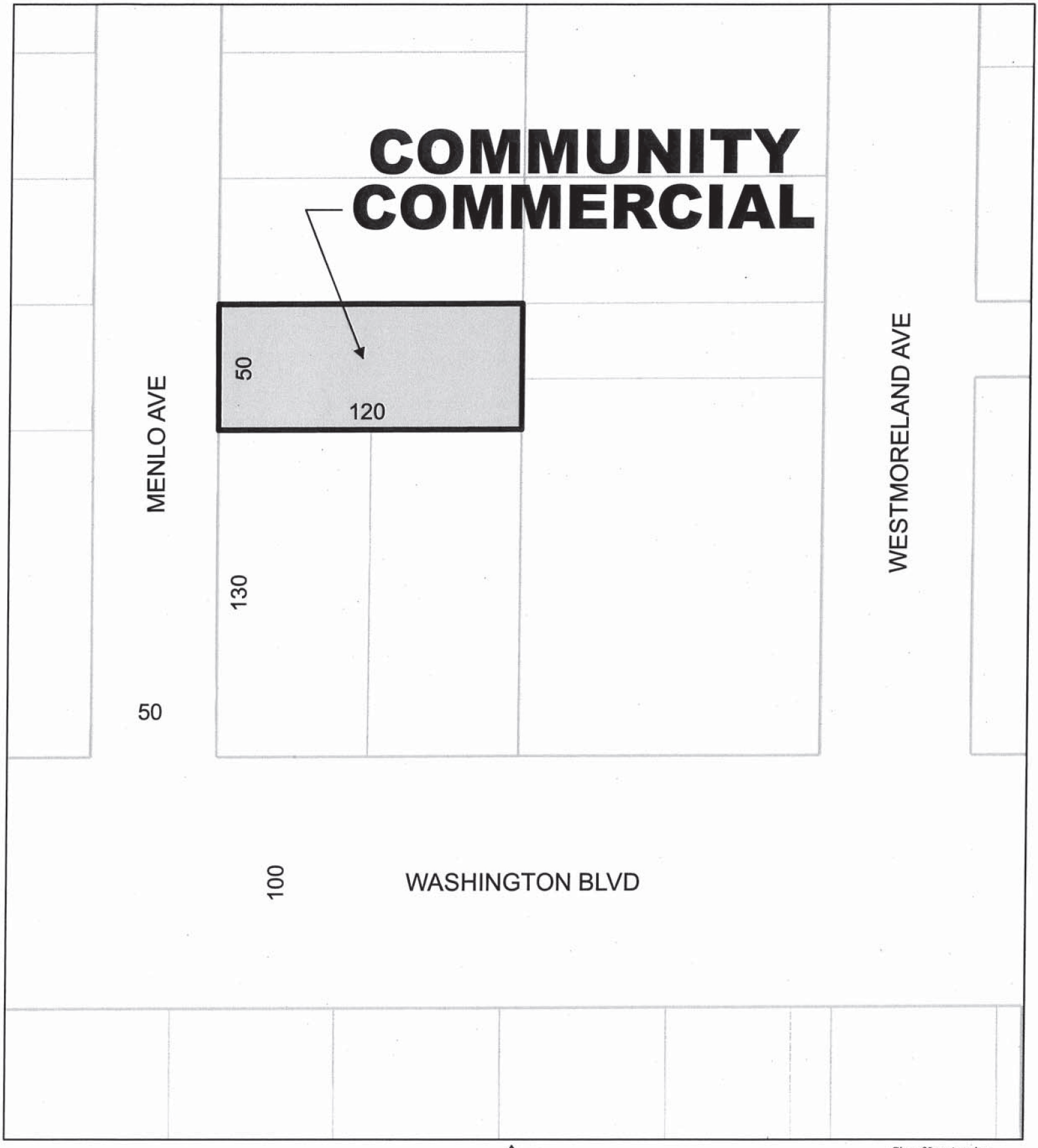
SLA CPU, SA 980

020316

City of Los Angeles

South LA

Data Sources: Department of City Planning, Bureau of Engineering



0 25 50 100

Feet

C.M. 126 B 197	CPC 2008-1552 CPU

AEK

SLA CPU, SA 982

091213

Data Sources: Department of City Planning, Bureau of Engineering

City of Los Angeles





0 25 50 100

Feet

C.M. 126 B 197	CPC 2008-1552 CPU

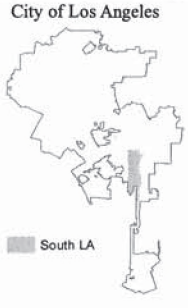
AEI aa

SLA CPU, SA 984

091213

Data Sources: Department of City Planning, Bureau of Engineering

City of Los Angeles





COMMUNITY COMMERCIAL

0 37.5 75 150

Feet

C.M. 126 A 201, 127.5 A 201	CPC 2008-1552 CPU

AEI

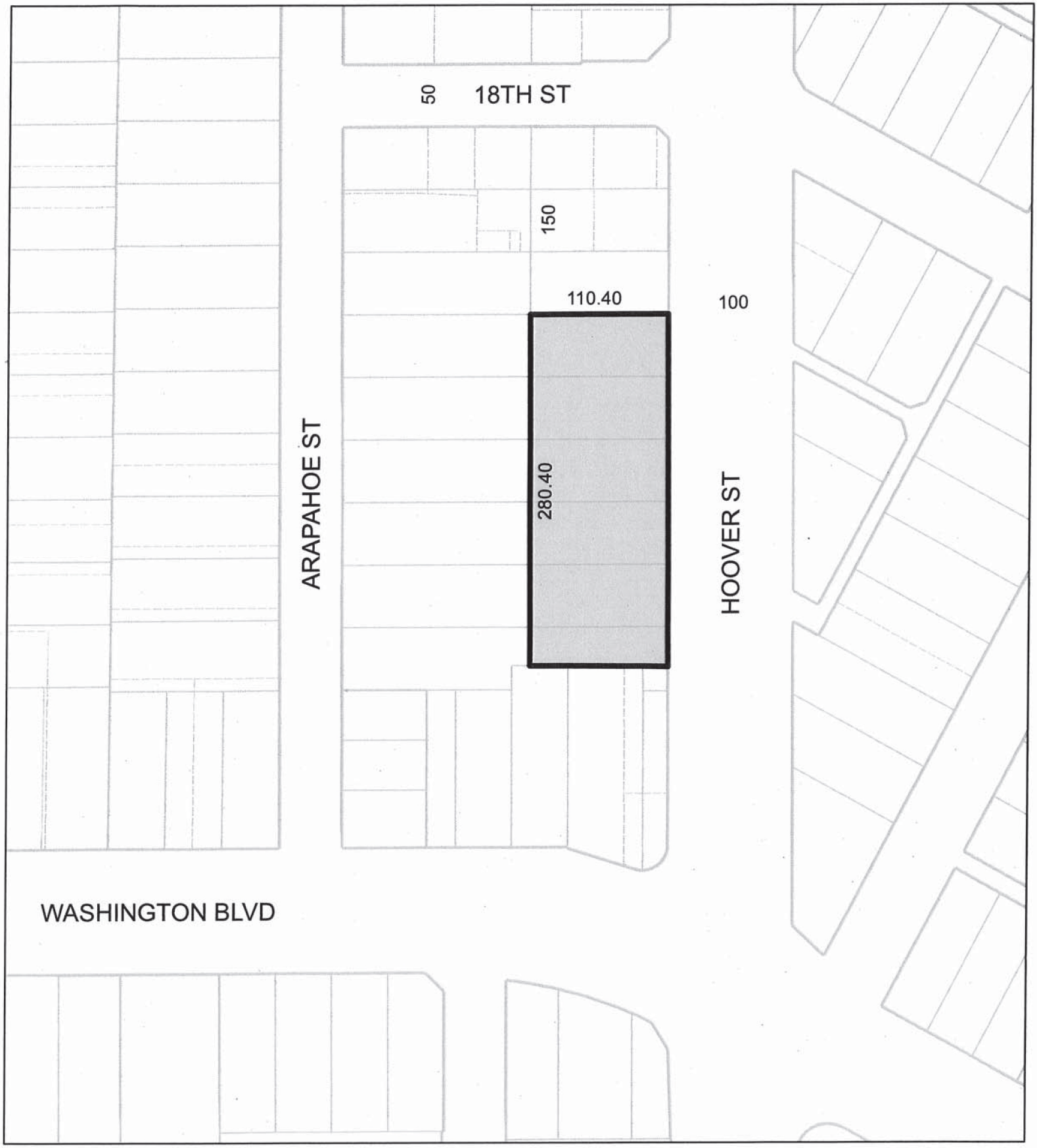
SLA CPU, SA 1030

121615

Data Sources: Department of City Planning, Bureau of Engineering

City of Los Angeles





OPEN SPACE

0 37.5 75 150
Feet

City of Los Angeles

South LA

C.M. 126 A 201	CPC 2008-1552 CPU

AE/GG

SLA CPU, SA 1032

121615

Data Sources: Department of City Planning, Bureau of Engineering



0 12.5 25 50

Feet

City of Los Angeles

South LA

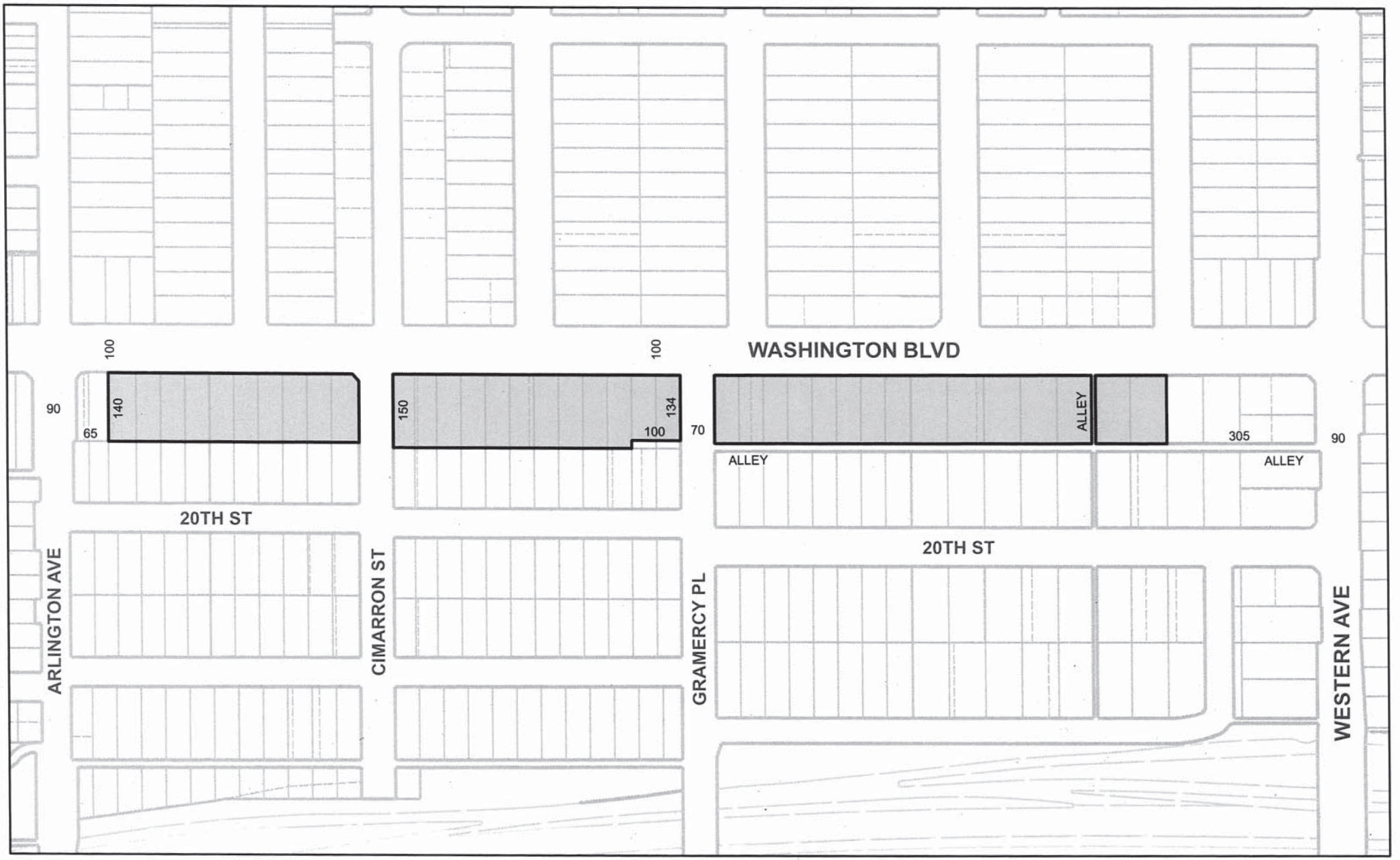
C.M. 126 B 189	CPC 2008-1552 CPU

AE/

SLA CPU, SA 1040

061213

Data Sources: Department of City Planning, Bureau of Engineering



NEIGHBORHOOD COMMERCIAL

0 87.5 175 350

Feet

City of Los Angeles

South LA

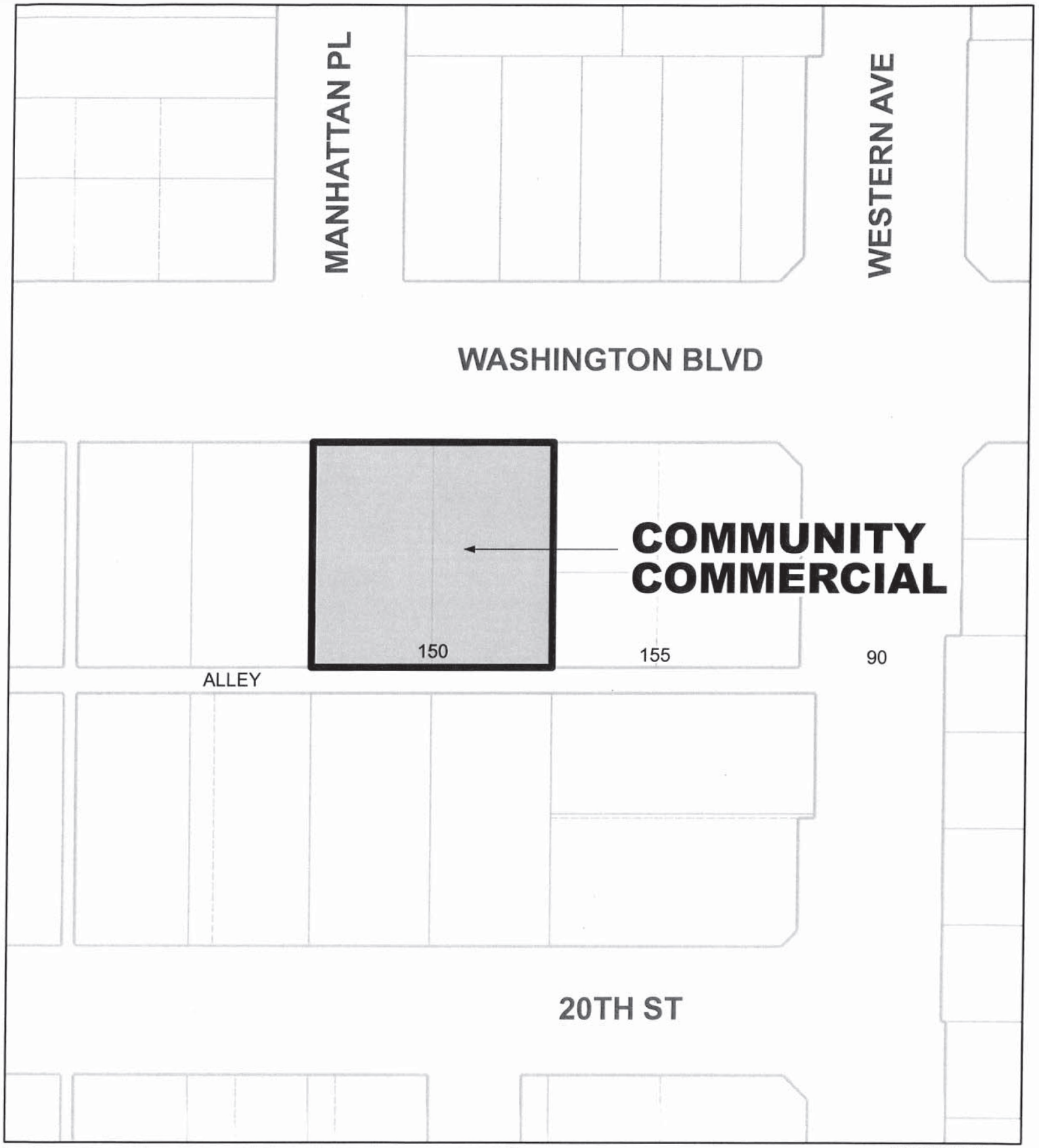
C.M. 126 B 189, 126 B 193	CPC 2008-1552 CPU

AE/ AG

SLA CPU, SA 1050

020316

Data Sources: Department of City Planning, Bureau of Engineering



0 25 50 100

Feet

City of Los Angeles

South LA

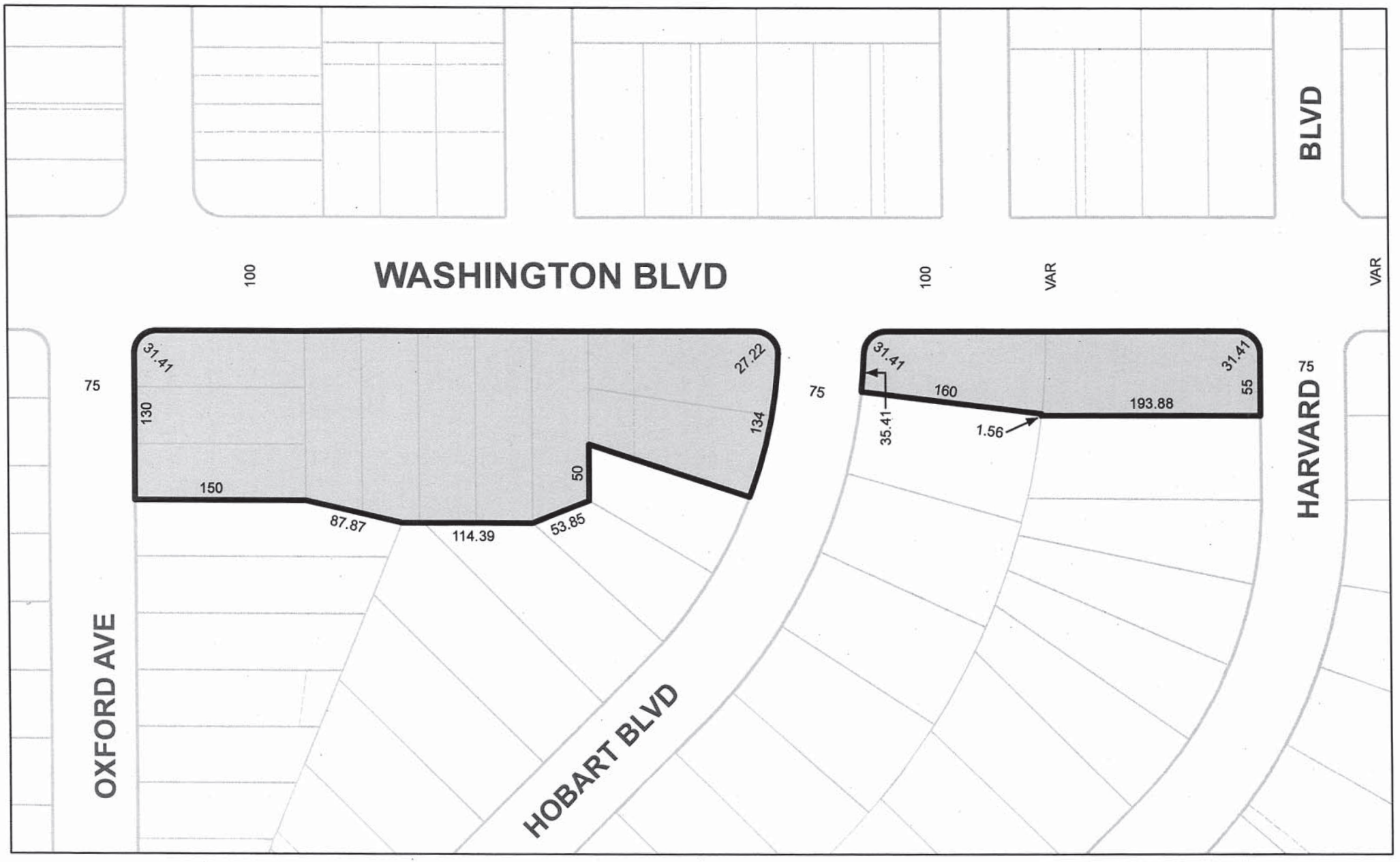
C.M. 126 B 193	CPC 2008-1552 CPU

AA/CF

SLA CPU, SA 1100

031417

Data Sources: Department of City Planning, Bureau of Engineering



NEIGHBORHOOD COMMERCIAL

0 40 80 160

Feet

City of Los Angeles

South LA

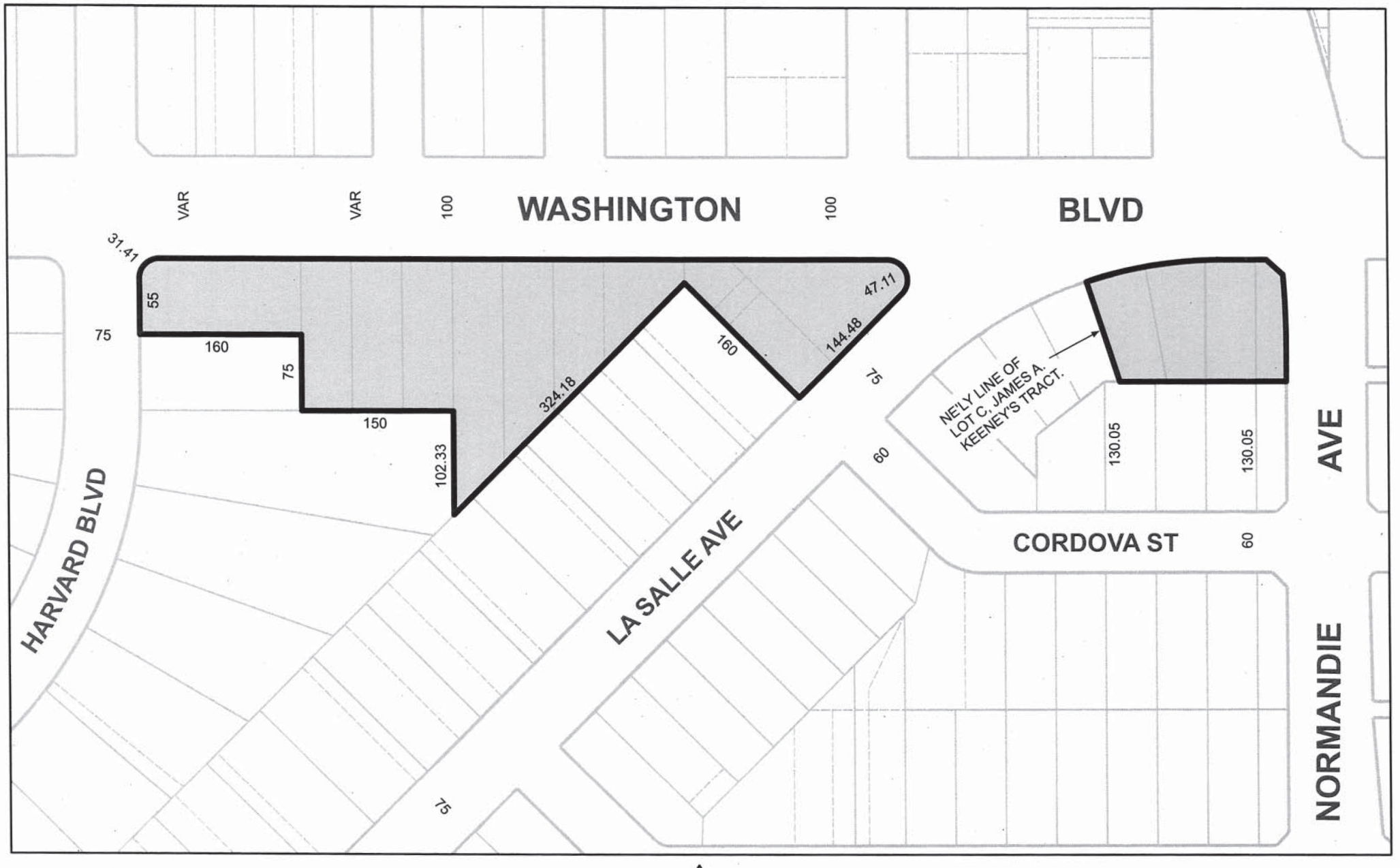
C.M. 126 B 193	CPC 2008-1552 CPU

AEI aa

SLA CPU, SA 1120

020316

Data Sources: Department of City Planning, Bureau of Engineering



NEIGHBORHOOD COMMERCIAL

0 55 110 220
Feet

C.M.126 B 193	CPC 2008-1552 CPU

AE/AA

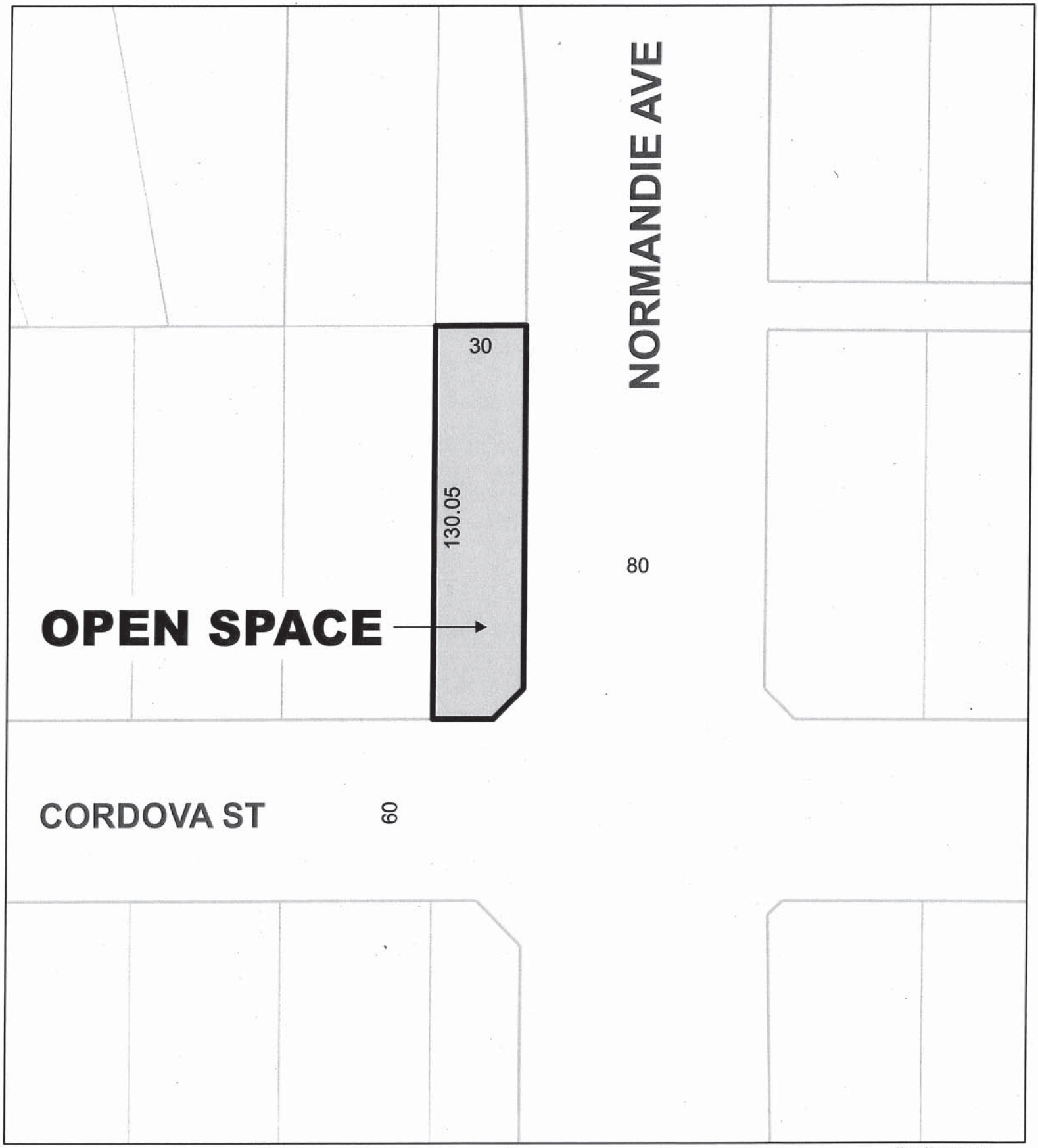
SLA CPU, SA 1140

020316

Data Sources: Department of City Planning, Bureau of Engineering

City of Los Angeles





0 15 30 60

Feet

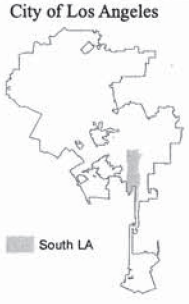
C.M. 126 B 193	CPC 2008-1552 CPU

AE/GA

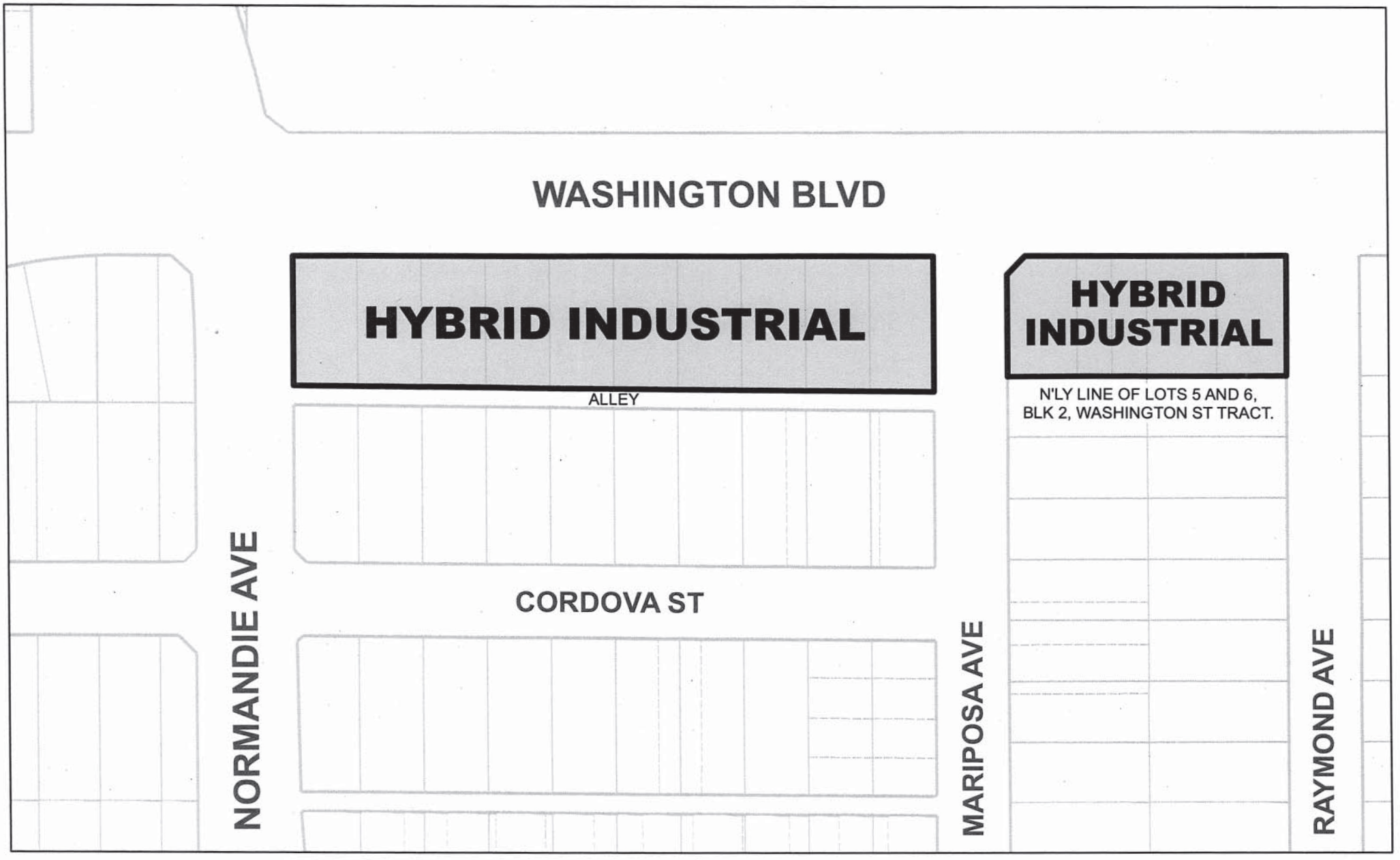
SLA CPU, SA 1155

012116

City of Los Angeles



Data Sources: Department of City Planning, Bureau of Engineering



0 40 80 160

Feet

C.M. 126 B 197	CPC 2008-1552 CPU

AEI GG

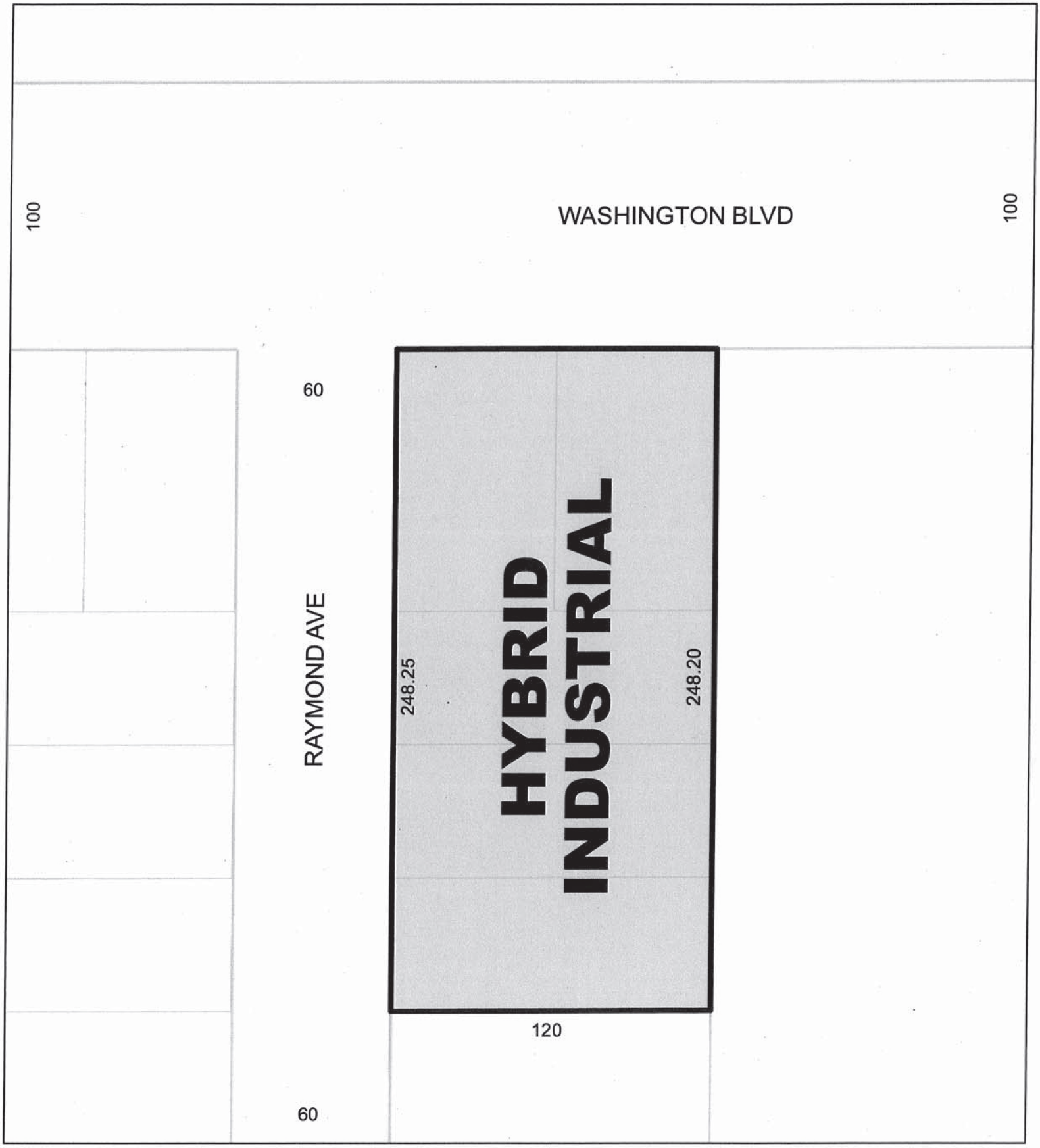
SLA CPU, SA 1160

020316

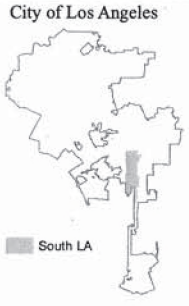
City of Los Angeles



Data Sources: Department of City Planning, Bureau of Engineering



City of Los Angeles



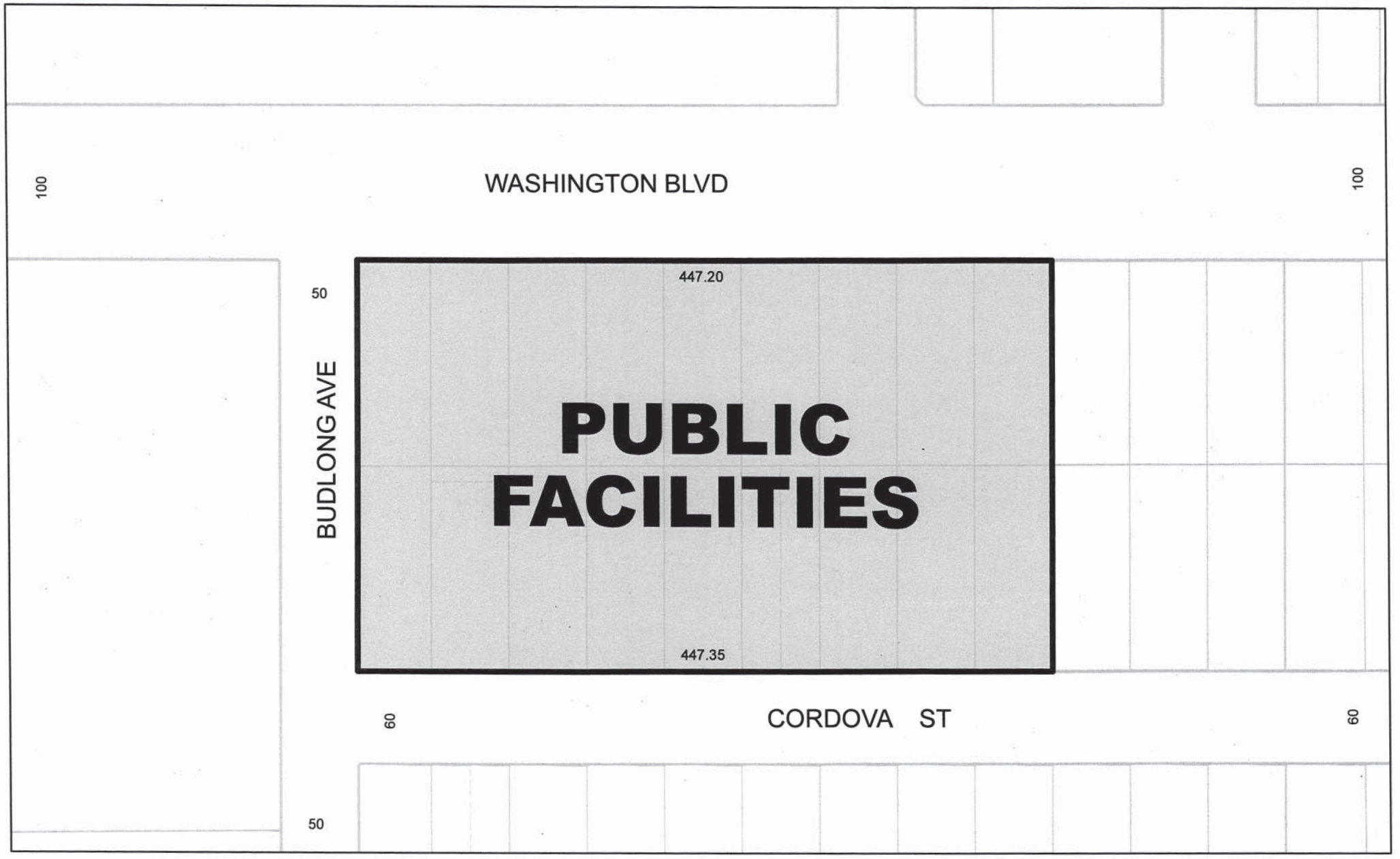
C.M. 126 B 197	CPC 2008-1552 CPU

Data Sources: Department of City Planning, Bureau of Engineering

AEI GG

SLA CPU, SA 1180

061213



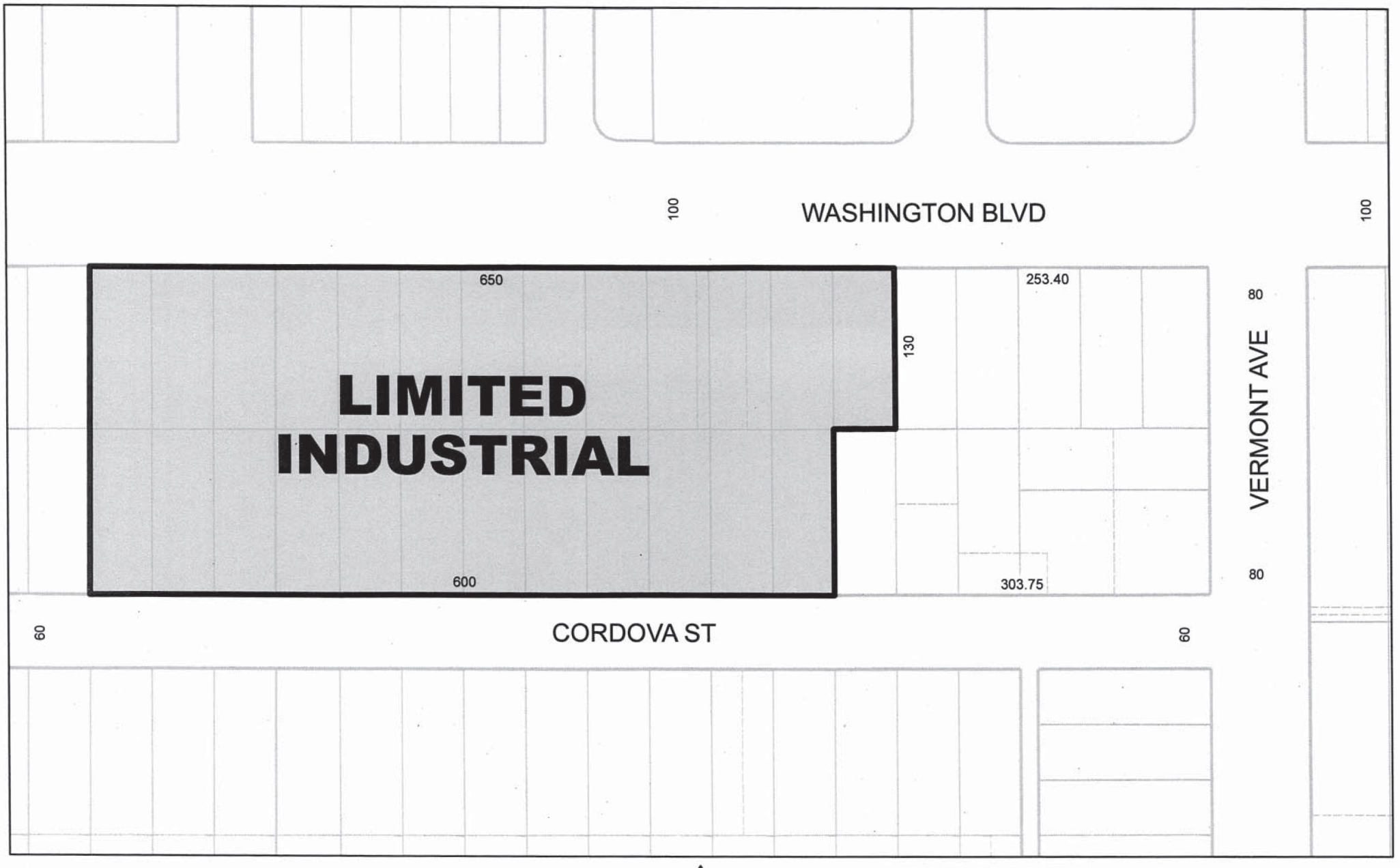
C.M. 126 B 197	CPC 2008-1552 CPU

AE/aa

SLA CPU, SA 1190

041113

Data Sources: Department of City Planning, Bureau of Engineering



0 50 100 200

Feet

City of Los Angeles

South LA

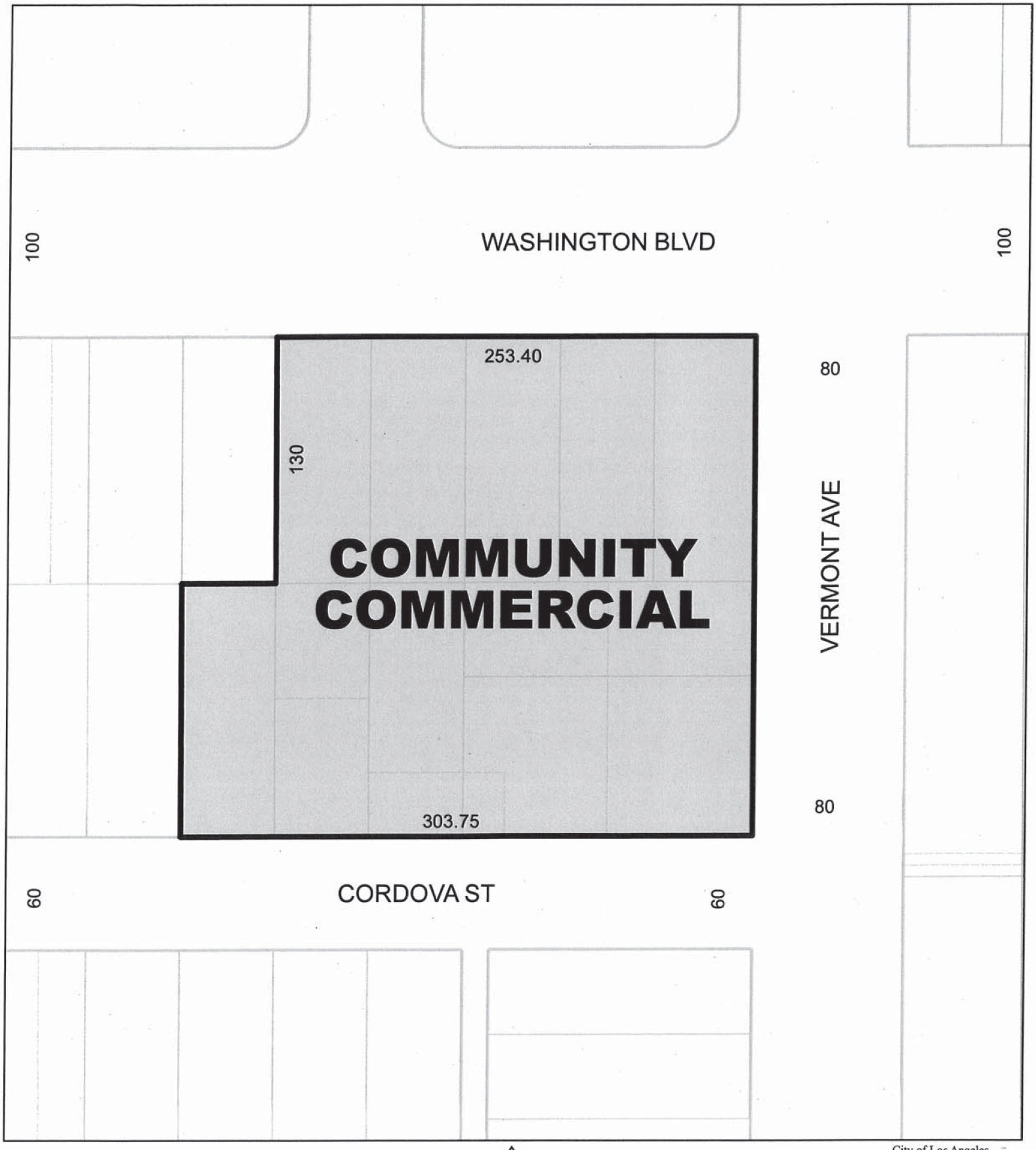
C.M. 126 B 197	CPC 2008-1552 CPU

AE

SLA CPU, SA 1200

052313

Data Sources: Department of City Planning, Bureau of Engineering



0 30 60 120

Feet

City of Los Angeles

South LA

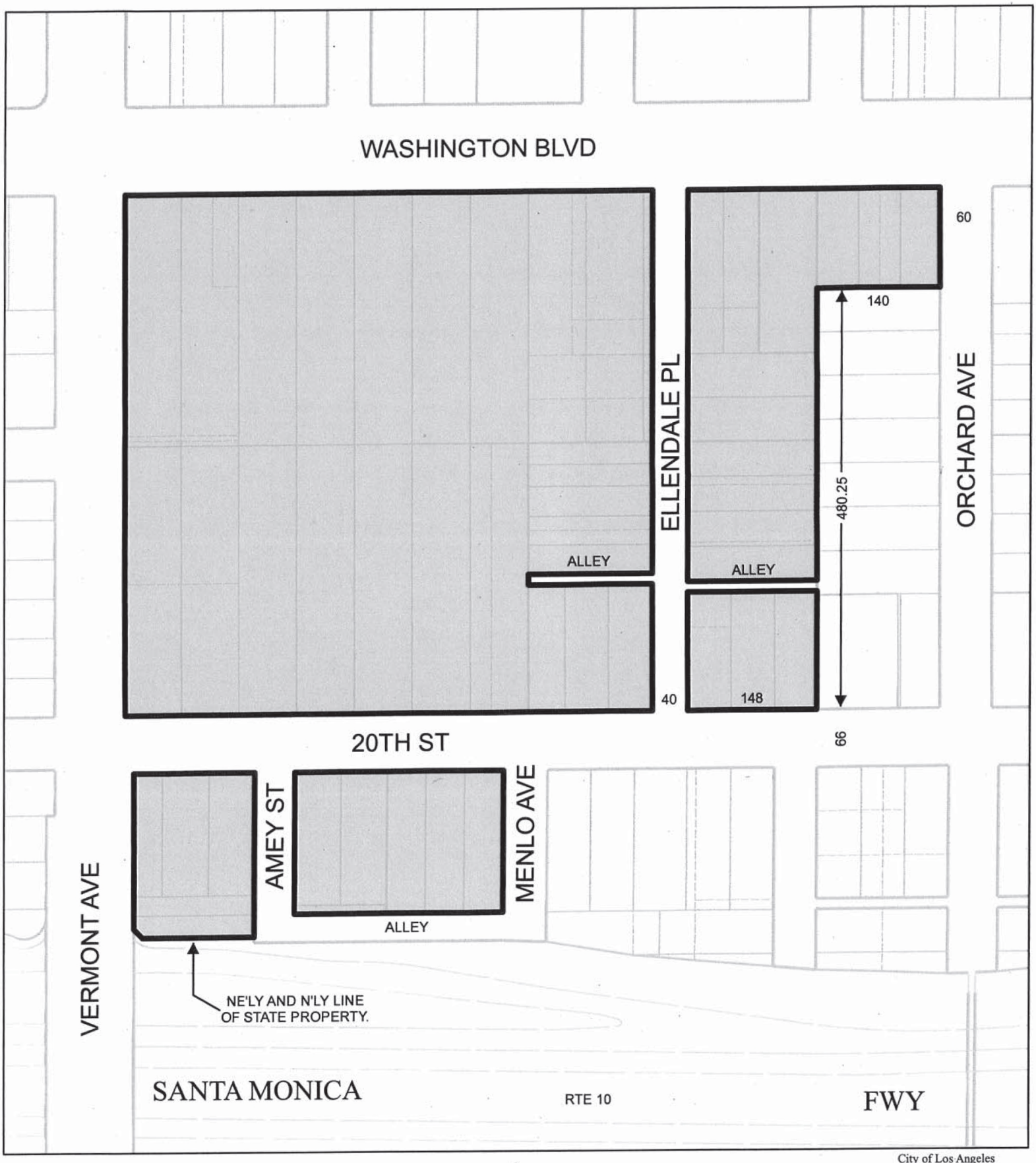
C.M. 126 B 197	CPC 2008-1552 CPU

Data Sources: Department of City Planning, Bureau of Engineering

AEI/aa

SLA CPU, SA 1210

061213



PUBLIC FACILITIES

0 50 100 200
Feet

City of Los Angeles

South LA

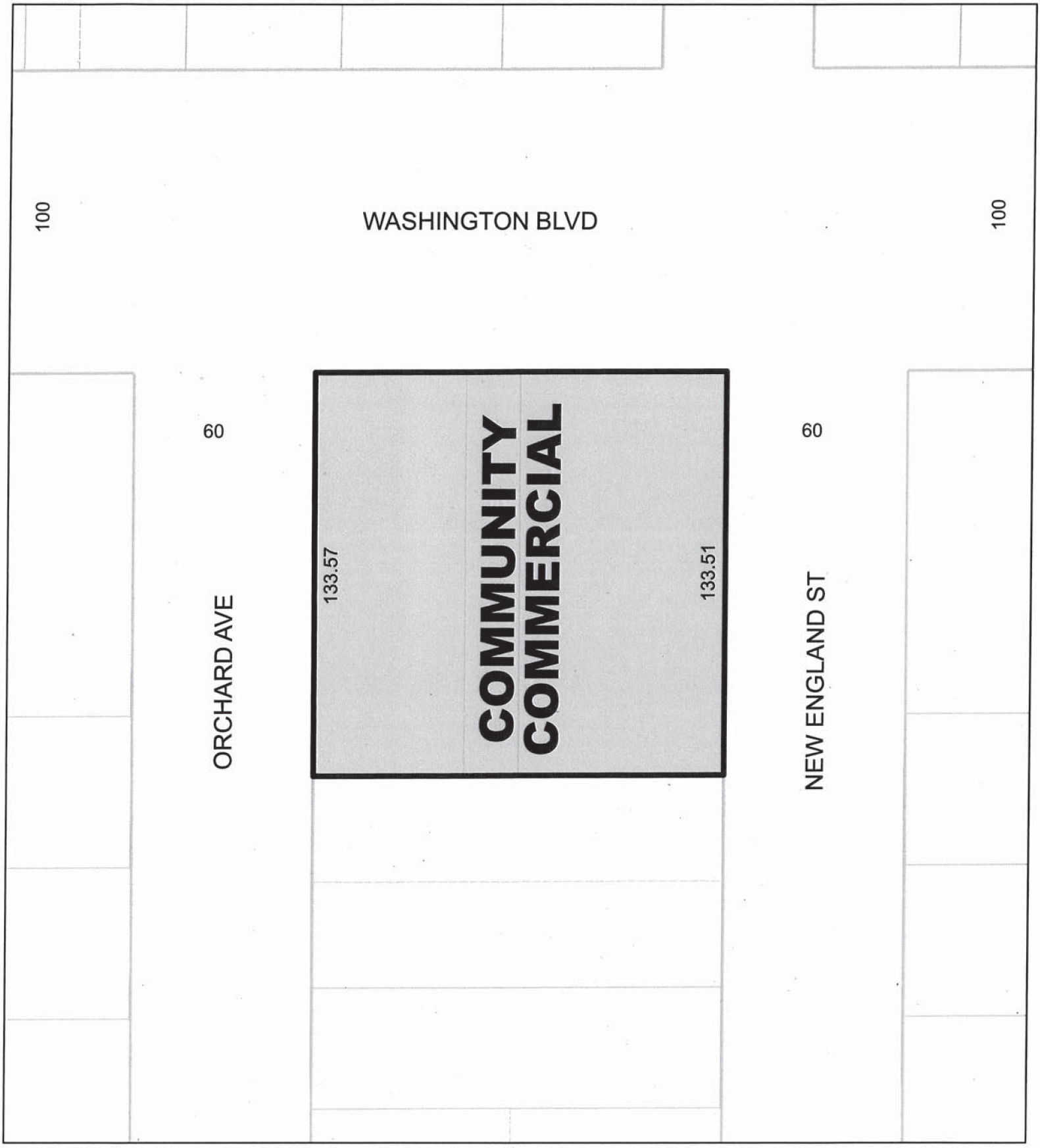
C.M. 126 B 197	CPC 2008-1552 CPU

AEI GG

SLA CPU, SA 1220

031413

Data Sources: Department of City Planning, Bureau of Engineering



0 25 50 100

Feet

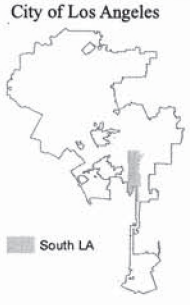
C.M. 126 B 197	CPC 2008-1552 CPU

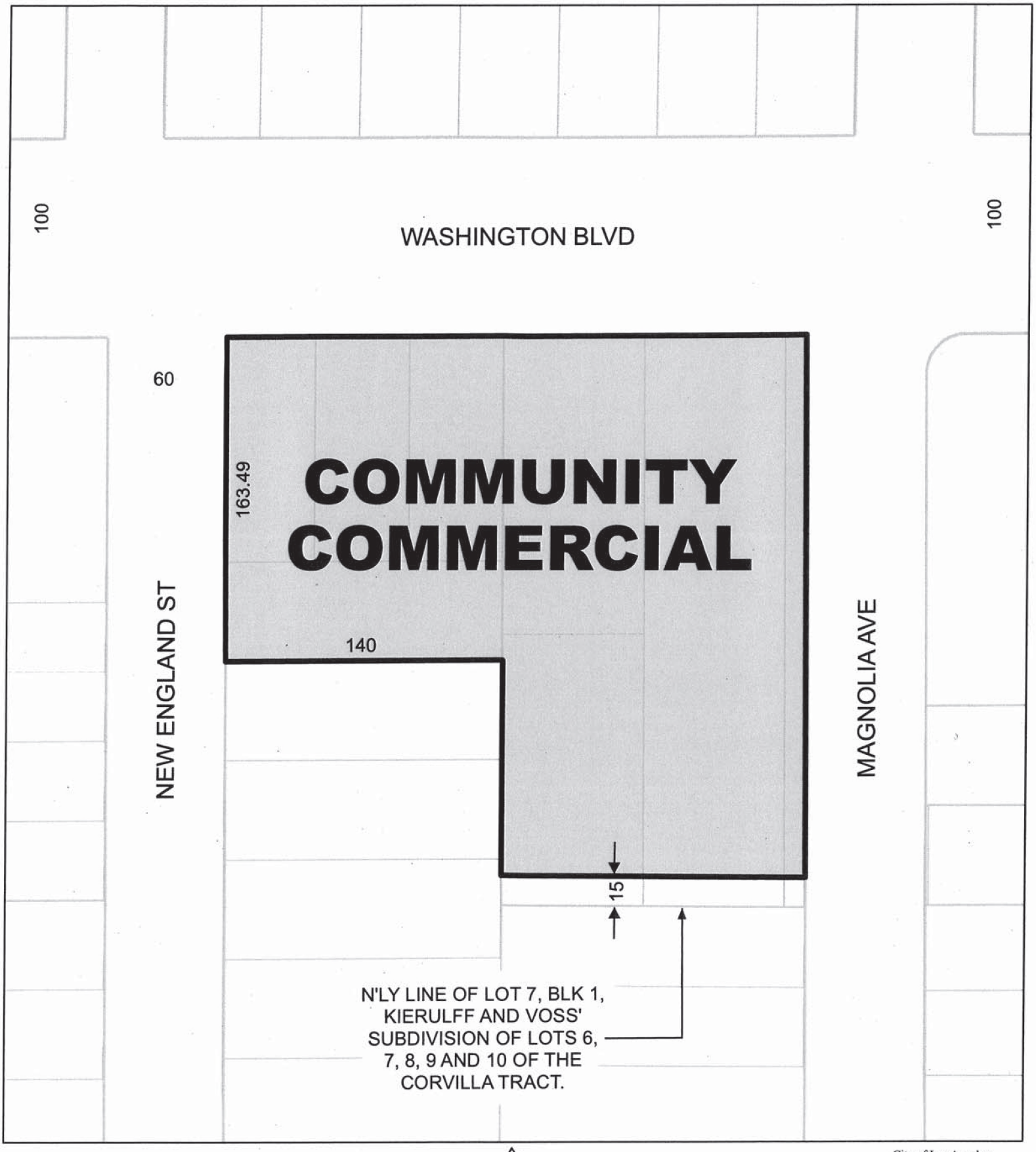
AEK

SLA CPU, SA 1230

091913

Data Sources: Department of City Planning, Bureau of Engineering





0 25 50 100

Feet

City of Los Angeles

South LA

C.M. 126 B 197, 126 A 201	CPC 2008-1552 CPU

AE

SLA CPU, SA 1240

091913

Data Sources: Department of City Planning, Bureau of Engineering



0 37.5 75 150

Feet

City of Los Angeles

South LA

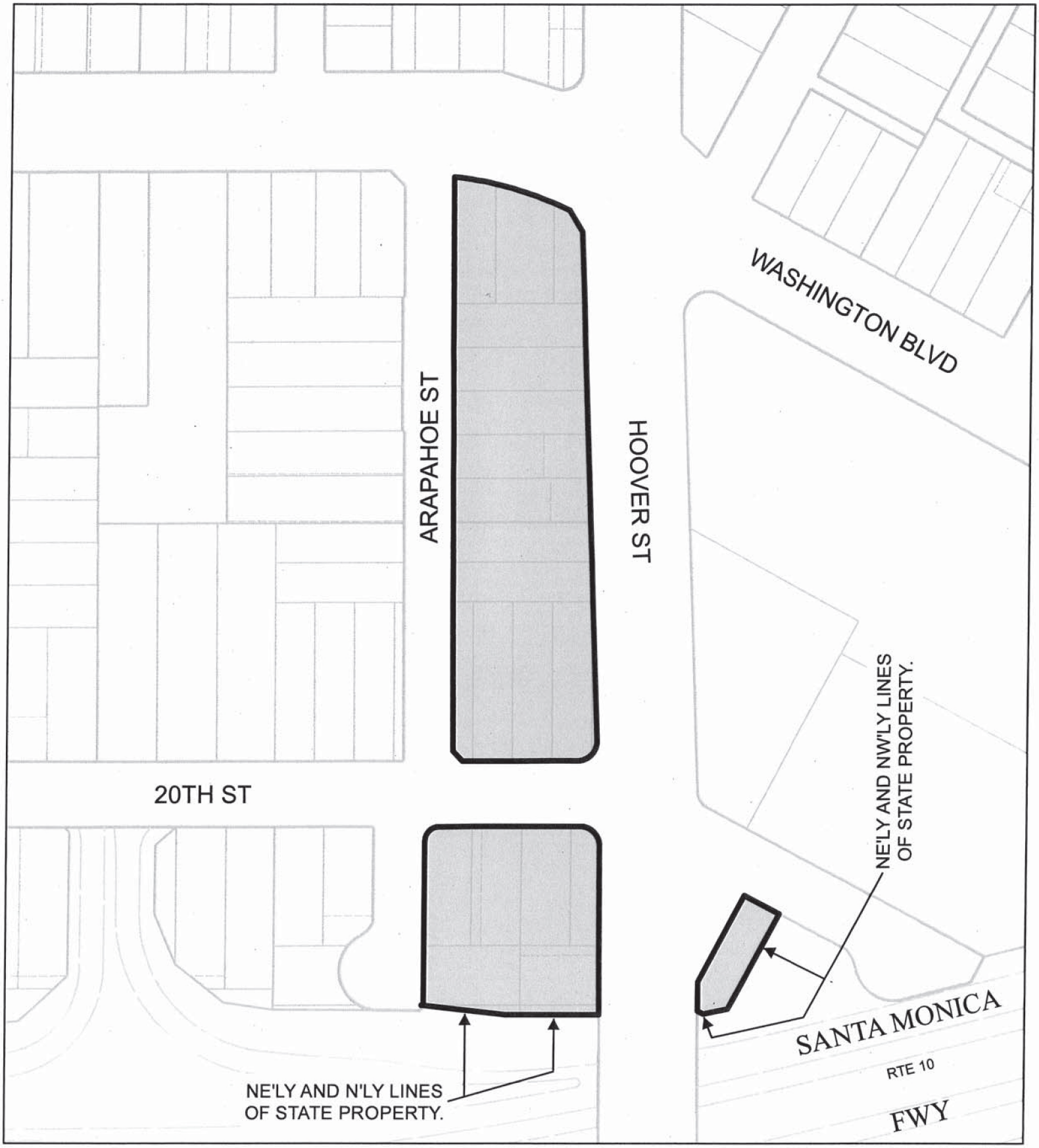
C.M. 126 A 201	CPC 2008-1552 CPU

AEI

SLA CPU, SA 1250

091913

Data Sources: Department of City Planning, Bureau of Engineering



COMMUNITY COMMERCIAL

0 70 140 280

Feet

City of Los Angeles

South LA

C.M. 126 A 201	CPC 2008-1552 CPU

AE

SLA CPU, SA 1260

061213

Data Sources: Department of City Planning, Bureau of Engineering



0 12.5 25 50

Feet

C.M. 126 B 193	CPC 2008-1552 CPU

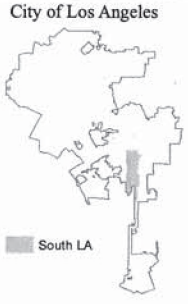
AE

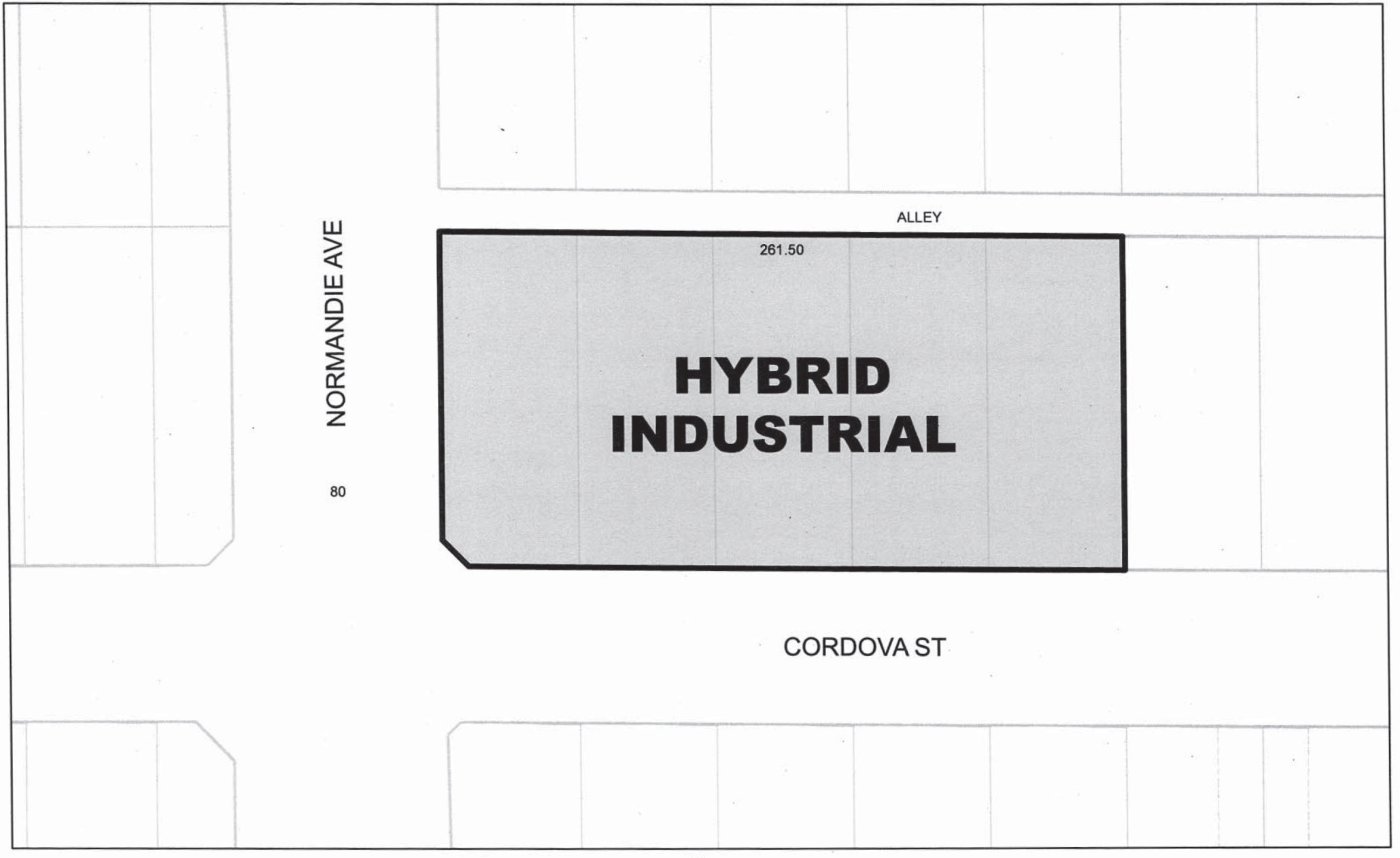
SLA CPU, SA 1280

061213

Data Sources: Department of City Planning, Bureau of Engineering

City of Los Angeles





0 25 50 100

Feet

C.M.126 B 197	CPC 2008-1552 CPU

AEI

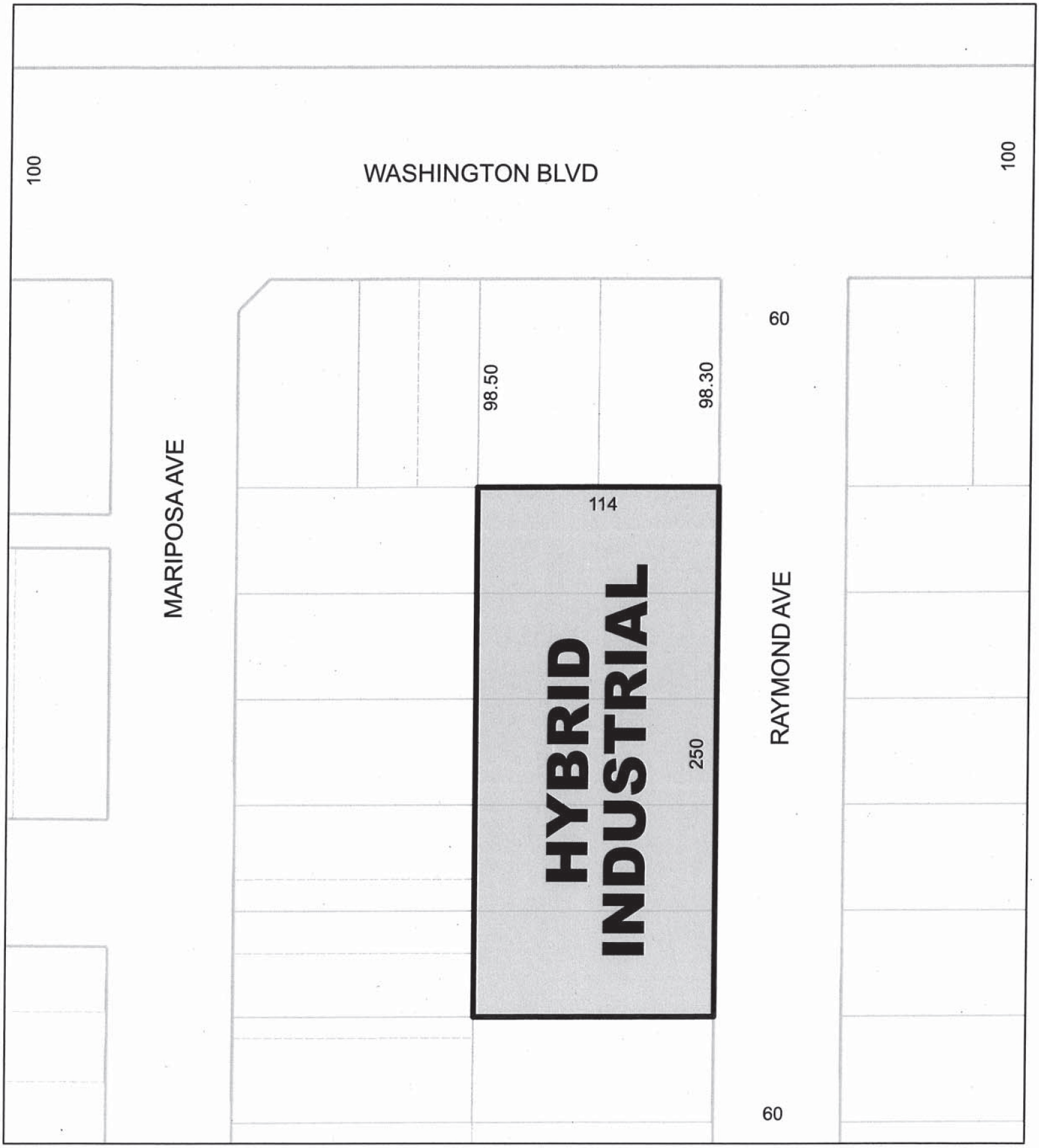
SLA CPU, SA 1310

091213

City of Los Angeles

South LA

Data Sources: Department of City Planning, Bureau of Engineering



0 25 50 100

Feet

C.M. 126 B 197	CPC 2008-1552 CPU

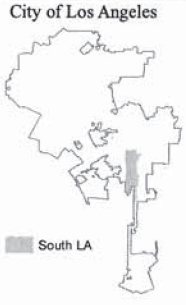
AE

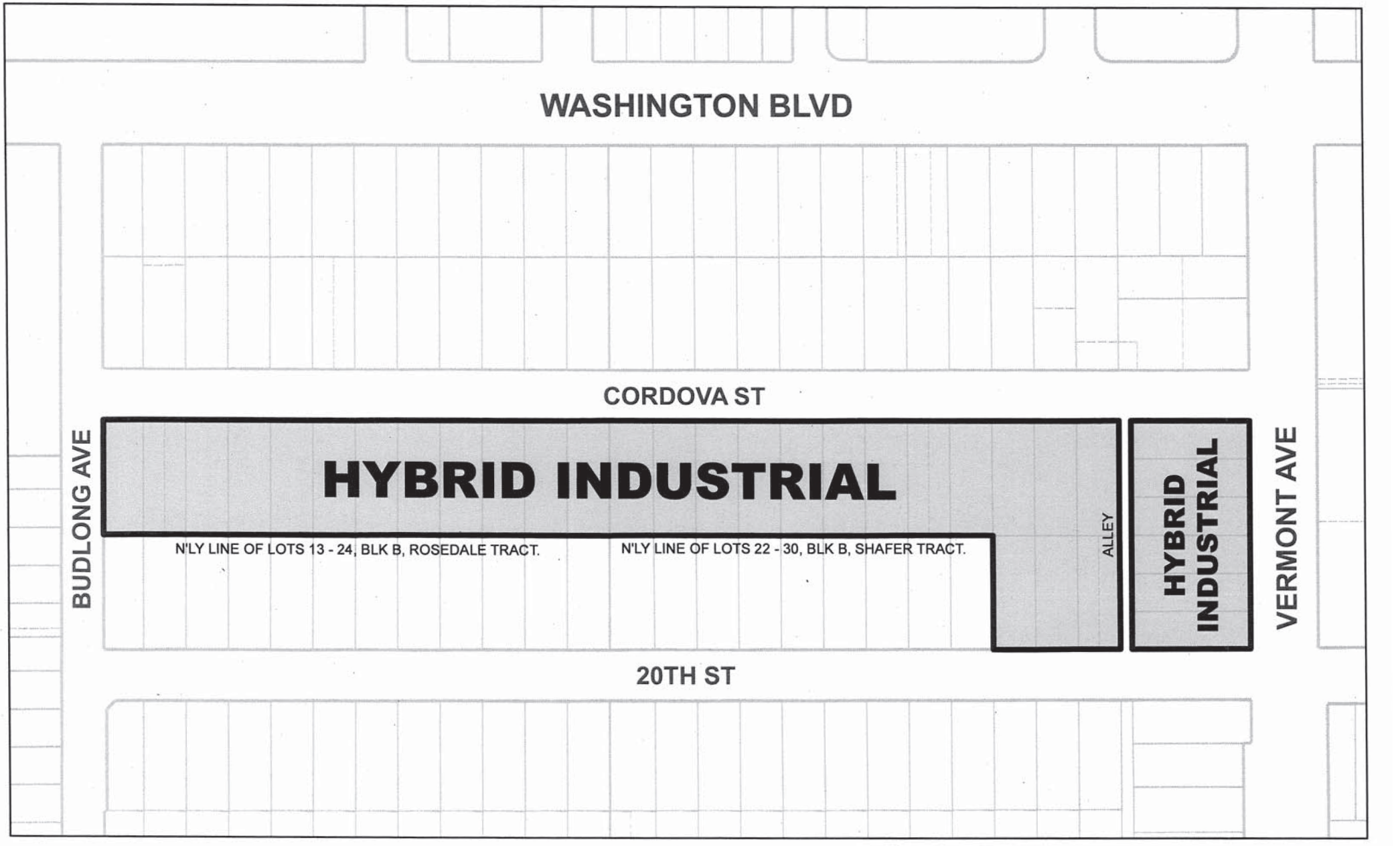
SLA CPU, SA 1320

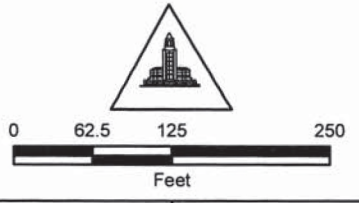
061213

Data Sources: Department of City Planning, Bureau of Engineering

City of Los Angeles









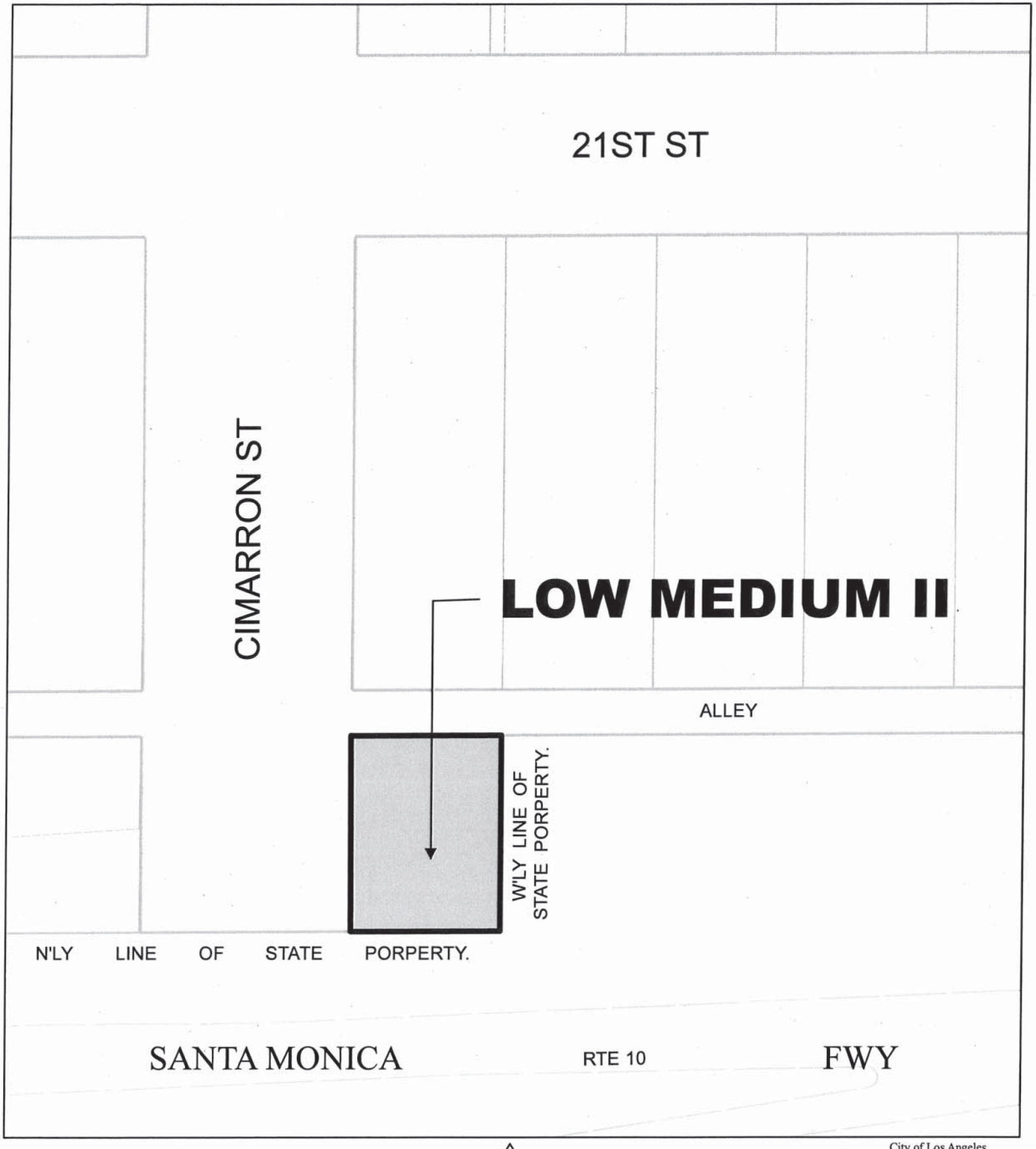
C.M.126 B 197	CPC 2008-1552 CPU

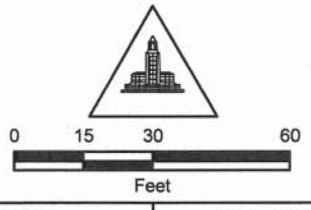
Data Sources: Department of City Planning, Bureau of Engineering

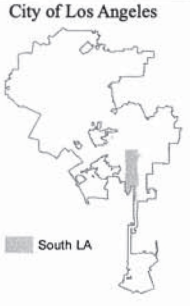
AEI

SLA CPU, SA 1330

020316







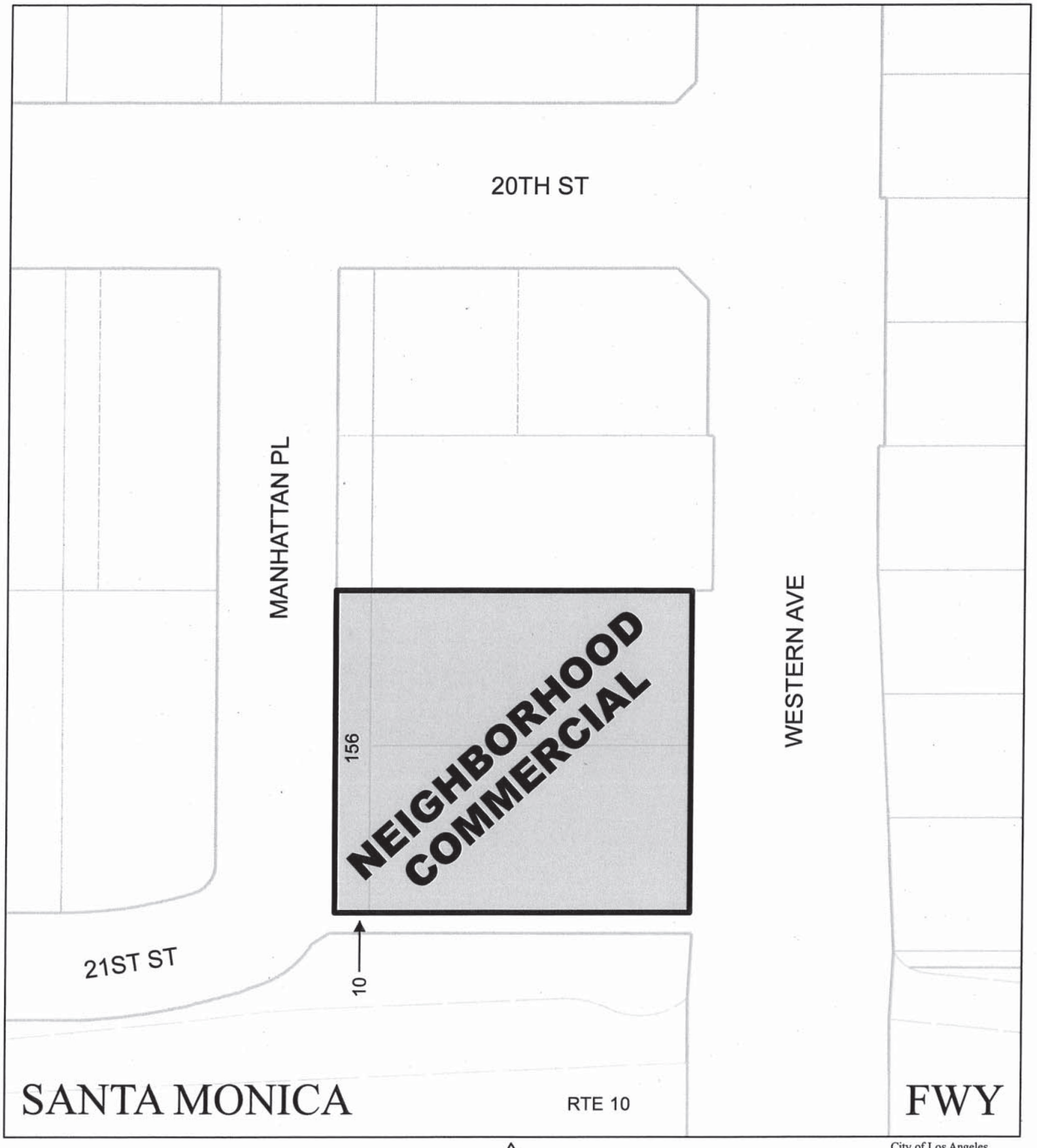
C.M. 126 B 189	CPC 2008-1552 CPU

Data Sources: Department of City Planning, Bureau of Engineering

AE

SLA CPU, SA 1345

091114



0 25 50 100

Feet

City of Los Angeles

South LA

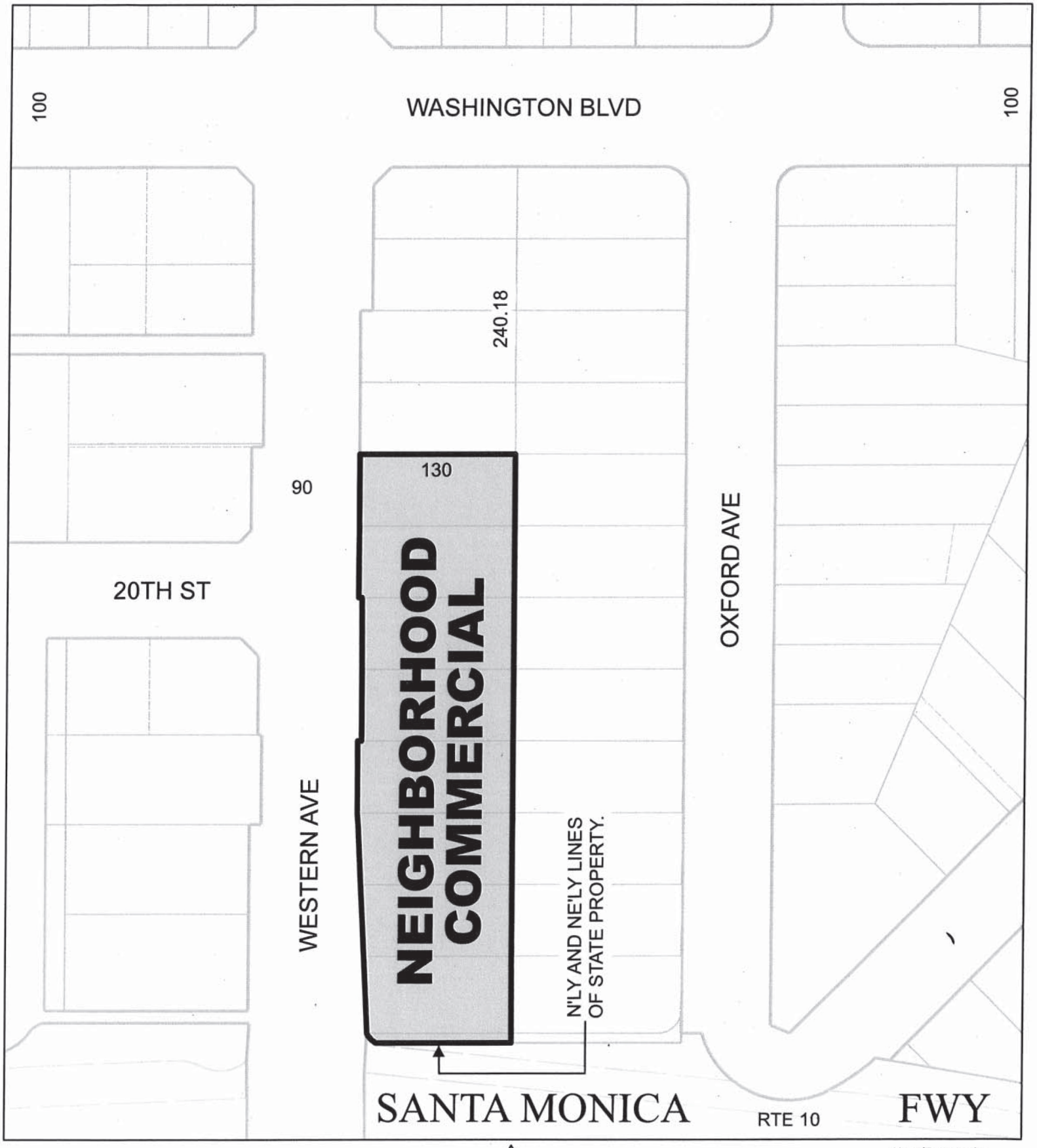
C.M. 126 B 193	CPC 2008-1552 CPU

AEI

SLA CPU, SA 1350

061213

Data Sources: Department of City Planning, Bureau of Engineering



0 50 100 200

Feet

C.M. 126 B 193	CPC 2008-1552 CPU

SLA CPU, SA 1360

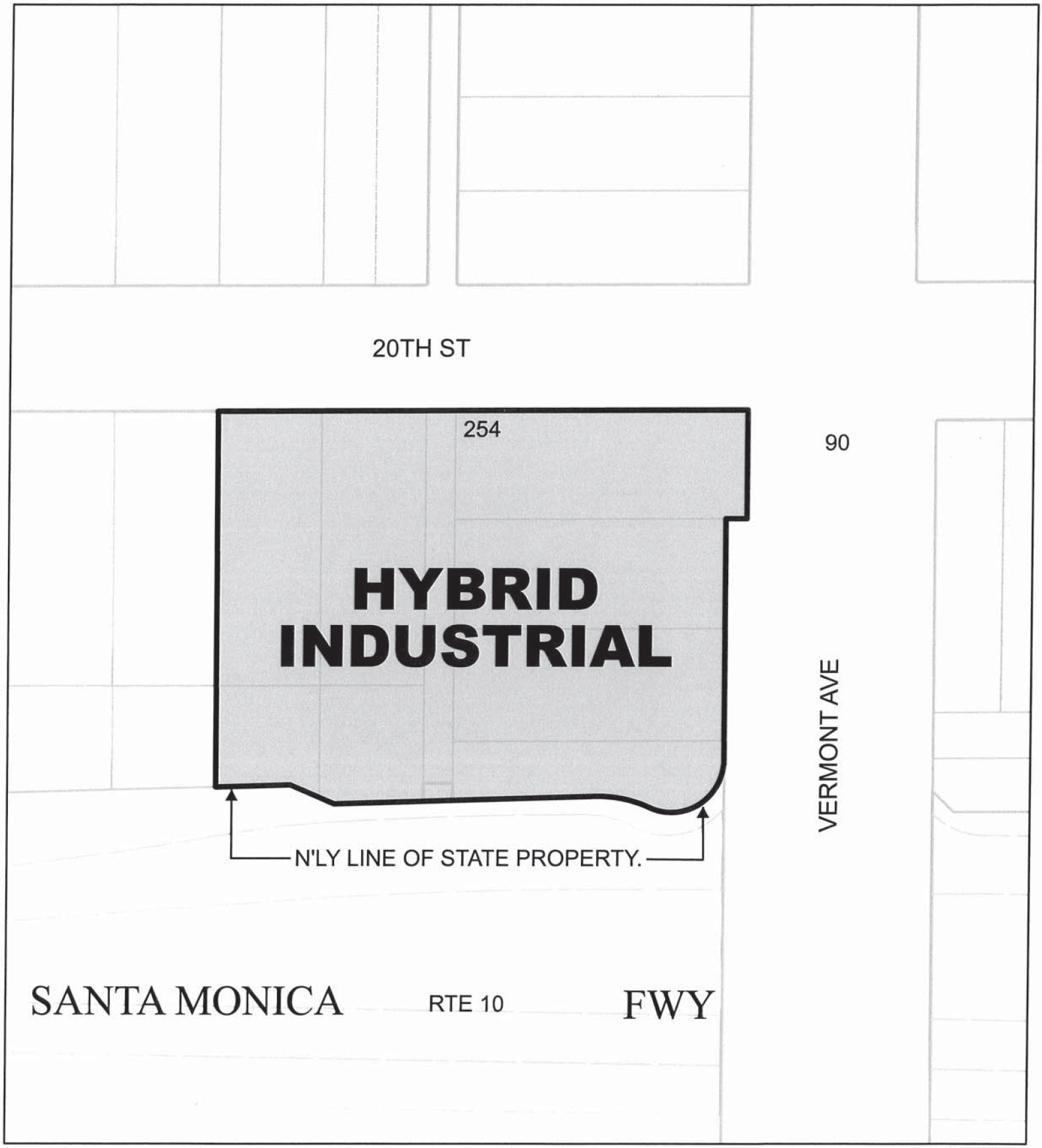
AE

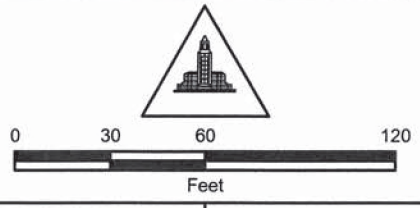
091913

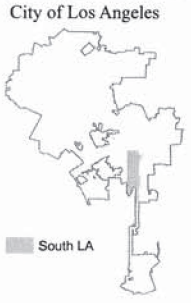
City of Los Angeles

South LA

Data Sources: Department of City Planning, Bureau of Engineering







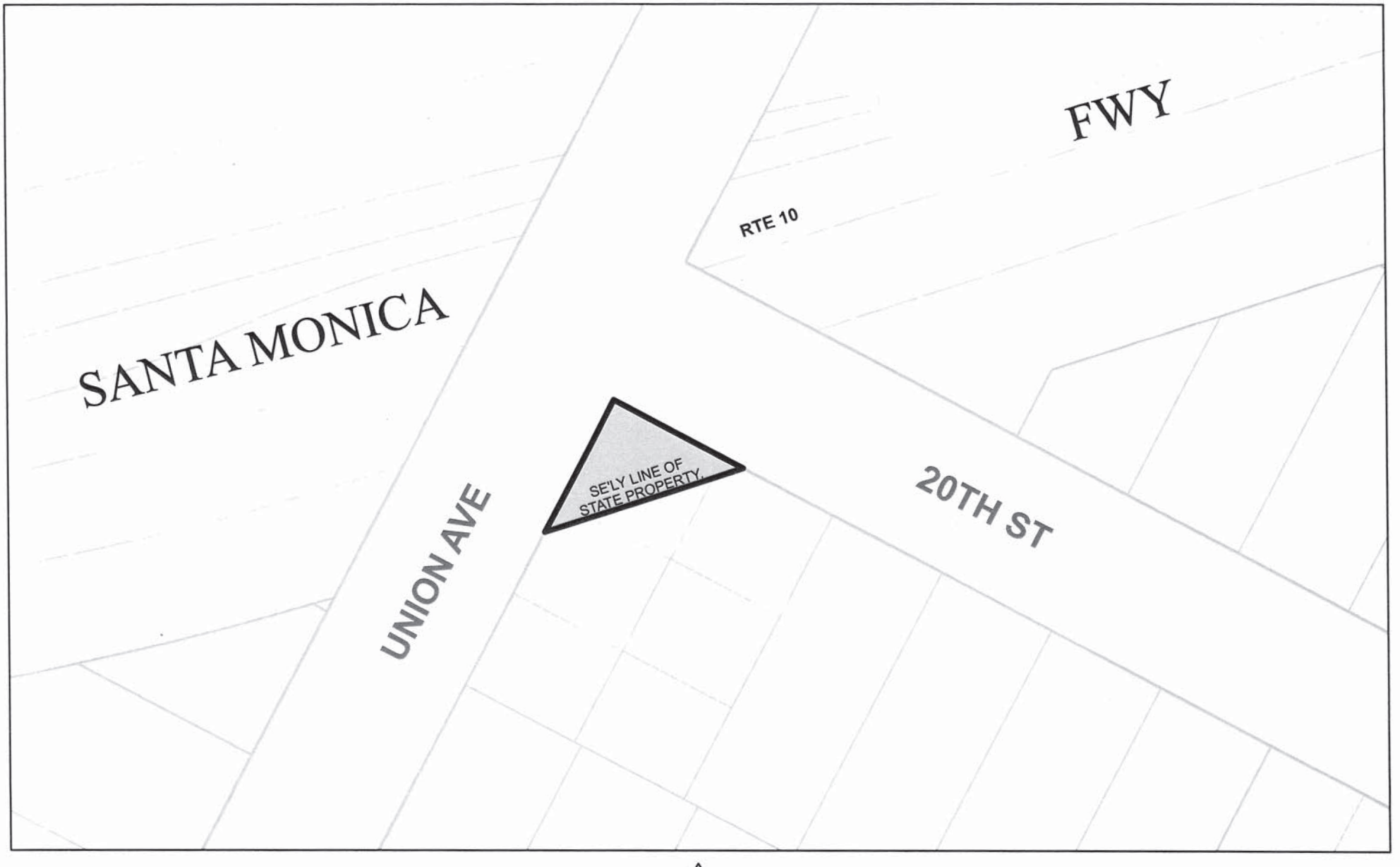
C.M. 126 B 197	CPC 2008-1552 CPU

Data Sources: Department of City Planning, Bureau of Engineering

AE/QQ

SLA CPU, SA 1370

061213



PUBLIC FACILITIES

0 20 40 80
Feet

City of Los Angeles

South LA

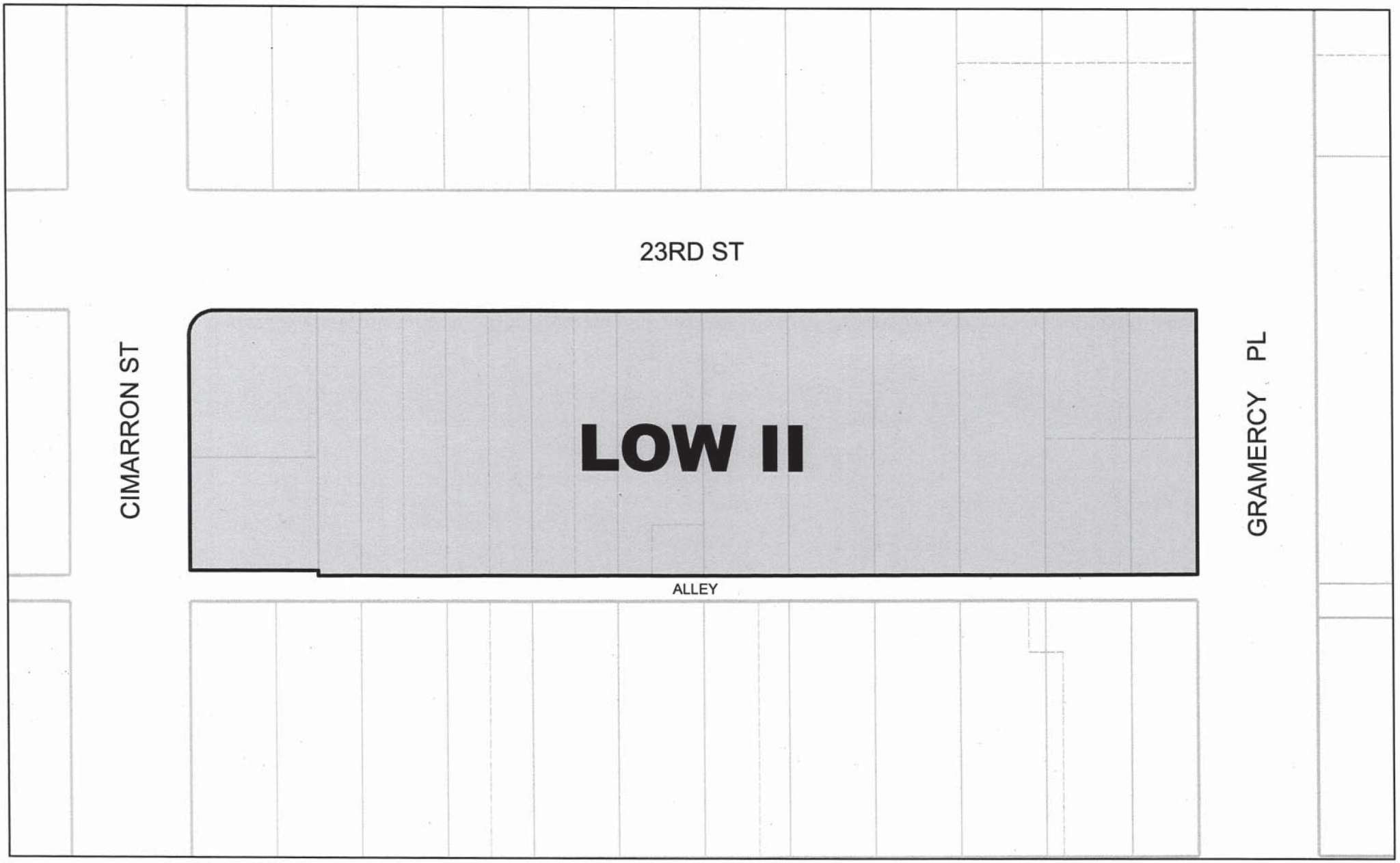
C.M. 124.5 A 201	CPC 2008-1552 CPU

AE/cf

SLA CPU, SA 1399

012116

Data Sources: Department of City Planning, Bureau of Engineering



0 25 50 100

Feet

City of Los Angeles

South LA

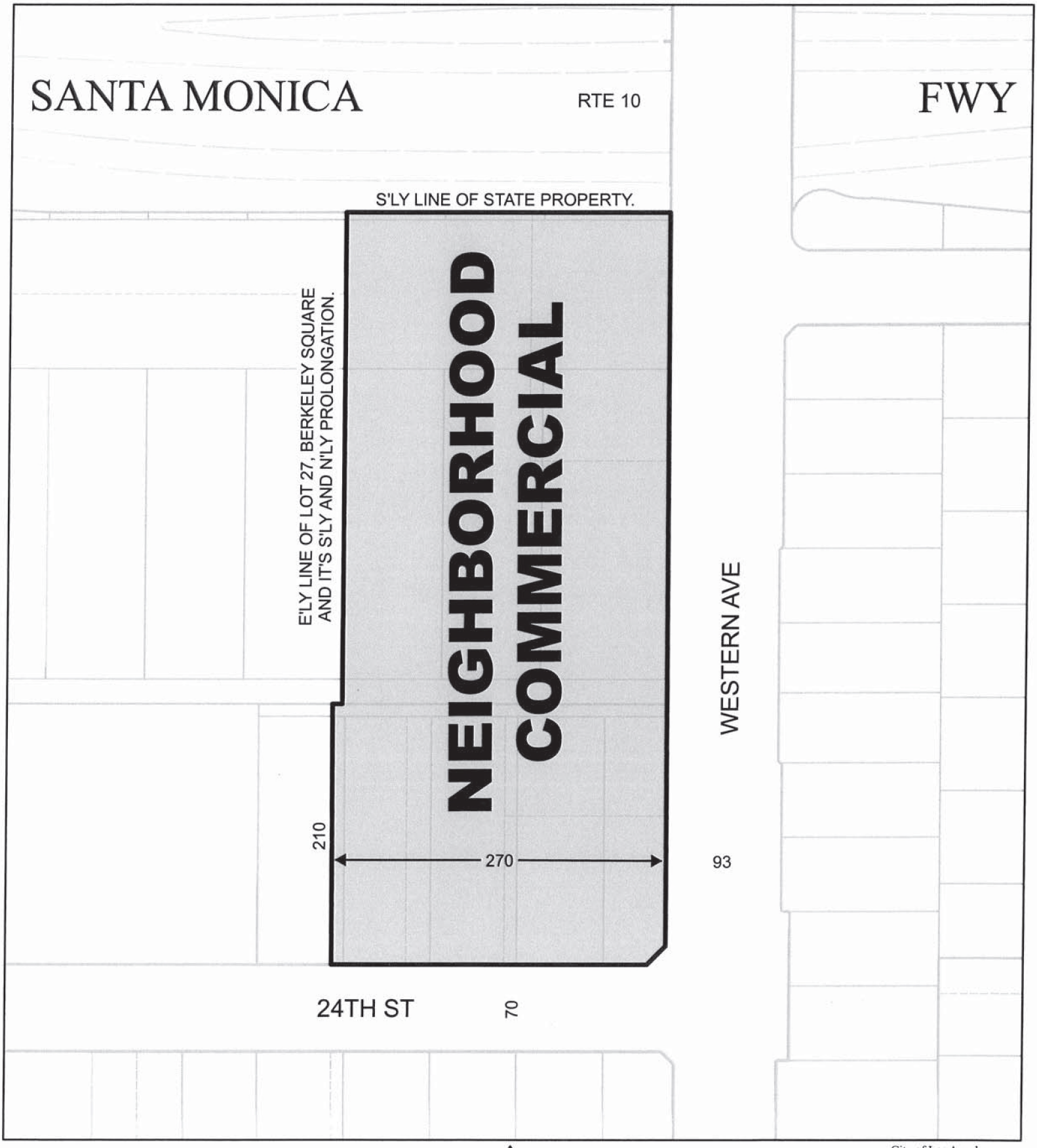
C.M. 123 B 189	CPC 2008-1552 CPU

Data Sources: Department of City Planning, Bureau of Engineering

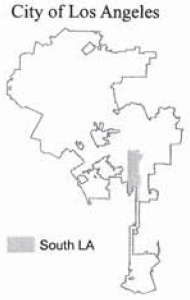
AE

SLA CPU, SA 1400

041113



City of Los Angeles



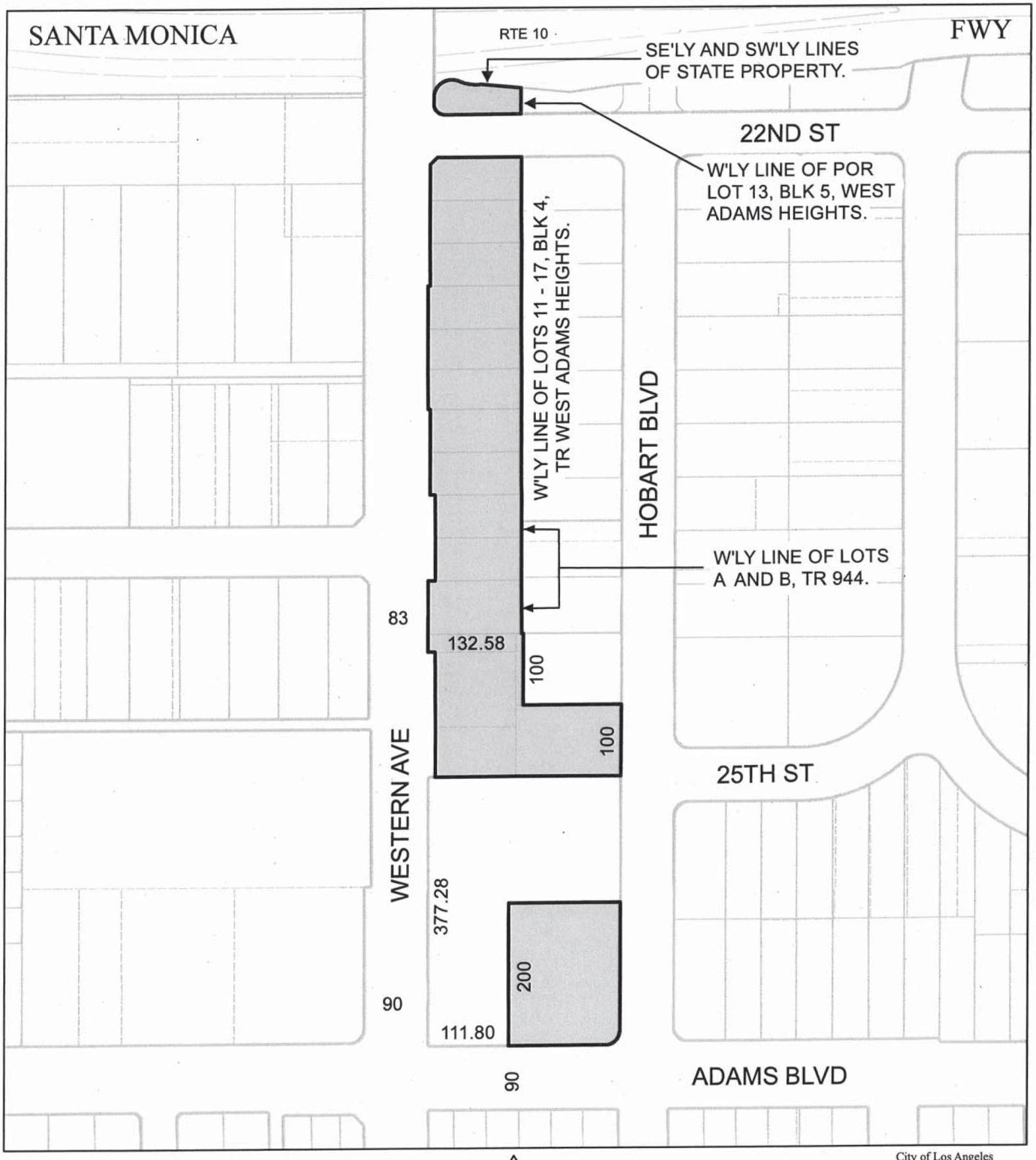
C.M. 123 B 193	CPC 2008-1552 CPU

AE/

SLA CPU, SA 1410

061213

Data Sources: Department of City Planning, Bureau of Engineering



NEIGHBORHOOD COMMERCIAL

0 62.5 125 250
Feet

City of Los Angeles



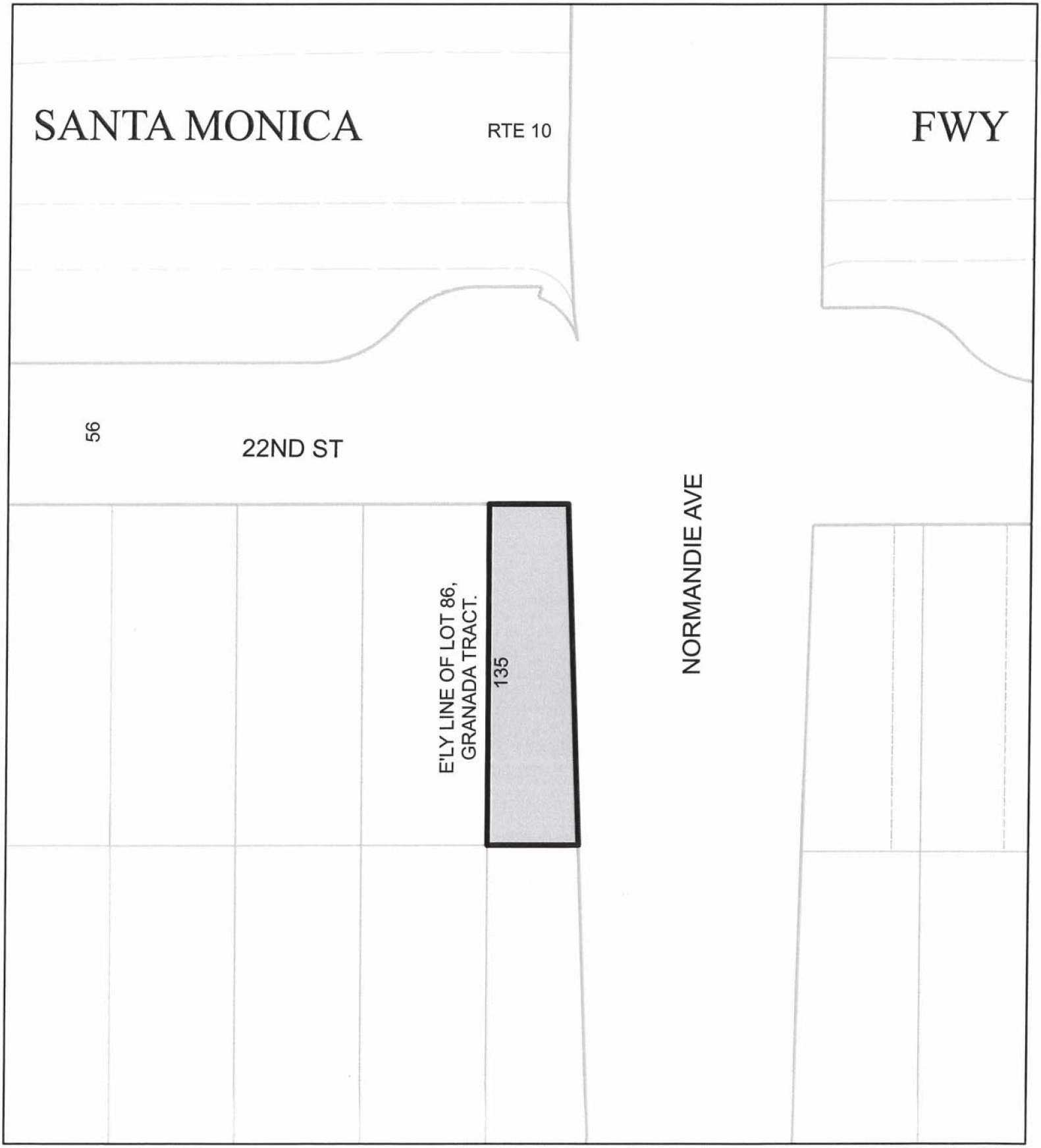
C.M. 123 B 193	CPC 2008-1552 CPU

AEI

SLA CPU, SA 1420

012216

Data Sources: Department of City Planning, Bureau of Engineering



NEIGHBORHOOD COMMERCIAL

0 20 40 80

Feet

City of Los Angeles

South LA

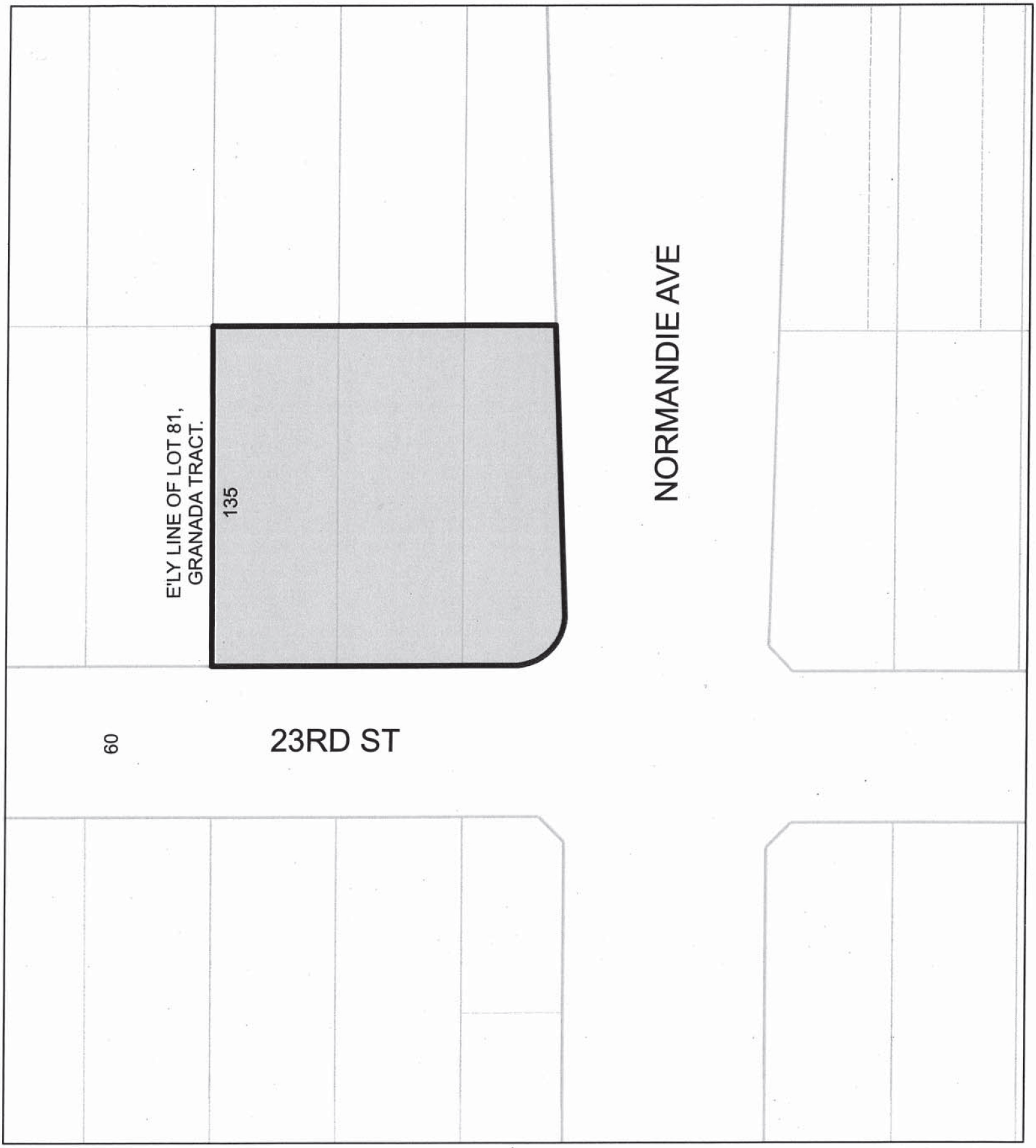
C.M. 123 B 193	CPC 2008-1552 CPU

AE/GG

SLA CPU, SA 1425

091913

Data Sources: Department of City Planning, Bureau of Engineering



NEIGHBORHOOD COMMERCIAL

0 20 40 80

Feet

City of Los Angeles

South LA

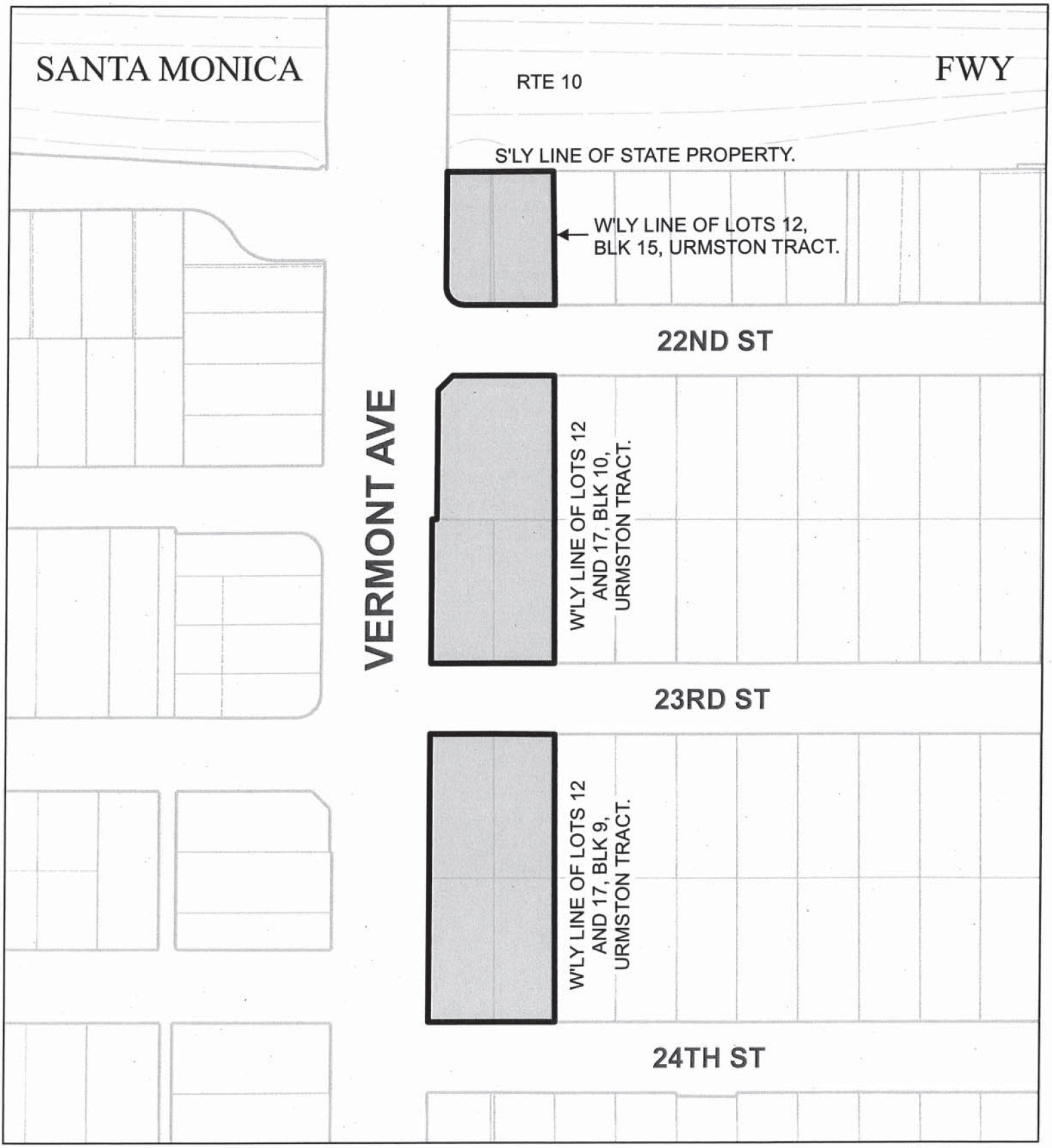
C.M. 123 B 193	CPC 2008-1552 CPU

AE/GG

SLA CPU, SA 1431

082014

Data Sources: Department of City Planning, Bureau of Engineering



NEIGHBORHOOD COMMERCIAL

0 40 80 160

Feet

C.M. 123 B 197	CPC 2008-1552 CPU

AE/

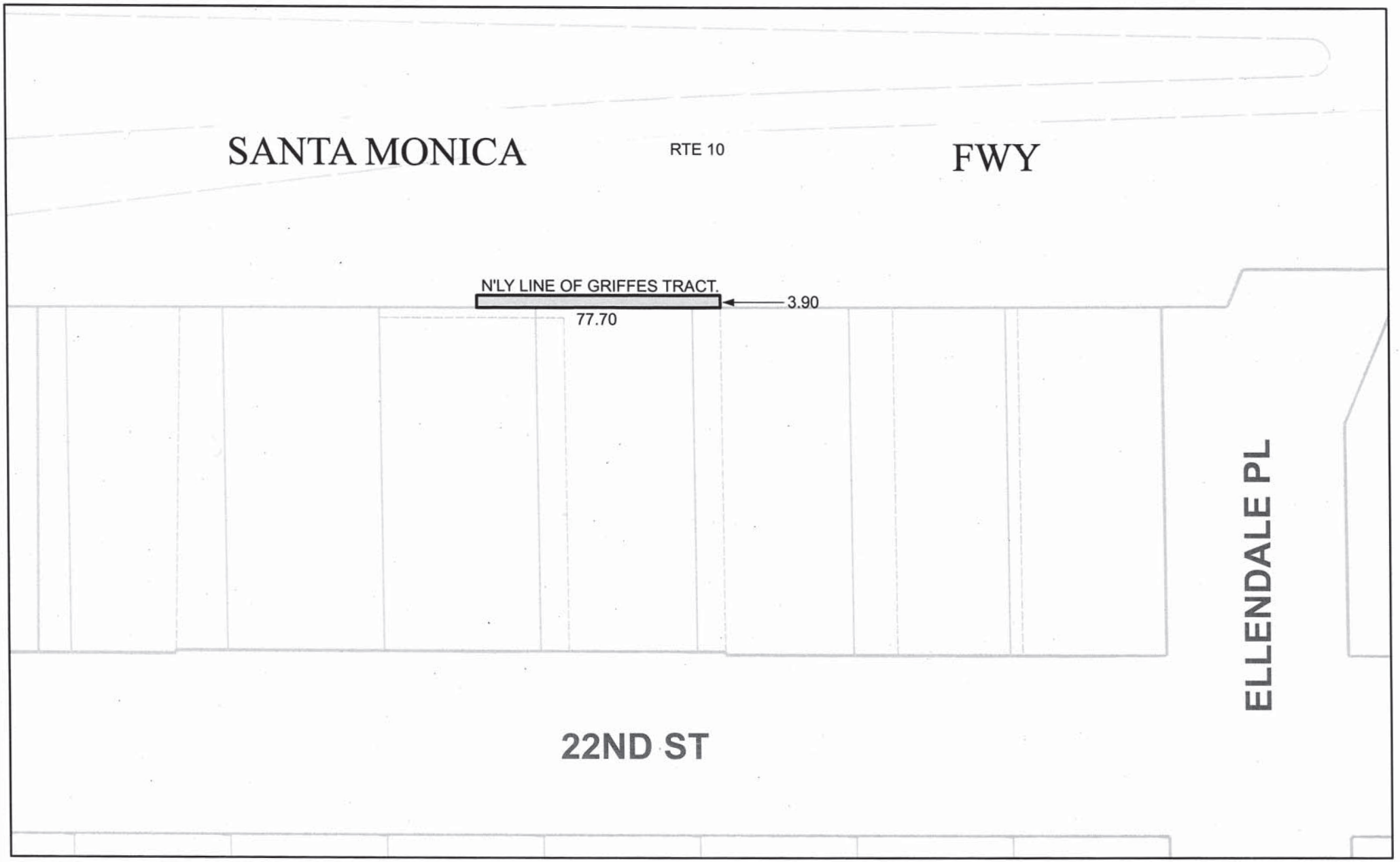
SLA CPU, SA 1440

012216

Data Sources: Department of City Planning, Bureau of Engineering

City of Los Angeles





LOW MEDIUM II

0 15 30 60
Feet

C.M. 123 B 197	CPC 2008-1552 CPU

AA/cf

SLA CPU, SA 1442

021617

City of Los Angeles

South LA

Data Sources: Department of City Planning, Bureau of Engineering



0 25 50 100

Feet

C.M. 124.5 A 201	CPC 2008-1552 CPU

AE/

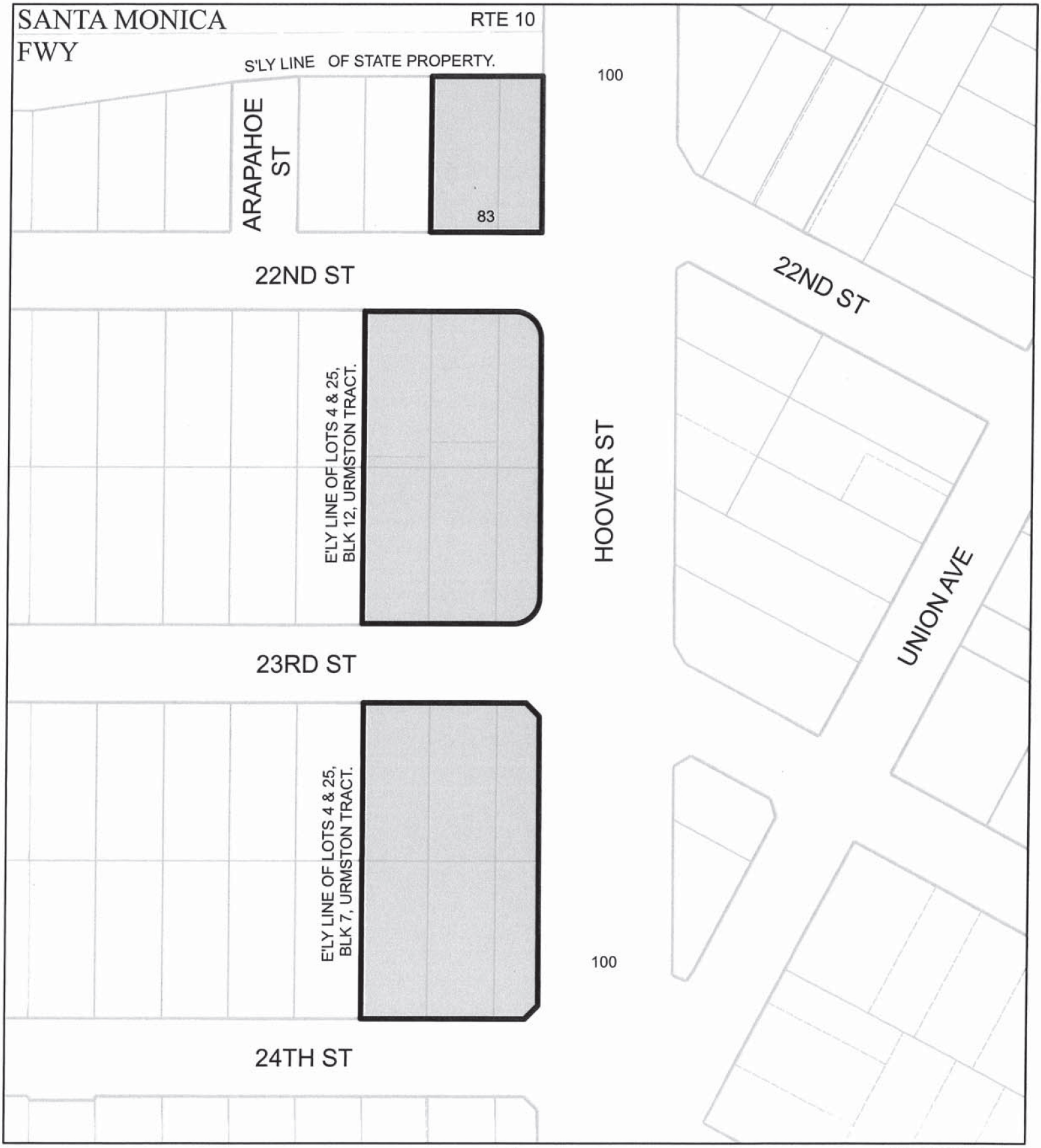
SLA CPU, SA 1445

091114

Data Sources: Department of City Planning, Bureau of Engineering

City of Los Angeles





NEIGHBORHOOD COMMERCIAL

0 37.5 75 150

Feet

City of Los Angeles

South LA

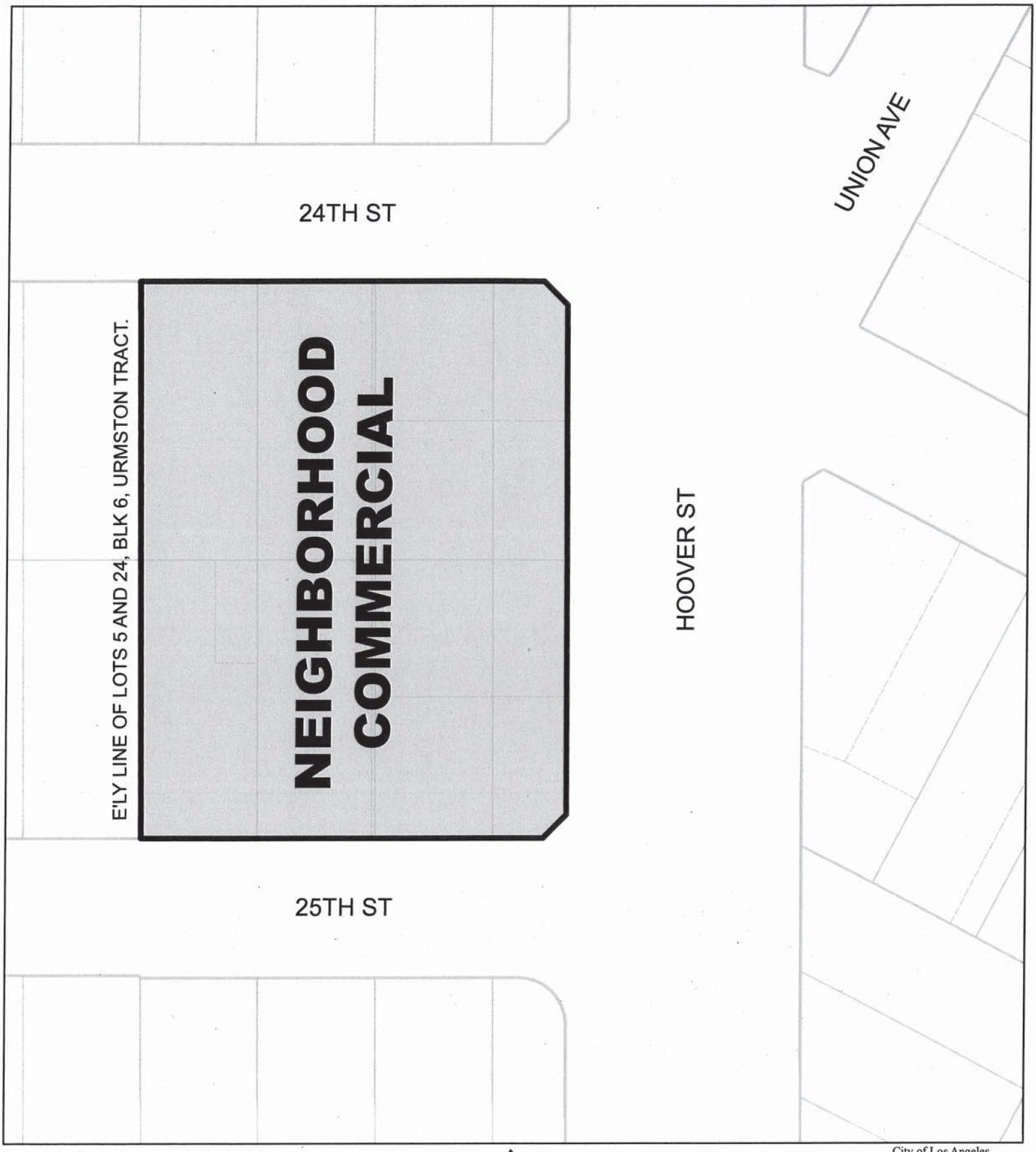
C.M. 124.5 A 201	CPC 2008-1552 CPU

AE/GA

SLA CPU, SA 1450

091913

Data Sources: Department of City Planning, Bureau of Engineering



0 25 50 100

Feet

C.M. 124.5 A 201	CPC 2008-1552 CPU

AE/mm

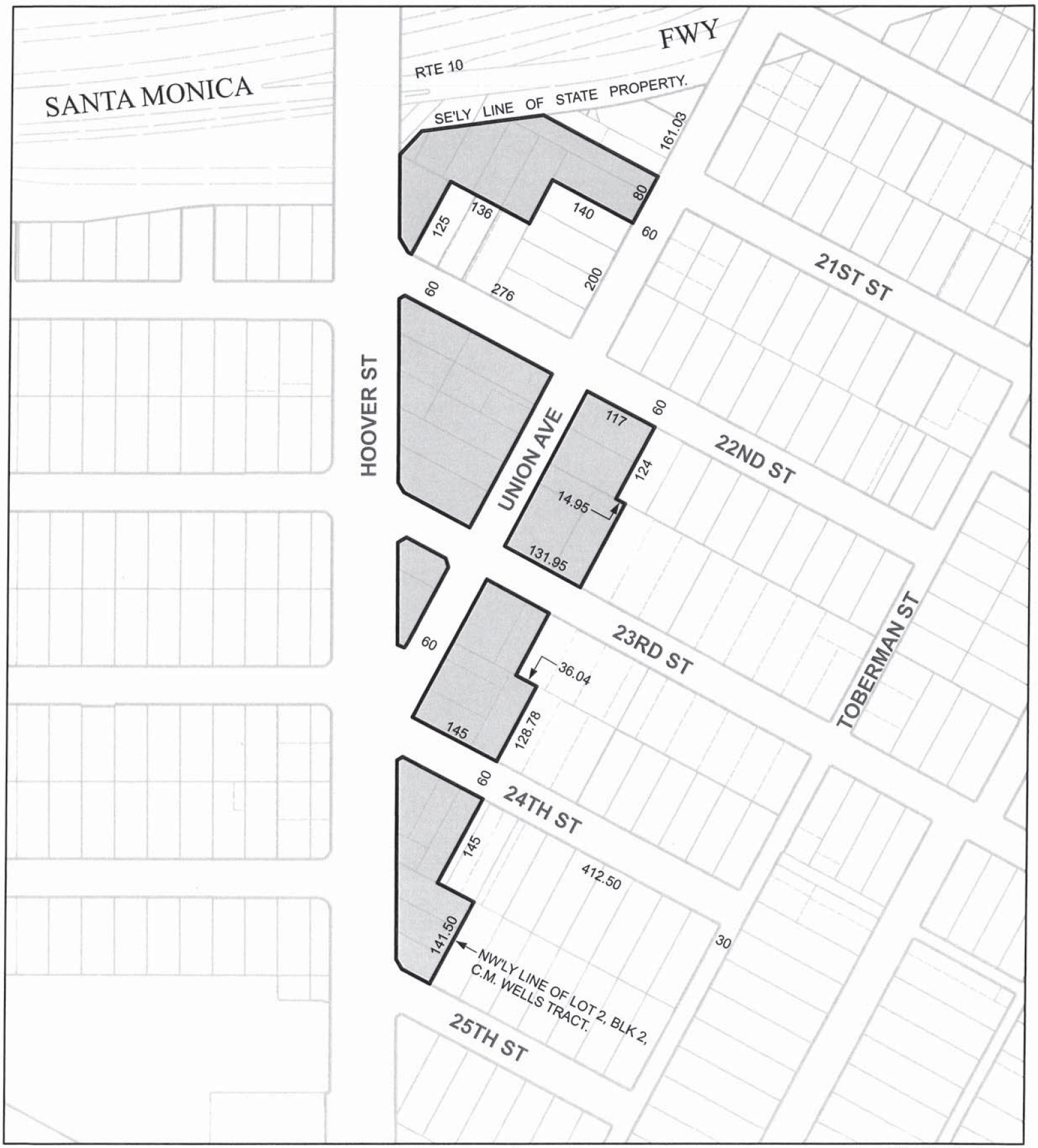
SLA CPU, SA 1455

091913

Data Sources: Department of City Planning, Bureau of Engineering

City of Los Angeles





NEIGHBORHOOD COMMERCIAL

0 70 140 280

Feet

City of Los Angeles

South LA

C.M. 123 A 201, 124.5 A 201	CPC 2008-1552 CPU

AA/

SLA CPU, SA 1460

030617

Data Sources: Department of City Planning, Bureau of Engineering



0 25 50 100

Feet

City of Los Angeles

South LA

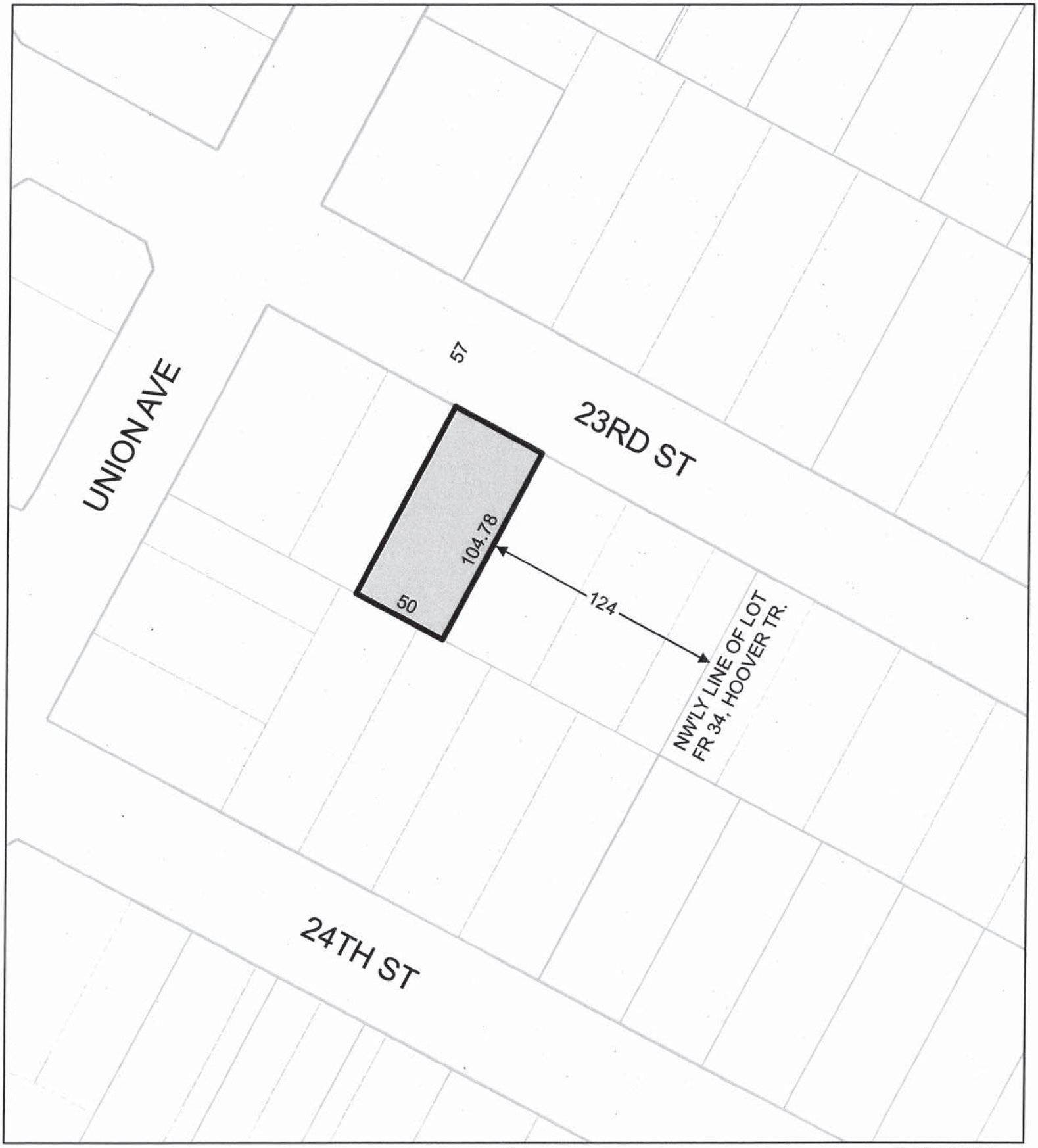
C.M. 124.5 A 201	CPC 2008-1552 CPU

AA/cf

SLA CPU, SA 1461

030617

Data Sources: Department of City Planning, Bureau of Engineering



LOW MEDIUM II

0 20 40 80

Feet

City of Los Angeles

South LA

C.M. 124.5 A 201	CPC 2008-1552 CPU

AE

SLA CPU, SA 1465

091814

Data Sources: Department of City Planning, Bureau of Engineering



LOW MEDIUM II

0 40 80 160

Feet

City of Los Angeles

South LA

C.M. 124.5 A 203	CPC 2008-1552 CPU

AA/ cf

SLA CPU, SA 1480

031517

Data Sources: Department of City Planning, Bureau of Engineering



NEIGHBORHOOD COMMERCIAL

0 40 80 160

Feet

City of Los Angeles

South LA

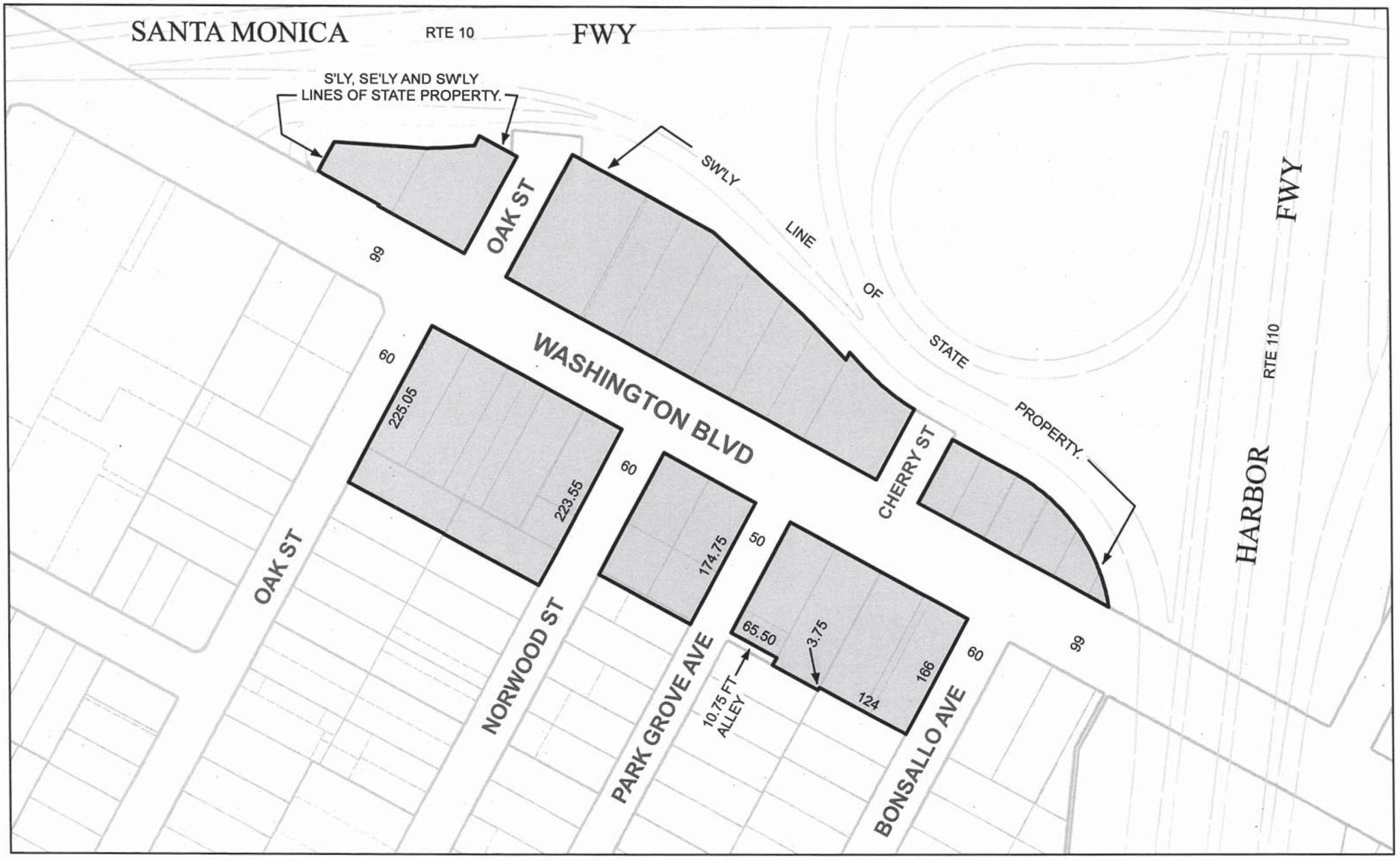
C.M. 124.5 A 203, 126 A 203	CPC 2008-1552 CPU

AA/cf

SLA CPU, SA 1490

031517

Data Sources: Department of City Planning, Bureau of Engineering



NEIGHBORHOOD COMMERCIAL

0 65 130 260

Feet

C.M.126 A 203, 124.5 A 203	CPC 2008-1552 CPU

AEIGA

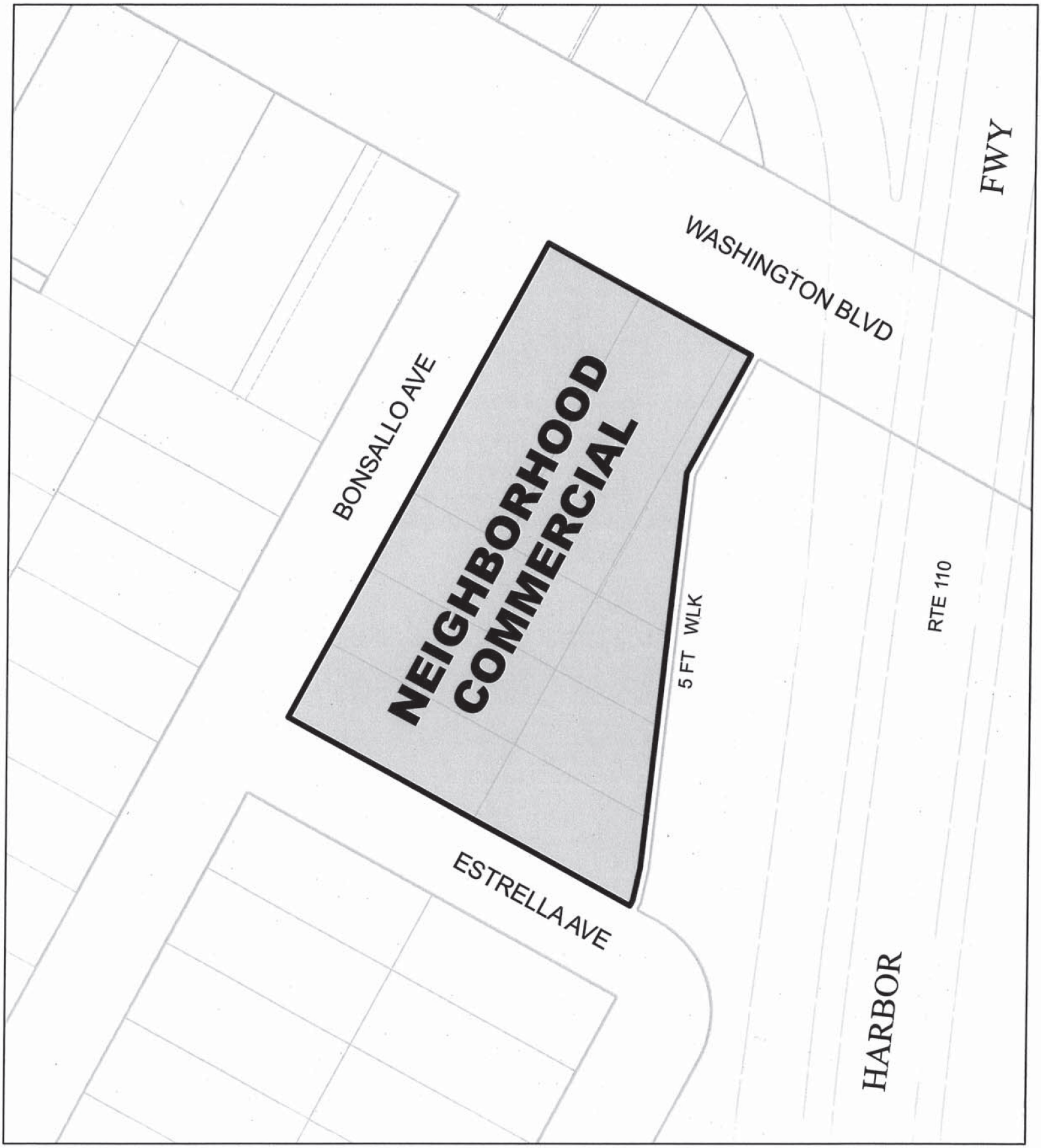
SLA CPU, SA 1500

123115

Data Sources: Department of City Planning, Bureau of Engineering

City of Los Angeles

South LA



0 25 50 100

Feet

City of Los Angeles

South LA

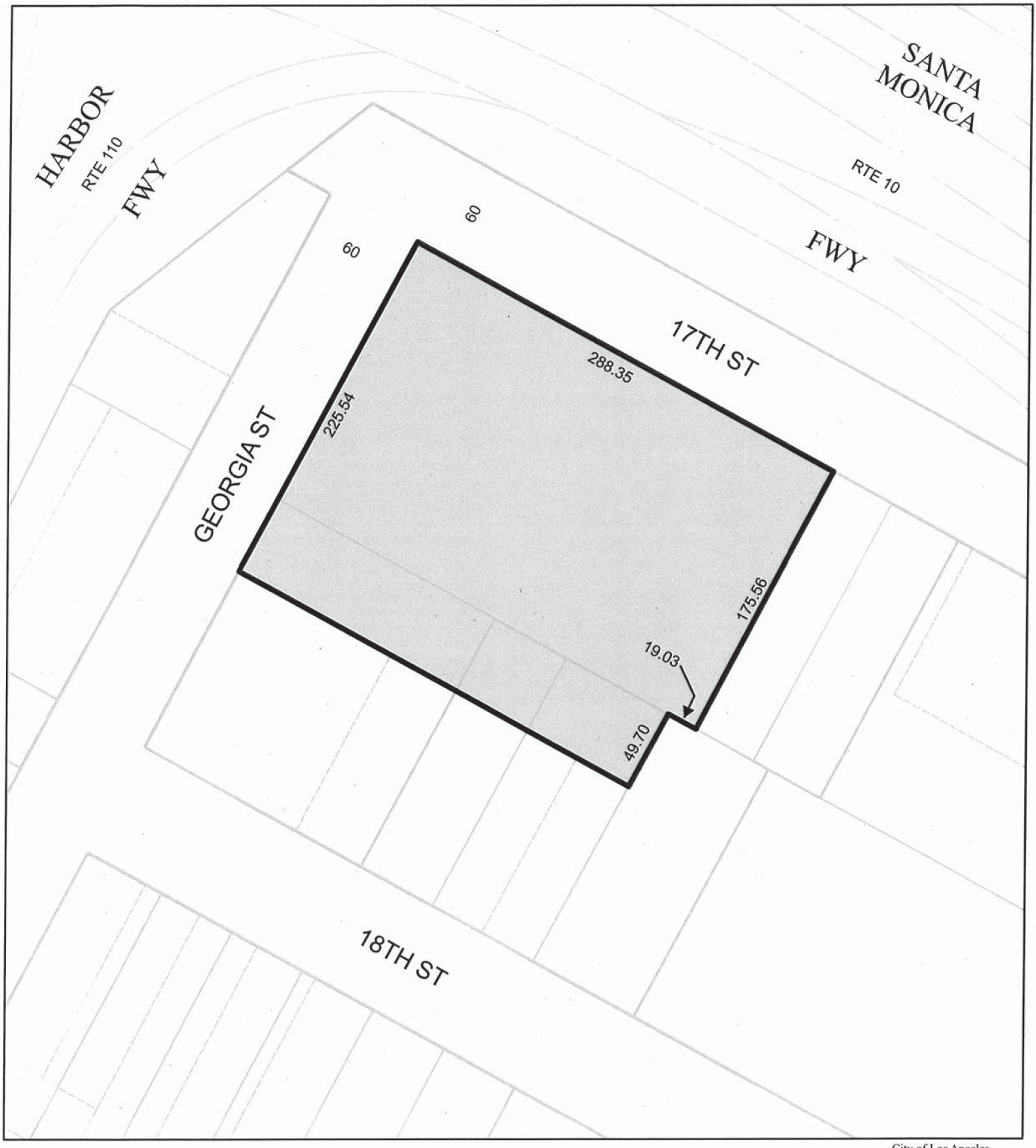
C.M. 124.5 A 203	CPC 2008-1552 CPU

AE/

SLA CPU, SA 1540

061213

Data Sources: Department of City Planning, Bureau of Engineering



PUBLIC FACILITIES

0 25 50 100
Feet

City of Los Angeles

South LA

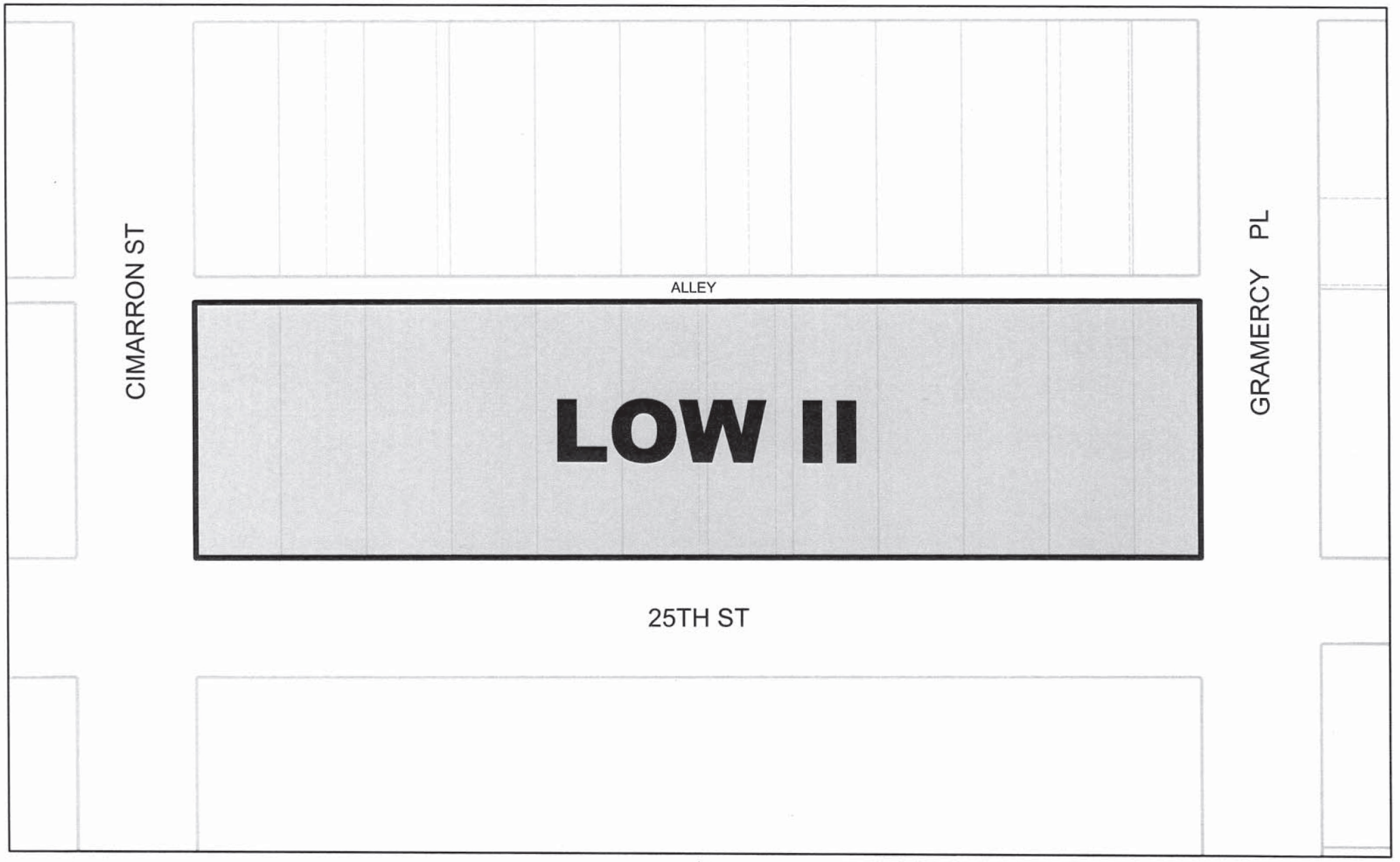
C.M. 124.5 A 205	CPC 2008-1552 CPU

AE/aa

SLA CPU, SA 1550

032113

Data Sources: Department of City Planning, Bureau of Engineering



0 25 50 100

Feet

C.M. 123 B 189	CPC 2008-1552 CPU

AE/cf

SLA CPU, SA 1560

041113

Data Sources: Department of City Planning, Bureau of Engineering

City of Los Angeles

