

4.10 LAND USE AND PLANNING

This section provides an overview of land use and planning policy for the CPAs and evaluates the impacts associated with the Proposed Plans. Topics addressed include division of an established community, land use compatibility, and applicable land use plans, polices or regulations.

EXISTING SETTING

The CPAs are two of the three community plans that make up the City's South Los Angeles Planning Area. They are geographically contiguous, sharing a common boundary along Figueroa Street and Broadway. The CPAs are urbanized communities developed with a mixture of multi- and single-family residential, commercial, industrial, civic, recreational, and open space uses, with few vacant land infill opportunities. Aside from a small incline that runs from approximately Adams Boulevard/Arlington Avenue to Venice Boulevard/Hoover Street in the South Los Angeles CPA, the topography of both CPAs is generally level and no major land formations or waterways define either area.

SOUTH LOS ANGELES

The South Los Angeles CPA is located approximately three miles southwest of Downtown Los Angeles. The CPA has a total area of approximately 9,881 acres (approximately 15.4 square miles), inclusive of streets and other public rights-of-way. South Los Angeles is characterized as an urban core community that evolved with the first ring of suburban development that followed the extension of the streetcar. It contains diverse neighborhoods including Angelus Vista, Adams-Normandie, University Park, Exposition Park, Vermont Square, Vermont-Slauson, Manchester Square, Vermont Knolls, Gramercy Park, and Vermont Vista. The neighborhoods contain pedestrian scale development, with housing and businesses located in close proximity to one another and buildings that are typically three stories or less in height. While the majority of the South Los Angeles CPA is residential, commercial corridors are centrally located within the CPA and provide shopping and employment opportunities to the local community.

The CPA is generally bounded by Pico Boulevard to the north, Figueroa Street and Broadway to the east, 120th Street to the south, and Arlington Street and Van Ness Avenue to the west. The communities that border the CPA are the Wilshire and Westlake CPAs to the north, the Harbor Gateway CPA and the County of Los Angeles community of West Athens-Westmont to the south, the West Adams-Baldwin Hills-Leimert CPA and the City of Inglewood to the west, and the Southeast Los Angeles CPA to the east.

SOUTHEAST LOS ANGELES

The Southeast Los Angeles CPA is located south of Downtown Los Angeles with a total area of approximately 9,887 acres (approximately 15.5 square miles) inclusive of streets and other public rights-of-way. Southeast Los Angeles also evolved as the streetcar extended southward from Downtown Los Angeles. Owing to its immediate proximity to Downtown Los Angeles, the Southeast Los Angeles CPA contains more industrial uses that provide employment opportunities, compared to the South Los Angeles CPA. The Southeast Los Angeles CPA contains distinct neighborhoods including Central, Avalon, Green Meadows and Watts. Generally, the neighborhoods consist of multi-family housing located throughout the CPA, industrial areas predominantly located in the northern portion of the CPA, and single-family neighborhoods in the southern portion of the CPA. The CPA also includes many commercial corridors with buildings of three stories or less, but most commonly single-story.

The CPA is generally bounded by the Santa Monica Freeway (I-10) to the north; the Alameda Corridor (from the I-10 to Slauson Avenue and from 92nd Street to Imperial Highway) and Central Avenue (from Slauson Avenue to 103rd Street) to the east; 120th Street and Imperial Highway to the south; and Figueroa Street and

Broadway to the west. The Southeast Los Angeles CPA is bordered by the Central City CPA (Downtown) to the north, the cities of Vernon, South Gate, and Lynwood and the community of Florence-Firestone in unincorporated Los Angeles County to the east, the communities of Willowbrook and West Rancho Dominguez in unincorporated Los Angeles County to the south, and the South Los Angeles CPA to the west.

CIRCULATION SYSTEM

The circulation system serving the CPAs is a grid system of roadways generally oriented in a north-south, east-west direction. This pattern changes north of Martin Luther King Jr. Boulevard and east of Hoover Street where the streets are oriented in a southwest-northeast direction. The major north-south corridors include Arlington/Van Ness Avenue, Western Avenue, Normandie Avenue, Vermont Avenue, Figueroa Street, Broadway, Main Street, San Pedro Street, Avalon Boulevard, Central Avenue, Compton Avenue, Long Beach Avenue, and Alameda Street. Major east-west corridors include Pico Boulevard, Venice Avenue, 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 (**Figure 4.10-1**).

The CPAs are traversed by major transportation infrastructure including the Harbor Freeway (I-110), the Santa Monica Freeway (I-10), and the Century Freeway (I-105), as well as the Los Angeles County Metropolitan Transportation Authority's (Metro's) Blue, Green, and Expo light rail transit lines. As shown on **Figure 4.10-1**, the Blue Line runs along Washington Boulevard in an east-west direction and along Long Beach Avenue in a north-south direction in the northern and eastern portions of the Southeast Los Angeles CPA. Seven Blue Line stations are located within or near the CPA. The Green Line runs along the median of the I-105 Freeway, traversing the southern portion of both CPAs. There are three Green Line stations that provide east-west service to the CPAs, and one Green Line station that is shared with the Blue Line Station at Wilmington Avenue. The Expo Line runs along Exposition Blvd in an east-west direction with three stations serving the South Los Angeles CPA, and along Flower Street in a northeast-southwest direction with two stations serving the Southeast Los Angeles CPA. In total, 15 light rail transit stations are located within or near the CPAs, several of which provide connections between the various transit lines.

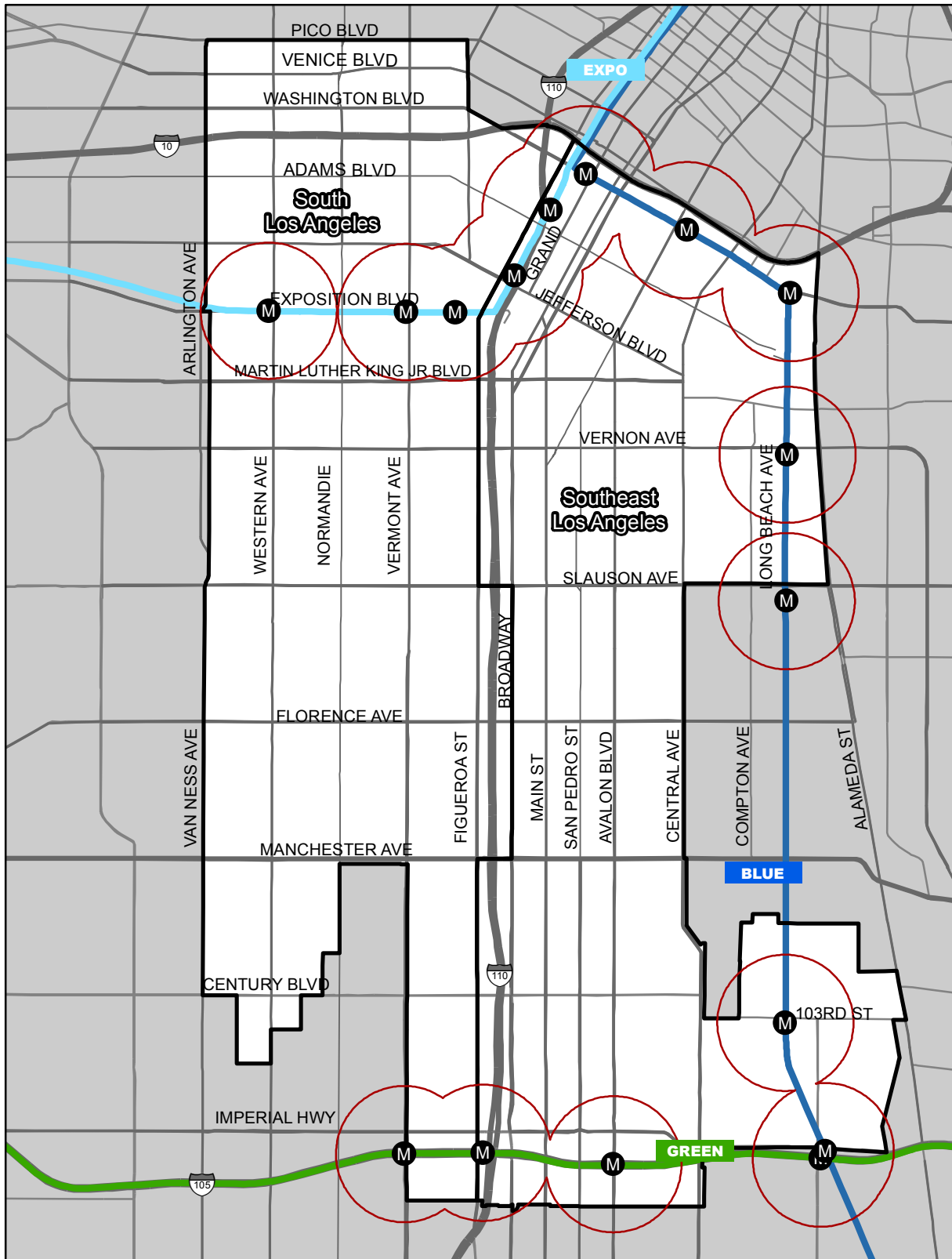
In addition to the Blue, Green, and Expo Lines, the CPAs are well-served by numerous bus lines. Metro operates local bus lines along most of the CPAs' major corridors, as well as several Bus Rapid Transit lines and the Silver Line Express bus. The Silver Line runs along the median of I-110 Freeway near the boundary of the CPAs. Additional transit services include the DASH bus lines and the Commuter Express, which are operated by the City of Los Angeles. Union Station, which provides access to Metrolink, Amtrak, and other rail lines such as the Red Line, is located to the north of the CPAs in Downtown Los Angeles.

EXISTING GENERAL PLAN DESIGNATED LAND USES AND ZONING

South Los Angeles CPA. A map illustrating the existing General Plan land use designations in the South Los Angeles CPA is provided in **Figures 4.10-2A** and **4.10-2B**. **Table 4.10-1** lists and quantifies each of the General Plan designated land uses within the South Los Angeles CPA along with its corresponding zoning. Of the 7,272 acres of developable land in the CPA, the current distribution of land uses is as follows: 74 percent residential, 12 percent commercial, four percent industrial, six percent public facilities, and four percent open space.

Residential Land Use – South Los Angeles. The dominant land use in the South Los Angeles CPA is residential, accounting for approximately 74 percent of total developable land. The Low Residential (R1)¹ land use accounts for roughly 40 percent of the total residential land use acreage. The other residential land use designations are multi-family land use designations that account for the remaining 60 percent of total residential land use acreage and range from R2 zoning up to R4 zoning.

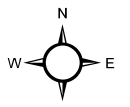
¹R1 zoning: a minimum area of 5,000 square feet of lot area per dwelling unit and maximum of one dwelling unit per lot.



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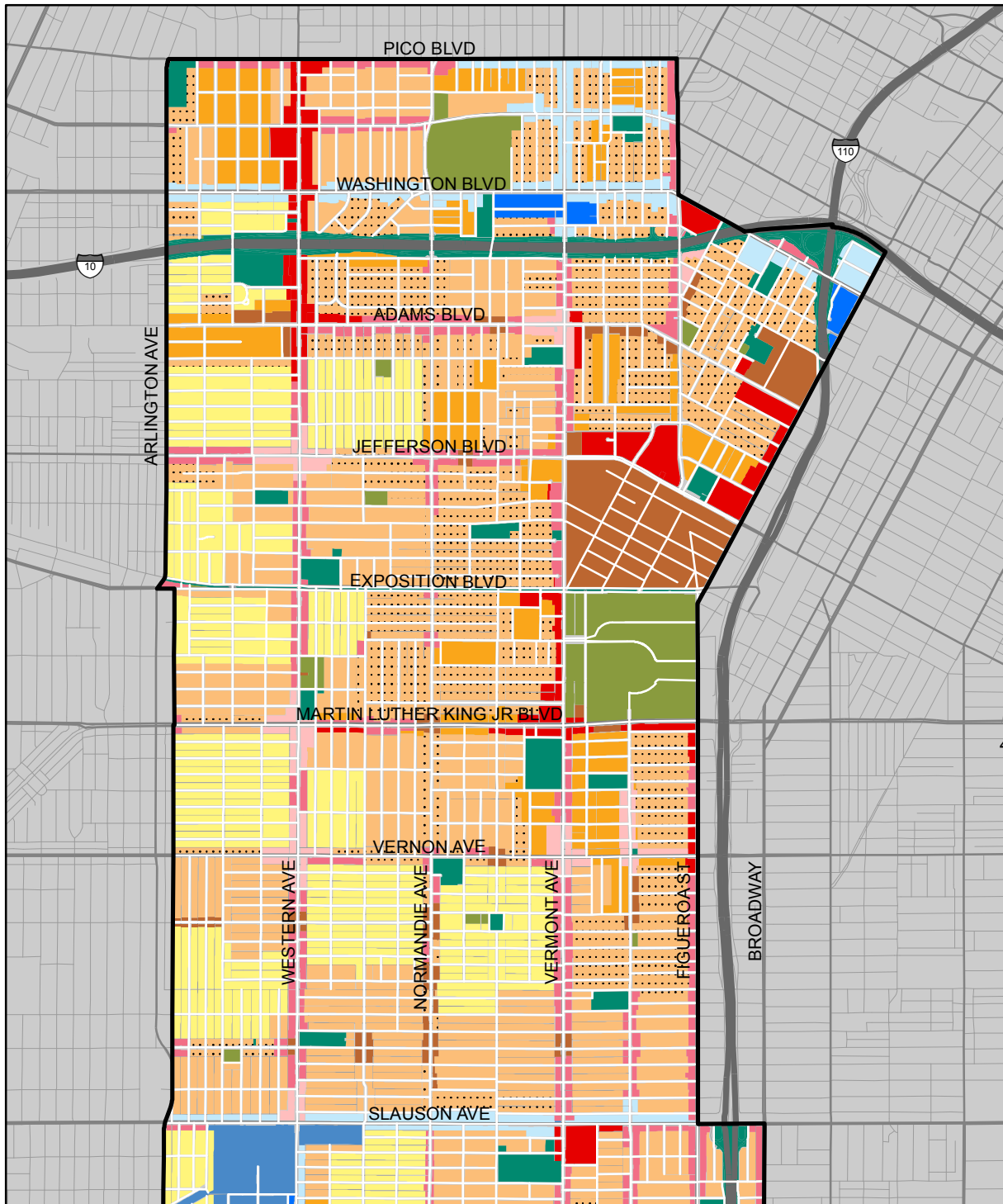
- Community Plan Areas
- Half- Mile Radius
- Blue Line
- Green Line
- M Metro Stations
- Major Corridors
- Expo Line

SOURCE: Geohub City of Los Angeles Metro Rail Dataset, TAHA, 2016.



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TABLE 4.10-1: EXISTING GENERAL PLAN DESIGNATED LAND USES IN THE SOUTH LOS ANGELES CPA			
General Plan Designation	Corresponding Zones	Total Acres/a/	% of Total Acres/a/
RESIDENTIAL			
Low Residential	Residential Estate (RE9)	2,147	29.5
	Suburban (RS)		
	One-Family (R1)		
	Residential Urban (RU)		
	Restricted Density (RD6 and RD5)		
Low Medium I Residential	Two-Family (R2)	1,266	17.4
	Restricted Density Multiple Dwelling (RD3 and RD4)		
	Residential Zero Side Yard (RZ3 and RZ4)		
	Residential Urban (RU)		
	Residential Waterways (RW1)		
Low Medium II Residential	Restricted Density Multiple Dwelling (RD1.5 and RD2)	1,257	17.3
	Residential Waterways (RW2)		
	Residential Zero Side Yard (RZ2.5)		
Medium Residential	Multiple Dwelling (R3)	500	6.9
High Medium Residential	Multiple Dwelling (R4)	211	2.9
<i>Residential Total</i>		5,381	74.0
COMMERCIAL			
Neighborhood Commercial	Limited Commercial (C1 and C1.5)	110	1.5
	Commercial (C2 and C4)		
	Residential Accessory Services (RAS3 and RAS4)		
Neighborhood Office Commercial (designation no longer in use)	Limited Commercial (C1.5)	35	0.5
	Commercial (C2 and C4)		
	Residential Accessory Services (RAS3)		
Highway Oriented and Limited Commercial / Regional Center Commercial (designation no longer in use)	Limited Commercial (CR)	6	0.1
	Commercial (C2 and C4)		
	Automobile Parking-Surface and Underground (P)		
General Commercial	Limited Commercial (C1.5)	509	7.0
	Commercial (C2 and C4)		
	Residential Accessory Services (RAS3 and RAS4)		
Community Commercial	Limited Commercial (CR)	203	2.79
	Commercial (C2 and C4)		
	Residential Accessory Services (RAS3 and RAS4)		
<i>Commercial Totals</i>		86	11.9
INDUSTRIAL			
Commercial Manufacturing	Commercial Manufacturing (CM)	145	2.0
Limited Manufacturing (renamed Limited Industrial)	Commercial Manufacturing (CM)	30	0.4
	Restricted Industrial (MR1)		
	Limited Industrial (M1)		
Light Manufacturing (renamed Light Industrial)	Restricted Light Industrial (MR2)	100	1.4
	Light Industrial (M2)		
<i>Industrial Totals</i>		275	3.8
PUBLIC/SEMI-PUBLIC			
Open Space	Open Space (OS)	296	4.1
	Agricultural (A1)		
Public Facilities	Public Facilities (PF)	456	6.3
<i>Public/Semi-Public Subtotal</i>		752	10.4
TOTAL		7,272	100
/a/ May not equal total acres or 100 percent due to rounding. SOURCE: City of Los Angeles, Department of City Planning, South Los Angeles Community Plan, 2000; TAHA 2016.			



LEGEND:

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|---------------------------|--------------------------|----------------------------------|
| South Los Angeles CPA | High Medium Residential | Limited Industrial/Manufacturing |
| Low Residential | Neighborhood Commercial | Light Industrial/Manufacturing |
| Low Medium I Residential | General Commercial | Open Space |
| Low Medium II Residential | Community Commercial | Public Facilities |
| Medium Residential | Commercial Manufacturing | |

SOURCE: City of Los Angeles, TAHA, 2016.

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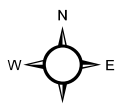
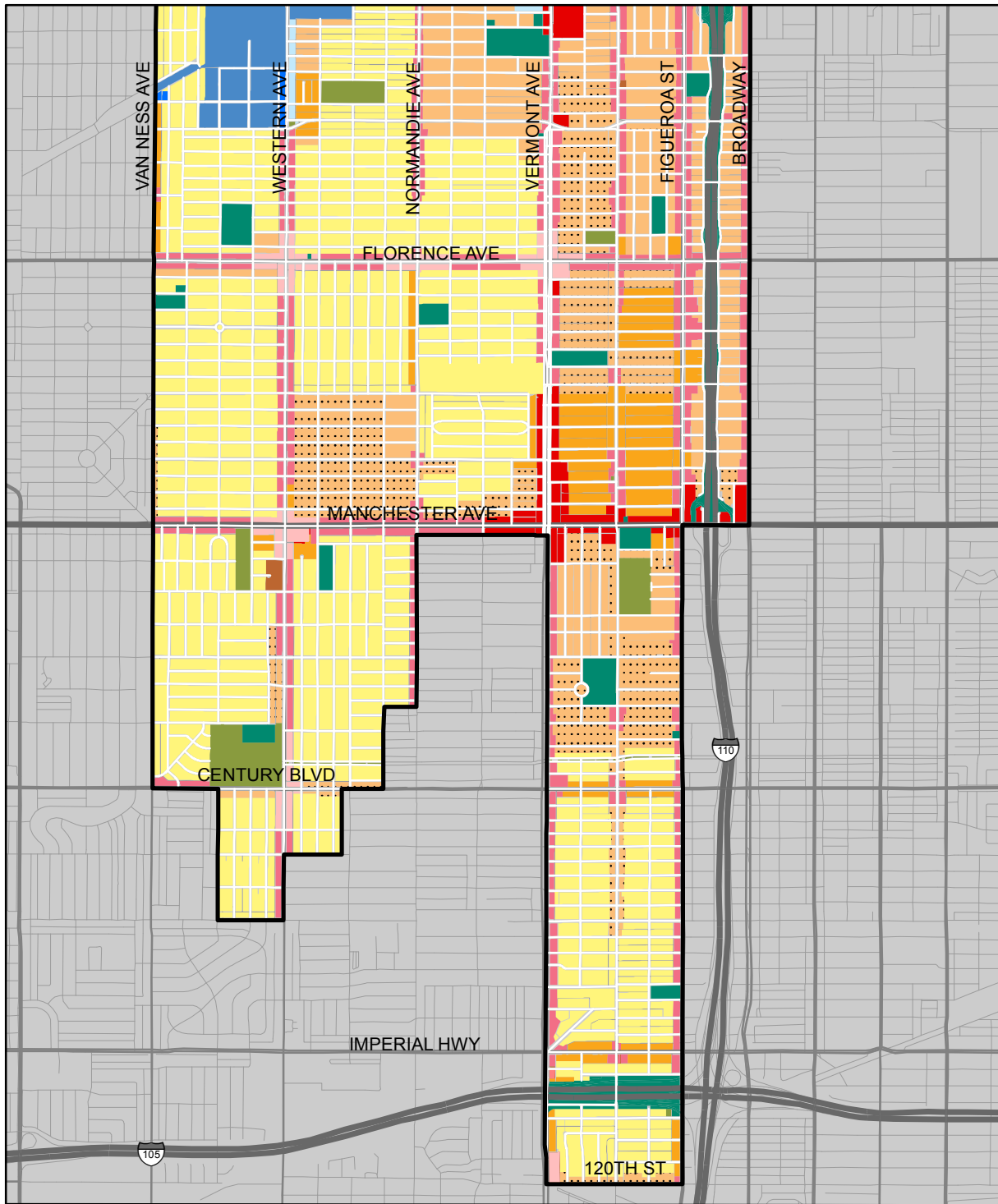


FIGURE 4.10-2A

**EXISTING GENERAL PLAN LAND USE
 SOUTH LOS ANGELES CPA - NORTH**



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| South Los Angeles CPA | Neighborhood Commercial | Light Industrial/Manufacturing |
| Low Residential | General Commercial | Open Space |
| Low Medium I Residential | Community Commercial | Public Facilities |
| Low Medium II Residential | Commercial Manufacturing | |
| Medium Residential | Limited Industrial/Manufacturing | |

SOURCE: City of Los Angeles, TAHA, 2016.

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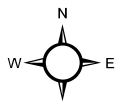


FIGURE 4.10-2B

**EXISTING GENERAL PLAN LAND USE
 SOUTH LOS ANGELES CPA - SOUTH**

The Low Medium I (R2)² land use allows for two residential dwelling units per lot. The Low Medium II (RD1.5, RD2), Medium (R3), and High Medium (R4) Residential designated land uses allow for multi-family residential development at varying densities.³

Residential land uses are distributed throughout the South Los Angeles CPA. Low density residential uses, otherwise referred to as single-family residential, are located primarily in the western half of the South Los Angeles CPA, with large concentrations of single-family residences in the area west of Vermont Avenue and south of Slauson Avenue, and the area south of Century Boulevard between Vermont Avenue and Figueroa Street. The area west of Vermont Avenue from Adams Boulevard to Slauson Avenue contains an approximately equal concentration of single- and multi-family residences in small clusters. The area east of Vermont Avenue and north of Century Boulevard and the area north of Adams Boulevard contain primarily multi-family residential land uses.

Commercial Land Use – South Los Angeles. Commercial land use accounts for approximately 12 percent of total acreage in the CPA, with a total of 863 acres. The predominant commercial land use type (59 percent) is General Commercial. The next largest commercial category is Community Commercial, accounting for approximately 23 percent of the commercial land use acreage. The remaining 20 percent of the commercial land use acreage consists of Neighborhood Commercial (13 percent) and two other commercial land uses that are being phased out (Highway Oriented Commercial and Neighborhood Office Commercial), which account for approximately five percent of the commercial land use acreage.

Commercial land uses are generally concentrated along the north-south streets of Western Avenue, Normandie Avenue, Vermont Avenue, Hoover Street, Figueroa Street, and Broadway, and the east-west streets of Pico Boulevard, Venice Boulevard, Adams Boulevard, Jefferson Boulevard, Martin Luther King Jr. Boulevard, Vernon Avenue, Florence Avenue, and Manchester Boulevard. Many traditional commercial centers along these streets are in transition due to several changes. Over time, many small businesses have left the area and traditional storefront commercial development, characterized by buildings built to the sidewalk intended to serve local pedestrian populations, has been replaced by mini-shopping malls with parking lots fronting the street between the buildings and the sidewalk. Some of these commercial corridors have also been developed with low- to medium-density multi-family residences.

Industrial Land Use – South Los Angeles. Industrial is the least common land use designation in the South Los Angeles CPA, accounting for just less than four percent. Over half (53 percent) of the industrial land use acreage is Commercial Manufacturing with a total of approximately 145 acres. The Light and Limited Manufacturing land use categories account for the remaining 36 and 11 percent of the industrial land use acreage, respectively. The Commercial Manufacturing land uses are located along major corridors, including Washington Boulevard, Figueroa Street, and Slauson Avenue. The largest industrial area in the CPA is located from Slauson Avenue to Gage Avenue between Wilton Place and Western Avenue.

Open Space and Public Facilities Land Uses – South Los Angeles. Land designated as Open Space accounts for approximately four percent, while Public Facilities accounts for approximately six percent of the total land use acreage. These land uses are distributed throughout the CPA. Exaggerating the amount of true open space in the CPA, Exposition Park, which is home to the Los Angeles Memorial Coliseum, multiple regional museums, and the proposed professional soccer stadium, currently accounts for almost half of the Open Space designated land in the CPA.

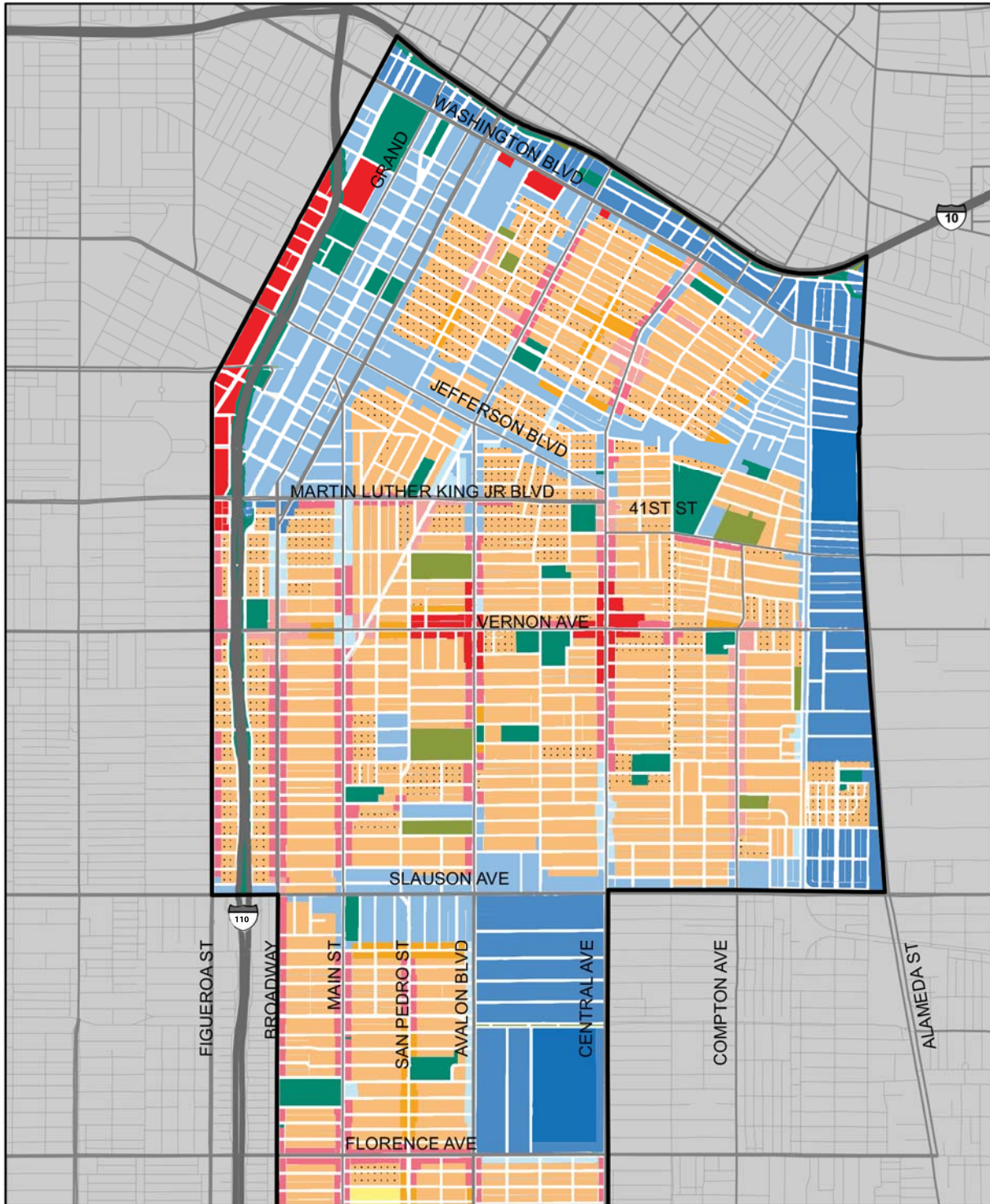
²R2 zoning: a minimum area of 2,500 square feet of lot area per dwelling unit and a maximum of two units per lot.

³RD1.5 to RD2 zoning: a minimum area of 1,500 and 2,000 square feet of lot area per dwelling unit, respectively. R3

zoning: a minimum area of 800 square feet of lot area per dwelling unit. R4 zoning: a minimum area of 400 square feet of lot area per dwelling unit.

Southeast Los Angeles CPA. The existing General Plan land use designations in the Southeast Los Angeles CPA are shown in **Figures 4.10-3A** and **4.10-3B**. **Table 4.10-2** lists the General Plan designated land uses found within the Southeast Los Angeles CPA by acreage along with the corresponding zoning. The current distribution of land uses in the CPA is as follows: 59 percent residential, 9 percent commercial, 20 percent industrial, 11 percent public facilities, and less than two percent open space.

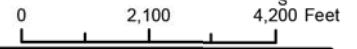
TABLE 4.10-2: EXISTING GENERAL PLAN DESIGNATED LAND USES IN THE SOUTHEAST LOS ANGELES CPA			
Land Use Designation	Corresponding Zoning	Existing (Acres) /a/	Percent of Total Acreage
RESIDENTIAL			
Low Residential	Residential Estate (RE9) and Suburban (RS)	864	11.8
	One-Family (R1)		
	Residential Urban (RU)		
	Restricted Density (RD6 and RD5)		
Low Medium I Residential	Two-Family (R2)	2,299	31.5
	Restricted Density (RD3 and RD4)		
	Residential Zero Side Yard (RZ3 and RZ4)		
	Residential Urban (RU) and Residential Waterways (RW1)		
Low Medium II Residential	Restricted Density Multiple Dwelling (RD1.5 and RD2)	869	11.9
	Residential Waterways (RW2)		
	Residential Zero Side Yard (RZ2.5)		
Medium Residential	Multiple Dwelling (R3)	236	3.2
<i>Residential Total</i>		4,268	58.5
COMMERCIAL			
Neighborhood Office Commercial (designation no longer in use)	Limited Commercial (C1 and C1.5)	3	0.004
	Commercial (C2 and C4)		
	Residential Accessory Services (RAS3)		
Neighborhood Commercial	Limited Commercial (C1 and C1.5)	123	1.7
	Commercial (C2 and C4)		
	Residential Accessory Services (RAS3)		
General Commercial	Limited Commercial (CR and C1.5)	372	5.1
	Commercial (C2)		
	Automobile Parking (P)		
	Residential Accessory Services (RAS3)		
Community Commercial	Limited Commercial (CR)	167	2.3
	Commercial (C2 and C4)		
	Residential Accessory Services (RAS3)		
<i>Commercial Total</i>		663	9.1
INDUSTRIAL			
Commercial Manufacturing	Commercial Manufacturing (CM)	83	1.4
	Automobile Parking (P)		
Limited Manufacturing (renamed Limited Industrial)	Commercial Manufacturing (CM)	740	10.1
	Restricted Industrial (MR1)		
	Limited Industrial (M1)		
Light Manufacturing (renamed Light Industrial)	Restricted Light Industrial (MR2)	518	7.1
	Light Industrial (M2)		
Heavy Manufacturing (renamed Heavy Industrial)	Heavy Industrial (M3)	106	1.5
<i>Industrial Subtotal</i>		1,447	19.8
PUBLIC/SEMI-PUBLIC			
Open Space	Open Space (OS)	122	1.7
	Agriculture (A1)		
Public Facilities	Public Facilities (PF)	802	11
<i>Public/Semi-Public Subtotal</i>		924	12.7
TOTAL		7,301	100
/a/ May be greater than actual acres due to rounding.			
SOURCE: City of Los Angeles, Department of City Planning, Southeast Los Angeles Community Plan, 2000; TAHA, 2016.			

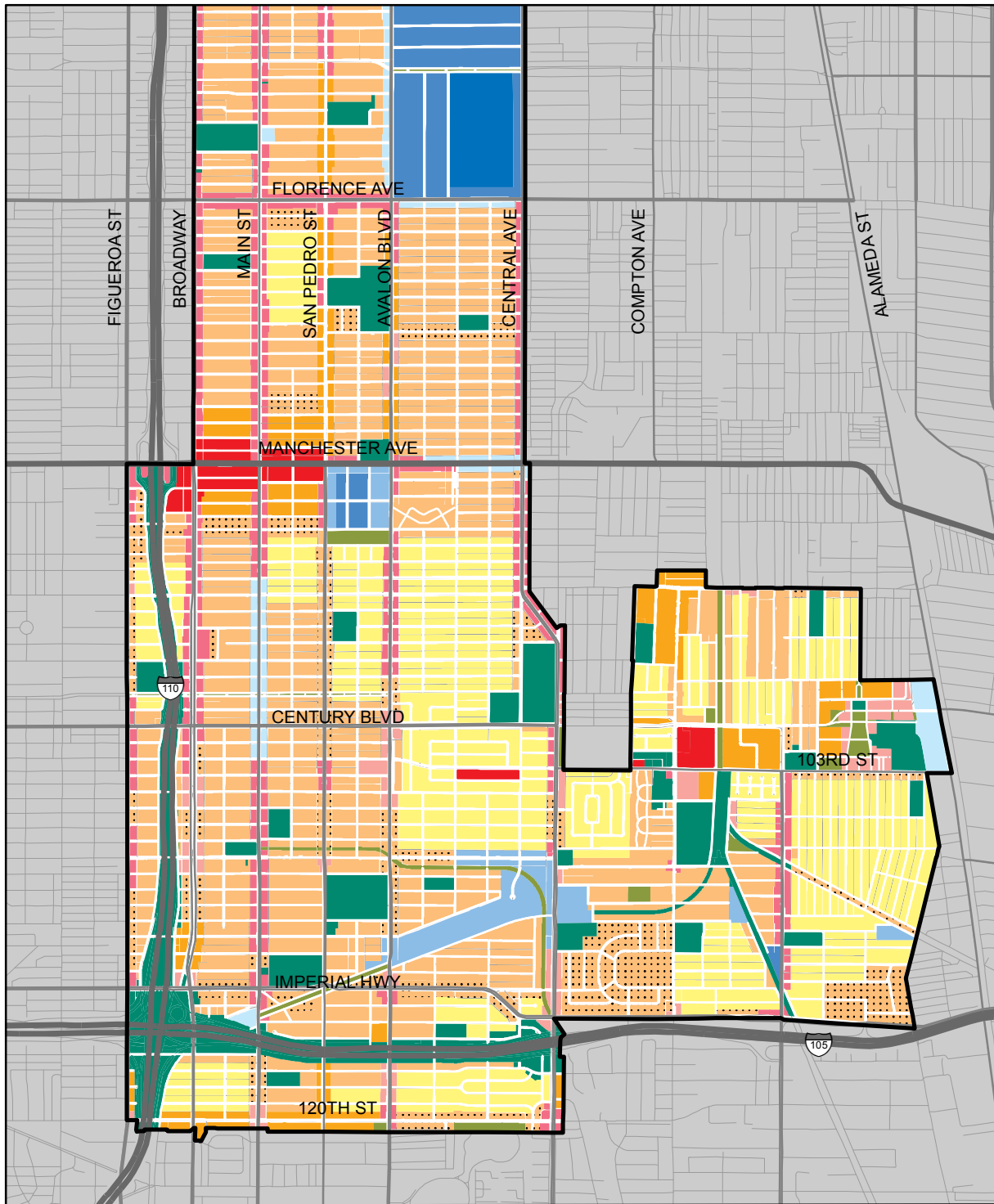


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| Southeast Los Angeles CPA | Neighborhood Commercial | Light Industrial/Manufacturing |
| Low Residential | General Commercial | Heavy Industrial/Manufacturing |
| Low Medium I Residential | Community Commercial | Open Space |
| Low Medium II Residential | Commercial Manufacturing | Public Facilities |
| Medium Residential | Limited Industrial/Manufacturing | |

SOURCE: City of Los Angeles, TAHA, 2016.



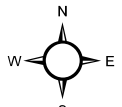


LEGEND:

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|---------------------------|----------------------------------|--------------------------------|
| Southeast Los Angeles CPA | Neighborhood Commercial | Light Industrial/Manufacturing |
| Low Residential | General Commercial | Heavy Industrial/Manufacturing |
| Low Medium I Residential | Community Commercial | Open Space |
| Low Medium II Residential | Commercial Manufacturing | Public Facilities |
| Medium Residential | Limited Industrial/Manufacturing | |

SOURCE: City of Los Angeles, TAHA, 2016.

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Residential Land Use – Southeast Los Angeles. The dominant land use in the Southeast Los Angeles CPA is residential with approximately 58 percent (4,268 acres) of the Southeast Los Angeles CPA designated for residential land uses. Of the land designated for residential uses, just 20 percent of it is designated Low Residential (R1) which allows for single-family residences. The remainder of the land designated for residential uses is designated Low Medium I, Low Medium II, and Medium, which allow for multi-family residential uses developed at low medium to medium densities. The Low Medium I (R2, which allows for two-family) land use is the most common residential land use, accounting for approximately 54 percent of the residential acreage. The Low Medium II (RD1.5 and RD2) land use accounts for an additional 20 percent of the residential land uses. Medium Residential (R3) is the least common residential land use, accounting for six percent of the total residential acreage. Currently, no portion of the CPA is designated High Medium (R4).

Low Residential (single-family) land uses are concentrated in the southern portion of the CPA in the Green Meadows and Watts communities. Smaller pockets of single-family land uses exist near the I-105 Freeway and 120th Street, and east of Main Street between 74th and 79th Streets. Low Medium I (two-family) land uses are located throughout the entire CPA. Multi-family land uses (Low Medium II and Medium) are concentrated in the northern portion of the CPA, as well as along select corridors. Additionally, several public housing developments designated as Low Medium II are located in the Watts neighborhood. While most of the land designated Low Medium II and Medium Residential is built out with multi-family residences, single-family residences are dispersed throughout these areas. The residential land use patterns within the CPA are largely a result of the historic conditions in the Central, Avalon, Watts, and Green Meadows neighborhoods, which comprise the main residential portion of the Southeast Los Angeles CPA. The area's population growth has resulted in the transition from mostly single-family residences to multi-family residences, primarily in the northern part of the CPA. Higher density neighborhoods have also evolved in this CPA as a function of housing affordability; many homes that may have originally existed as single-family houses with many rooms have been subdivided and partitioned into housing that can be shared and rented.

Commercial Land Use – Southeast Los Angeles. Approximately nine percent (663 acres) of the Southeast Los Angeles CPA is designated as commercial. The predominant commercial land use type is General Commercial, accounting for approximately 56 percent of the commercial land use acreage. Neighborhood Commercial and Community Commercial land uses account for approximately 19 and 25 percent of the commercial acreage, respectively. Approximately three acres of a retired land use category, Neighborhood Office Commercial, currently remains in the CPA.

Commercial land uses within the CPA are generally concentrated along the north-south streets of Figueroa Street, Broadway, Main Street, San Pedro Street, Avalon Boulevard, Central Avenue, and Compton Avenue and the east-west streets of Martin Luther King Jr. Boulevard, Vernon Avenue, Florence Avenue, and Manchester Avenue. The traditional commercial centers of Broadway, Florence Avenue, Manchester Boulevard, Vernon Avenue, and Central Avenue are in transition due to several changes. Over time, many small businesses have left the area and have been replaced by mini-shopping malls. The predominant type of new commercial development within the CPA is strip-mall commercial with parking adjacent to the sidewalk which contrasts with traditional storefront commercial development where buildings are built to the sidewalk. Some of these commercial areas have also been infused with low- to medium-density multi-family residences.

Industrial Land Use – Southeast Los Angeles. Approximately 20 percent (1,447 acres) of the Southeast Los Angeles CPA is designated as industrial. The most common industrial land use designation is Limited Industrial, which includes a range of uses frequently associated with industrial operations, such as wholesaling, and auto and truck repair. Limited Manufacturing and Light Manufacturing land uses make up approximately 51 percent and 36 percent of the total industrial land use acreage, respectively. Commercial Manufacturing and Heavy Manufacturing land uses make up the remaining six percent and seven percent of the industrial land use acreage, respectively.

Industrial land uses are concentrated in the northern quarter of the CPA north of Martin Luther King Jr. Boulevard, along Washington Boulevard and the Alameda Corridor, and south of Washington Boulevard between the I-110 Freeway and Main Street. An additional industrial district known as the Goodyear Tract (also known as SLAIT) is located south of Slauson Avenue between Avalon Boulevard and Central Avenue. The concentration of industrial land uses along the northern periphery of the Southeast Los Angeles CPA resulted from the CPA's proximity to the historic urban core of the city and the railroad network. Development patterns resulted in industrial parcels that are large in size. Today many older industrial properties present challenges to redevelopment because of their close proximity to residential uses; their antiquated facilities and supporting infrastructure; the potential for costly soil remediation; unfavorable community perception; and the flight of businesses from the area. However, the CPA also contains established industrial districts that continue to provide revenue and employment.

Open Space and Public Facilities Land Uses – Southeast Los Angeles. Land designated as Open Space and Public Facilities is distributed throughout the CPA, and accounts for approximately 13 percent (924 acres) of the total acreage. The Open Space (OS and A1 zoning) land use designation is the least common land use occurring in the Southeast Los Angeles CPA, accounting for less than two percent (122 acres) of total acreage. Open Space land uses include the 26 public parks and recreation areas within the CPA. Approximately 11 percent (802 acres) of the total acreage is designated Public Facilities, which include uses such as schools, government facilities, and utility rights-of-way. The Los Angeles Unified School District currently operates 71 schools in the CPA, accounting for a large portion of the Public Facilities acreage.

REDEVELOPMENT PROJECT AREAS

The CPAs contain all or portions of eight active redevelopment project areas (**Figure 4.10-4**) that were managed by the Community Redevelopment Agency of the City of Los Angeles (CRA/LA). In 2012 with the passage of AB1x-26 by the California Supreme Court, the CRA/LA was abolished but the City's 31 Redevelopment Project Areas and their associated plans continue to exist until the original expiration dates. Since the dissolution of the CRA/LA, activities in the redevelopment project areas have been administered through the Designated Local Authority (DLA). Listed below are the Redevelopment Project Areas located wholly or partially within the CPAs and their applicable expiration dates⁴;

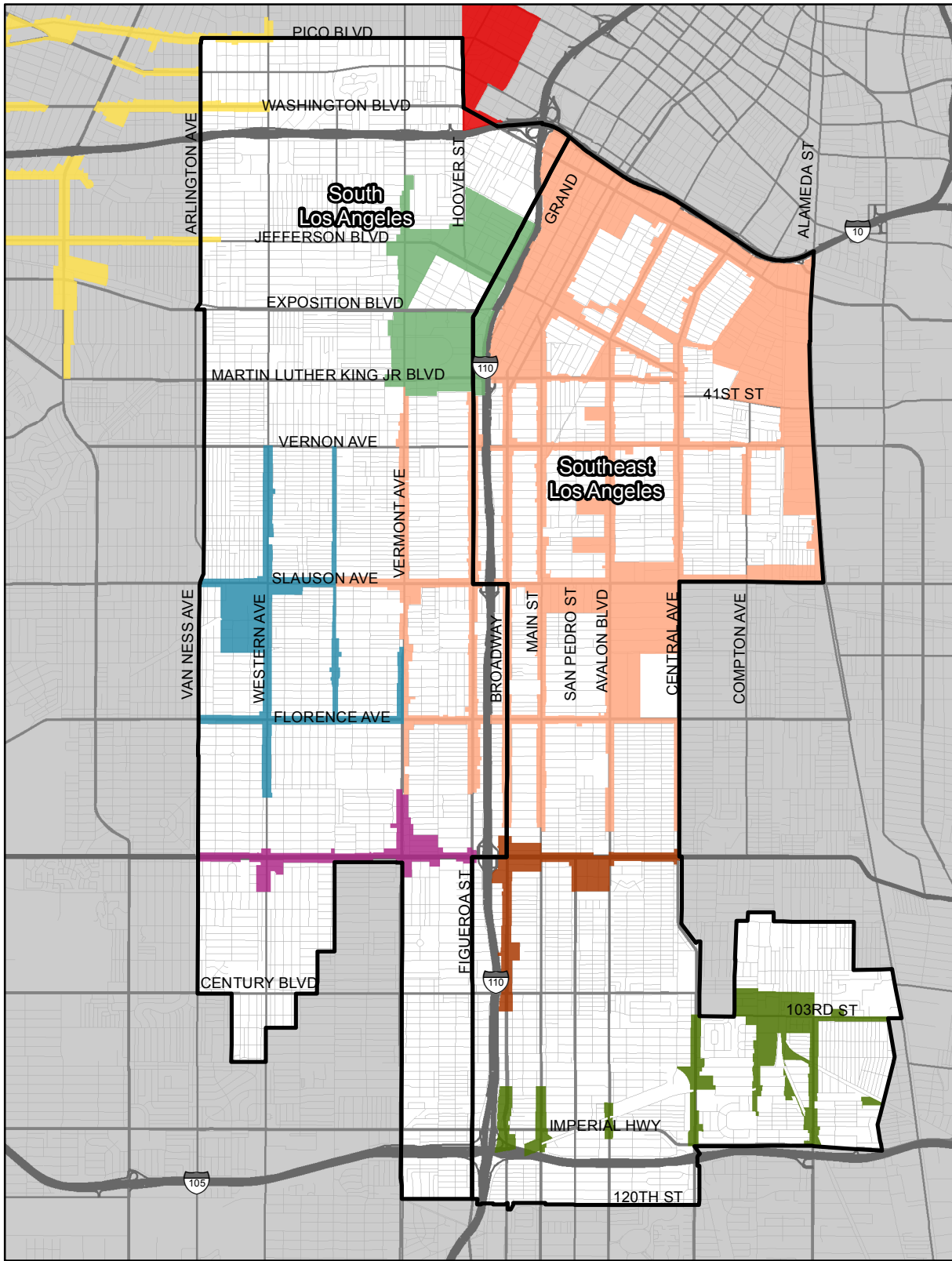
- Broadway/Manchester (Expires December 2026)
- Council District Nine Corridors (Expires December 2027)
- Exposition Park/University Park (Expires 2030)
- Mid-City (Expires May 2028)
- Pico Union 2 (Expires November 2017)
- Vermont/Manchester (Expires May 2028)
- Western/Slauson (Expires May 2028)
- Watts Corridors (Expires 2027)

SPECIFIC PLAN AREAS

Specific Plans are utilized for systematic implementation of the general plan goals and policies for particular geographic areas. Specific plans designate quantitative standards to regulate floor area ratios, the use of land and buildings, the height and bulk of buildings, architectural and landscape treatment, signs, and vehicular and pedestrian circulation among other regulations. Specific plans are necessary for specialized areas that are unique and do not share the same developmental needs as the rest of the planning area. These plans ensure that development proceeds in compliance with the tailored zoning regulations consistent with Community Plan goals and policies. Specific Plans must include statements of the relationship of consistency to general plan goals and policies.⁵ **Figure 4.10-5** depicts the Specific Plan Areas within the CPAs.

⁴City of Los Angeles Department of City Planning, *Staff Report CPC-2013-3169 Transfer of Redevelopment Plan Authority*.

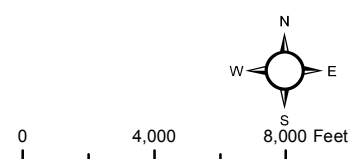
⁵Curtin's California Planning and Land Use Law, Barclay and Gray, 35th Edition, Solano Press Books, 2016.



LEGEND:

- Community Plan Areas
- Exposition / University Park
- Vermont Manchester
- Mid City Corridors
- Broadway Manchester
- Pico Union 2
- Watts/Watts Corridors
- Western / Slauson
- Council District No. 9

SOURCE: City of Los Angeles Geohub CRA Dataset, TAHA, 2016.



The South Los Angeles CPA contains three specific plan areas: the North University Park Specific Plan; the Coliseum District Specific Plan; and most of the USC Specific Plan. The Southeast Los Angeles CPA contains the Jordan Downs Urban Village Specific Plan and a portion of the USC Specific Plan. A Conditional Use Approval for Sale of Alcohol Specific Plan (Alcohol Specific Plan) is common to both CPAs.

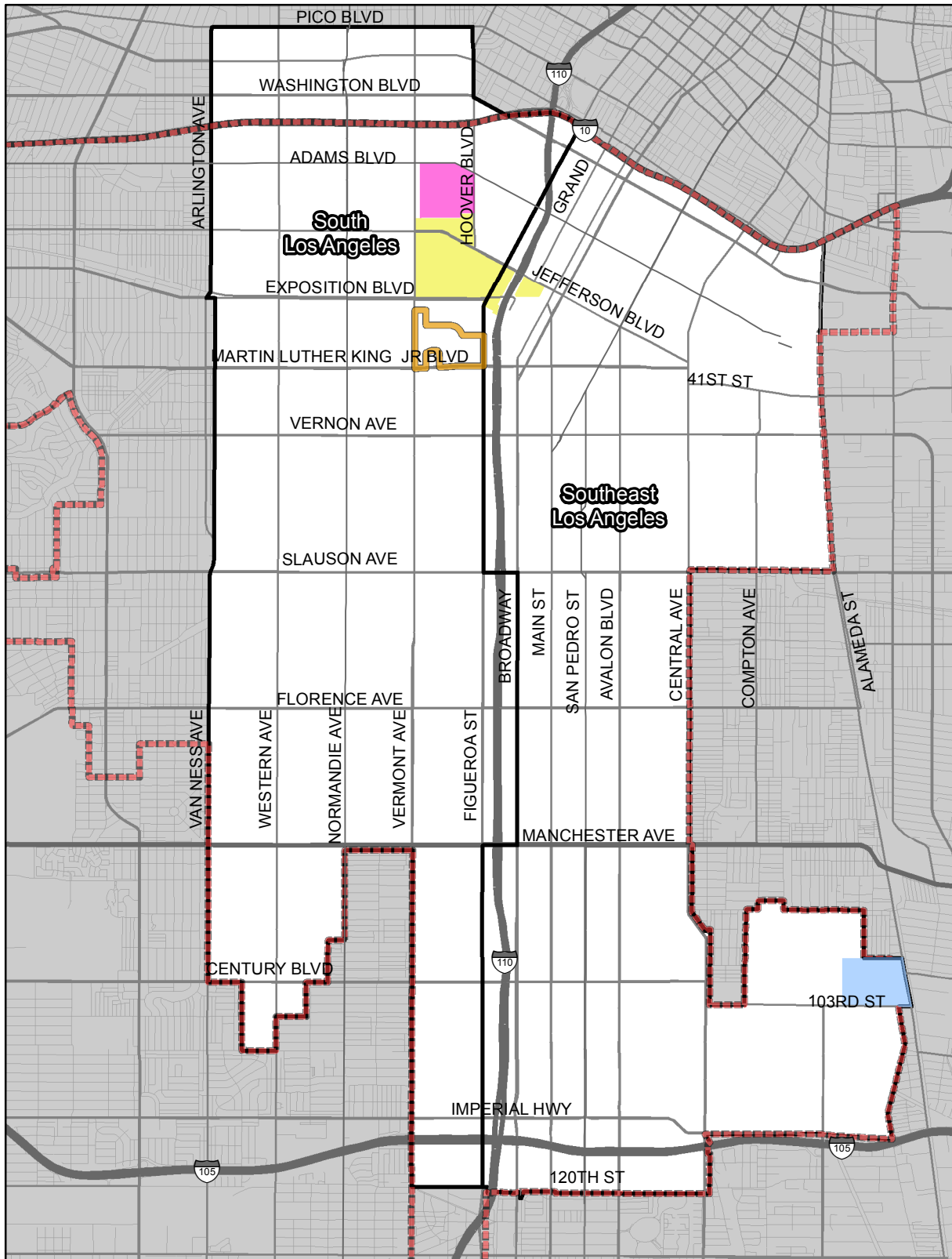
North University Park Specific Plan – South Los Angeles CPA. The North University Park Specific Plan area is located north of USC’s University Park campus in the northeastern part of the CPA, and is characterized by homes of historic and architectural interest and importance. The Specific Plan was adopted in 1983 in response to increased interest in developing lots within the area, particularly due to its proximity to USC, stating that the nature of such development and the social and economic factors related to such development could not be properly managed within the controls and regulations of the existing zoning. The zoning regulations of the specific plan are designed to protect historic resources in the area and ensure that new development is compatible with the architectural character of the early growth of North University Park between the years 1870 and 1941. In many ways, the North University Park Specific Plan functions similarly to an HPOZ, described in further detail below.

Coliseum District Specific Plan – South Los Angeles CPA. The Coliseum District Specific Plan, which was adopted in 2006, established a new specific plan area covering Exposition Park, bounded by Exposition Boulevard to the north, Figueroa Street to the east, Martin Luther King Jr. Boulevard to the south and Vermont Avenue to the west, plus the existing Coliseum major sign site located east of the I-110 Freeway (in the Southeast Los Angeles CPA). A primary purpose of the specific plan was to provide for the renovation of the historic Los Angeles Memorial Coliseum. In 2016 the boundaries of the Coliseum District Specific Plan were decreased, limiting the area to the Memorial Coliseum and the site of the proposed professional soccer stadium in the southeast quadrant of Exposition Park, as well as affiliated parking areas along Vermont Avenue and Martin Luther King, Jr. Boulevard.

USC Specific Plan – both CPAs. The USC Specific Plan area, established in 2012, is located primarily in the South Los Angeles CPA, and includes the USC campus and the USC-owned University Village commercial area located north of campus, as well as a small industrial area (also owned by USC) located east of the I-110 Freeway in the Southeast Los Angeles CPA. The USC University Park Specific Plan addresses the expansion of university-related uses within the South Los Angeles and Southeast Los Angeles communities in and around the USC Campus. The Specific Plan responds to the University’s 2030 Master Plan, an expansion plan driven by the University’s desired long term academic, housing, campus and administrative goals that will influence USC’s need for space and facilities in the coming years. The Specific Plan regulates development within the areas of the plan and ensures that development is compatible with the surrounding neighborhood.

The Jordan Downs Urban Village Specific Plan – Southeast Los Angeles CPA. The Jordan Downs Urban Village Specific Plan area is located in the Watts neighborhood, within the Southeast Los Angeles CPA, and is generally bound by 97th Street to the north, Alameda Street to the east, 103rd Street to the south, and Grape Street to the west. The goal of the Jordan Downs Specific Plan is to provide the land use framework for the redevelopment of the Jordan Downs public housing community with a mix of housing, retail, parks, schools, employment opportunities, social services, and civic uses. A two-acre site formerly located within an unincorporated area of the County of Los Angeles was incorporated into the City of Los Angeles on March 19, 2015 as part of the proposed redevelopment of Jordan Downs.

Conditional Use Approval for Sale of Alcohol Specific Plan – both CPAs. The CPAs contain disproportionately large numbers of establishments that sell alcoholic beverages which may contribute to health, safety and general welfare problems in the communities. The potential existence of such problems in the CPAs creates serious health, safety and welfare concerns for the residents of the nearby single- and multi-family neighborhoods. The Alcohol Specific Plan was drafted to further regulate and restrict off-site alcohol permits due to the overconcentration of such uses in the CPAs. The Alcohol Specific Plan encompasses a large portion of the South Los Angeles CPA and the entire area of the Southeast Los Angeles CPA. It is not a typical specific plan because it only regulates one use and does not include the development standards commonly found in specific plans.



LEGEND:

- Community Plan Areas
- Jordan Downs Specific Plan
- South Los Angeles Alcohol Sales
- Coliseum District
- North University Park Specific Plan
- USC Specific Plan

SOURCE: City of Los Angeles, TAHA, 2016.

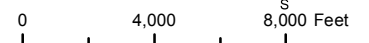


FIGURE 4.10-5
EXISTING SPECIFIC PLAN
AREAS IN THE CPAs

HISTORIC PRESERVATION OVERLAY ZONES

The City of Los Angeles has developed an expansive program of Historic Preservation Overlay Zones (HPOZs) that provide for review of proposed exterior alterations and additions to properties within designated historic districts. Individual buildings in an HPOZ need not be of landmark quality; rather, it is the collection of a cohesive, unique, and intact collection of historic resources that qualifies a neighborhood. HPOZ areas range in size from neighborhoods of approximately 50 parcels to more than 3,000 properties. The South Los Angeles CPA contains six HPOZs: Adams-Normandie, Harvard Heights, University Park, Western Heights, Jefferson Park, and West Adams Terrace.⁶ The CPA also contains one proposed HPOZ, Vermont Square. The Southeast Los Angeles CPA contains one HPOZ, the Tifal Brothers East 52nd Place HPOZ, and one proposed HPOZ, the 27th and 28th Streets Historic District.⁷

SURROUNDING COMMUNITIES

As previously described, the CPAs are two contiguous community plan areas of the City of Los Angeles. Each CPA is over 15 square miles in size with populations of 270,354 for South Los Angeles and 278,337 for Southeast Los Angeles (2010 Census). The CPAs are situated along the southeastern boundary of the City, with the exception of the Harbor Gateway CPA which provides a link from the South Los Angeles CPA to the coastal areas within the City's jurisdiction (i.e., San Pedro, Wilmington), as shown on Figure 3-3 in Chapter 3.0 Project Description. Both CPAs are bordered by a number of other CPAs within the City of Los Angeles, as well as other municipalities and unincorporated Los Angeles County communities, as described below.

To the north, the South Los Angeles CPA is bordered by the Wilshire and Westlake CPAs, both of which are characterized by more intense residential and commercial development than the South Los Angeles CPA. The Southeast Los Angeles CPA, which shares many characteristics with the South Los Angeles CPA as described in this document, is located immediately to the east of the CPA, with Figueroa Street and Broadway serving as the boundary line. The Harbor Gateway CPA and the County of Los Angeles community of West Athens-Westmont bound the CPA on the southern end, and to the west, the South Los Angeles CPA is bordered by the City of Inglewood and the West Adams-Baldwin Hills-Leimert CPA.

The Southeast Los Angeles CPA is immediately south of the two Downtown Los Angeles CPAs, Central City and Central City North. The I-10 Freeway acts as a physical boundary between the Southeast Los Angeles CPA and Downtown Los Angeles. The eastern boundary of the CPA follows the boundary of the City of Los Angeles and is bordered by several jurisdictions including (from north to south), the City of Vernon, the unincorporated community of Florence-Firestone, the City of South Gate, and the City of Lynwood. The City of Vernon is an industrial city that abuts the CPA's industrial district located along Alameda Street. The Florence-Firestone Community is primarily a medium density residential neighborhood with strips of industrial and commercial uses located along the CPA and Los Angeles County boundary (Slauson and Central Avenues). The 27-acre Ted Watkins Memorial Park, located within the Florence-Firestone jurisdiction, fronts the CPA along Central Avenue. The Cities of South Gate and Lynwood abut the CPA's Watts neighborhood. The unincorporated community of Willowbrook, a primarily single-family residential area, is located directly south of the CPA. The South Los Angeles CPA is located to the west of the CPA.

⁶City of Los Angeles Department of Planning, *South Los Angeles Other Plans/Guidelines*, <http://planning.lacity.org/complan/othrplan/scloplanpage.htm>, accessed October 2016.

⁷City of Los Angeles Office of Historic Resources, <http://preservation.lacity.org/hpoz/>, accessed October 2016.

REGULATORY FRAMEWORK

FEDERAL

There are no federal land use regulations applicable to the Proposed Plans.

STATE

California Land Use and Planning Law. Each city and county in California is required per California Government Code Section 65300 to prepare and adopt a comprehensive, long-term general plan for the physical development of the community and any land outside the community's boundaries that may have an impact on the community's ability to plan for its future growth. A general plan is the essential planning document for all future development within a community.

Senate Bill (SB) 743 (Steinberg 2013). SB743 made several changes to the California Environmental Quality Act (CEQA) for projects located in areas served by transit (i.e., Transit Priority Areas). Those changes direct the Governor's Office of Planning and Research to develop a new approach for analyzing the transportation impacts under CEQA. SB 743 also creates a new exemption for certain projects that are consistent with a specific plan and eliminates the need to evaluate aesthetic and parking impacts of a project in some circumstances. A specific plan is a local plan that contains specific policies and development regulations for a defined area such as a downtown core or along a transit corridor. The exemption applies if a project meets all of the following criteria:

1. It is a residential, employment center, or mixed-use project;
2. It is located within an infill site within a transit priority area;
3. The project is consistent with a specific plan for which an environmental impact report was certified; and
4. It is consistent with an adopted sustainable communities strategy or alternative planning strategy.

REGIONAL

Regional plans that provide general policies and guidance for growth and development in the project area include the Southern California Association of Governments (SCAG's) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), Growth Vision Report, and Regional Comprehensive Plan (RCP). These regional plans and associated regulatory documents are further discussed below.

Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS). SCAG's 2012-2035 RTP/SCS, adopted in April 2012, presents a long-term transportation vision through the year 2035 for the SCAG region. Specific issues addressed within the 2012-2035 RTP/SCS include mobility, sustainability, air quality, climate change, energy, transportation financing, security and safety, environmental justice and mitigation, revenues and expenditures, transportation conformity, implementation and monitoring, corridor preservation, and future connections and growth. The 2012-2035 RTP/SCS provides a basic policy and program framework for long-term investment in the regional transportation system in a coordinated, cooperative, and continuous manner. Transportation investments in the SCAG region that receive state or federal transportation funds must be consistent with the 2012-2035 RTP/SCS and must be included in their Regional Transportation Improvement Plan (RTIP) when ready for funding. The 2012-2035 RTP/SCS also includes population, housing, and employment forecasts that provide advisory information to local jurisdictions for use in planning activities.

The 2016-2040 RTP/SCS was adopted in April 2016 providing population, housing, and employment forecasts for the year 2040. Similar to the 2012-2035 RTP, the 2016-2040 RTP/SCS outlines concrete steps for creating the conditions and infrastructure that result in increased mobility, easier access to destinations, and more transportation options. The Plan also analyzes the impacts of its decisions, policies, strategies and development projects on the environment, the economy and social equity. By doing this, the 2016-

2040 RTP/SCS promotes a sustainable future in which the environment is protected, economic growth is supported and the Plan's benefits are widely distributed.

Compass Growth Vision Report. In an effort to maintain the region's prosperity, continue to expand its economy, house its residents affordably, and protect its environmental setting as a whole, SCAG has collaborated with interdependent sub-regions, counties, cities, communities, and neighborhoods in a process referred to by SCAG as Southern California Compass, which resulted in the development of a shared Growth Vision Report for Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties. SCAG began Compass in 2002, spearheaded by the Growth Visioning Subcommittee, which consists of civic leaders from throughout the region. The shared regional vision sought to address issues which may threaten the region's livability such as congestion and housing availability.

The underlying goal of the growth visioning effort is to make the SCAG region a better place to live, work, and play for all residents regardless of race, ethnicity, or income. To organize strategies for improving the quality of life in the SCAG region, a series of principles was established by the Growth Vision Subcommittee. These goals are contained in the Growth Vision Report. The four principles are intended to promote and maximize regional mobility, livability, prosperity, and sustainability. Decisions regarding growth, transportation, land use, and economic development should support and be guided by these principles. Specific policy and planning strategies are also provided as a way to achieve each of the principles.

The Compass Growth Vision notes that limitations on the amount of undeveloped land suitable for development may hinder the ability to accommodate new housing and jobs within the region. The report determined that under current adopted general plans, only a small portion of the SCAG 2030 growth projection for the coastal basin of Los Angeles and Orange Counties could be accommodated through new development on vacant land. Infill or new development in already developed areas will be relied upon to provide locations proportional amount of the anticipated new housing region-wide. The Compass Growth Vision concludes that the strategy of combining compact, mixed-use development with housing and jobs near major transportation infrastructure will be of enormous benefit in accommodating future growth, while also recognizing that incremental and strategic changes in small parts of the region can yield great benefits to the region as a whole, as well as to individual cities.⁸

Regional Comprehensive Plan (RCP). SCAG has also prepared and issued the 2008 RCP in response to SCAG's Regional Council directive in the 2002 Strategic Plan to define solutions to interrelated housing, traffic, water, air quality, and other regional challenges.⁹ The 2008 RCP is an advisory document that describes future conditions if current trends continue, defines a vision for a healthier region, and recommends an Action Plan with a target year of 2035. The 2008 RCP may be voluntarily used by local jurisdictions in developing local plans and addressing local issues of regional significance. The plan incorporates principles and goals of the Compass Growth Vision and includes nine chapters addressing land use, housing, transportation, air quality, energy, open space, water, solid waste, economy, and security and emergency preparedness. The Action Plan provides a series of recommended near-term policies that developers and key stakeholders should consider for implementation, as well as potential policies for consideration by local jurisdictions and agencies when conducting project review.

Regional Housing Needs Assessment (RHNA). The RHNA is a key tool for SCAG and its member governments to plan for regional growth. The RHNA quantifies the need for housing within each jurisdiction between 2013 and 2021. Communities assess how they will address this need through the process of completing the Housing Elements of their General Plans. The RHNA does not necessarily encourage or promote growth, but rather allows communities to anticipate growth, so that they can grow in ways that enhance quality of life, that improve access to jobs, transportation and housing, and that do not adversely impact the environment. The RHNA is produced periodically by SCAG, as mandated by state law,

⁸Southern California Association of Governments, *Southern California Compass Growth Vision Report*, June 2004.

⁹Southern California Association of Governments, *Regional Comprehensive Plan*, 2008.

to coincide with the region's schedule for preparing Housing Elements. It consists of two measurements of housing need: (a) existing need and (b) future need.

The existing need assessment is based on data from the most recent U.S. Census and measures ways in which the housing market is not meeting the needs of current residents. These variables include the number of low-income households paying more than 30 percent of their income for housing, as well as severe overcrowding. The future need for housing is determined primarily by the forecasted growth in households in a community (based on historical growth patterns), job creation, household formation rates, and other factors to estimate how many households will be added to each community over the projection period. The housing need for new households is then adjusted to account for an ideal level of vacancy needed to promote housing choice, maintain price competition and encourage acceptable levels of housing upkeep and repair. The RHNA also accounts for units expected to be lost due to demolition, natural disaster, or conversion to non-housing uses. The sum of these factors (household growth, vacancy need and replacement need) form the "construction need" assigned to each community. The City of Los Angeles was assigned a RHNA of 82,002 new units for the 2013 to 2021 planning period. Finally, the RHNA considers how each jurisdiction might grow in ways that will decrease the concentration of low income households in certain communities. The need for new housing is distributed among income groups so that each community moves closer to the regional average income distribution.

LOCAL

City of Los Angeles General Plan

The General Plan addresses community development goals and policies relative to the distribution of land uses, both public and private. The General Plan includes a Framework Element, Citywide Elements, Community Plans, and Specific Plans, and gives policy direction to the planning regulatory and implementation programs Government Code Section 66580(e). In addition to the Framework, the twelve citywide elements include the Air Quality, Conservation, Health and Wellness, Historic Preservation and Cultural Resources, Housing, Infrastructure Systems, Land Use, Noise, Open Space, Public Facilities and Services, Safety, and Mobility Elements. These elements provide long-range citywide policy and direction, taking into account citywide goals and needs.

Framework Element (Framework). The General Plan Framework Element is a long range, citywide, comprehensive growth strategy. The Framework is a special element of the General Plan, defining citywide policies that influence most of the City's General Plan Elements. It focuses on providing strategies for accommodating growth by encouraging growth in a number of higher intensity commercial and mixed-use districts, centers, and boulevards, as well as industrial districts, particularly in proximity to transportation corridors and transit stations. As stated in the Framework Element, "[the Framework] does not convey or affect entitlements for any property. Specific land use designations are determined by the Community Plans." Thus, the Framework neither overrides nor supersedes the Community Plans.

The Framework Element is intended to be flexible. It provides a Long Range Land Use Diagram recommending the creation of new land use categories for targeted growth areas in various areas of the City that will contain international centers, regional centers, community centers, neighborhood districts, and mixed-use boulevards based on the planning principles, goals, objectives and policies it discusses. Potential uses within these areas are general and broad ranging, and the Framework does not discuss individual sites or projects in these areas. The Framework states that precise determinations regarding future growth and development will be made through the Community Planning process. The Framework Element encourages future growth and development within target areas, but does not require that future development and growth be limited to target areas.

The Framework Element contains goals, objectives, and policies related to land use that address the issues of land use distribution, policies specific to Framework land use designations, and density. Relevant policies of the Framework Element related to land use and planning are listed in **Table 4.10-3**.

TABLE 4.10-3: RELEVANT GENERAL PLAN LAND USE OBJECTIVES AND POLICIES	
Objective/Policy	Objective/Policy Description
FRAMEWORK ELEMENT - LAND USE, SINGLE-FAMILY RESIDENTIAL	
Objective 3.1	Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.
Policy 3.1.1	Identify areas on the Long-Range Land Use Diagram and in the community plans sufficient for the development of a diversity of uses that serve the needs of existing and future residents (housing, employment, retail, entertainment, cultural/institutional, educational, health, services, recreation, and similar uses), provide job opportunities, and support visitors and tourism.
Policy 3.1.2	Allow for the provision of sufficient public infrastructure and services to support the projected needs of the City's population and businesses within the patterns of use established in the community plans as guided by the Framework Citywide Long-Range Land Use Diagram.
Policy 3.1.3	Identify areas for the establishment of new open space opportunities to serve the needs of existing and future residents. These opportunities may include a Citywide linear network of parklands and trails, neighborhood parks, and urban open spaces.
Policy 3.1.4	Accommodate new development in accordance with land use and density provisions of the General Plan Framework Long-Range Land Use Diagram
Policy 3.1.5	Allow amendments to the community plans and coastal plans to further refine General Plan Framework Element land use boundaries and categories to reflect local conditions, parcel characteristics, existing land uses, and public input. These changes shall be allowed provided: <ol style="list-style-type: none"> That the basic differentiation and relationships among land use districts are maintained; There is no reduction in overall housing capacity; Additional environmental review is conducted in accordance with the California Environmental Quality Act should the impacts of the changes exceed the levels of significance defined and modify the conclusions of the Framework Element's Environmental Impact Report.
Policy 3.1.6	Allow for the adjustment of General Plan Framework Element land use boundaries to account for changes in the location or introduction of new transit routes and stations (or for withdrawal of funds) and, in such cases, consider the appropriate type and density of use generally within one quarter mile of the corridor and station to reflect the principles of the General Plan Framework Element and the Land Use/Transportation Policy.
Policy 3.1.7	Allow for development in accordance with the policies, standards, and programs of specific plans in areas in which they have been adopted. In accordance with Policy 3.1.6, consider amending these plans when new transit routes and stations are confirmed and funding is secured.
Policy 3.1.8	Consider the formulation of plans that facilitate the local community's identification of precise uses, densities, and design characteristics for development and public streetscape for neighborhood areas smaller than the community plans, provided that the Framework Element's differentiation and relationships among land use districts are generally maintained, there is no significant change in the population and employment capacity of the neighborhood, and there is no significant reduction in overall housing capacity.
Objective 3.2	Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled, and air pollution.
Policy 3.2.1	Provide a pattern of development consisting of distinct districts, centers, boulevards, and neighborhoods that are differentiated by their functional role, scale, and character. This shall be accomplished by considering factors such as the existing concentrations of use; community-oriented activity centers that currently or potentially service adjacent neighborhoods, and existing or potential public transit corridors and stations.
Policy 3.2.2	Establish, through the Framework Long-Range Land Use Diagram, community plans, and other implementing tools, patterns and types of development that improve the integration of housing with commercial uses and the integration of public services and various densities of residential development within neighborhoods at appropriate locations.
Policy 3.2.3	Provide for the development of land use patterns that emphasize pedestrian/bicycle access and use in appropriate locations.
Policy 3.2.4	Provide for the siting and design of new development that maintains the prevailing scale and character of the City's stable residential neighborhoods and enhance the character of commercial and industrial districts.
Objective 3.3	Accommodate projected population and employment growth within the City and each community plan area and plan for the provision of adequate supporting transportation and utility infrastructure and public services.
Policy 3.3.1	Accommodate projected population and employment growth in accordance with the Long-Range Land Use Diagram, using these in the formulation of the community plans and as the basis for the planning for and implementation of infrastructure improvements and public services.

TABLE 4.10-3: RELEVANT GENERAL PLAN LAND USE OBJECTIVES AND POLICIES	
Objective/Policy	Objective/Policy Description
Policy 3.3.2	Monitor population, development, and infrastructure and service capacities within the City and each community plan area, or other pertinent service area. The results of this monitoring effort will be annually reported to the City Council and shall be used in part as a basis to: <ol style="list-style-type: none"> a. Determine the need and establish programs for infrastructure and public service investments to accommodate development in areas in which economic development is desired and for which growth is focused by the General Plan Framework Element. b. Change or increase the development forecast within the City and/or community plan area as specified in Chapter 2: Growth and Capacity) when it can be demonstrated that: <ol style="list-style-type: none"> 1. Transportation improvements have been implemented or funded that increase capacity and maintain the level of service; 2. Demand management or behavioral changes have reduced traffic volumes and maintained or improved levels of service; 3. The community character will not be significantly impacted by such increases. c. Initiate a study to consider whether additional growth should be accommodated, when 75 percent of the forecast of any one or more category is attained within a community plan area. If a study is necessary, determine the level of growth that should be accommodated and correlate that level with the capital, facility, or service improvements and/or transportation demand reduction programs that are necessary to accommodate that level. d. Consider regulating the type, location, and/or timing of development, when all of the preceding steps have been completed, additional infrastructure and services have been provided, and there remains inadequate public infrastructure or service to support land use development.
Objective 3.4	Encourage new multi-family residential, retail commercial, and office development in the City's neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and related districts.
Policy 3.4.1	Conserve existing stable residential neighborhoods and lower-intensity commercial districts and encourage the majority of new commercial and mixed-use (integrated commercial and residential) development to be located: <ol style="list-style-type: none"> a. In a network of neighborhood districts, community, regional, and downtown centers; b. In proximity to rail and bus transit stations and corridors; c. Along the City's major boulevards, referred to as districts, centers, and mixed-use boulevards, in accordance with the Framework Long-Range Land Use Diagram
Policy 3.4.2	Encourage new industrial development in areas traditionally planned for such purposes generally in accordance with the Framework Long-Range Land Use Diagram and as specifically shown on the community plans.
Objective 3.4.3	Establish incentives for the attraction of growth and development in the districts, centers, and mixed-use boulevards targeted for growth that may include: <ol style="list-style-type: none"> a. Densities greater than surrounding areas; b. Prioritization of capital investment strategies for infrastructure, services, and amenities to support development; c. Economic incentives (e.g., redevelopment, Enterprise Zones, Neighborhood Recovery, and other); d. Streamlined development review processes; e. "By-right" entitlements for development projects consistent with the community plans and zoning; f. Modified parking requirements in areas in proximity to transit or other standards that reduce the cost of development; g. Pro-active solicitation of development.
Objective 3.5	Ensure that the character and scale of stable single-family residential neighborhoods is maintained, allowing for infill development provided that it is compatible with and maintains the scale and character of existing development.
Policy 3.5.1	Accommodate the development of single-family dwelling units in areas designated as "Single Family Residential" on the General Plan Framework Long-Range Land Use Diagram. The density permitted for each parcel shall be identified in the community plans using land use categories specified.
Policy 3.5.2	Require that new development in single-family neighborhoods maintains its predominant and distinguishing characteristics such as property setbacks and building scale.
Policy 3.5.3	Promote the maintenance of existing single-family neighborhoods and support programs for the renovation and rehabilitation of deteriorated and aging housing units.

TABLE 4.10-3: RELEVANT GENERAL PLAN LAND USE OBJECTIVES AND POLICIES	
Objective/Policy	Objective/Policy Description
Policy 3.5.4	Require new development in special use neighborhoods such as water-oriented, rural/agricultural and equestrian communities to maintain their predominant and distinguishing characteristics.
Policy 3.5.5	Promote the maintenance and support of special use neighborhoods to encourage a wide variety of these and unique assets within the City.
FRAMEWORK ELEMENT - LAND USE, MULTI-FAMILY RESIDENTIAL	
Objective 3.6	Allow for the intensification of selected single-family areas that directly abut high-density development as "transitions" between these uses.
Policy 3.6.1	Ensure that the new development of "duplex" or multi-family units maintains the visual and physical character of adjacent single-family neighborhoods, including the maintenance of front property setbacks, modulation of building volumes and articulation of facade to convey the sense of individual units, and use of building materials that characterize single-family housing.
Objective 3.7	Provide for the stability and enhancement of multi-family residential neighborhoods and allow for growth in areas where there is sufficient public infrastructure and services and the residents' quality of life can be maintained or improved.
Objective 3.7.1	Accommodate the development of multi-family residential units in areas designated in the community plans in accordance with Table 3-1 and Zoning Ordinance densities, with the density permitted for each parcel to be identified in the community plans.
Policy 3.7.2	Consider decreasing the permitted densities, by amendments to the community plan, of areas designated for multi-family residential where there is a mix of existing unit types and density and/or built densities are below the maximum permitted. When determining whether to reduce these densities, consider the following criteria: <ul style="list-style-type: none"> a. There is inadequate public infrastructure or services to provide for the needs of existing or future residents for which the cost of improvements would result in an undue burden on the community or are infeasible; b. The quality of life of the area's residents has been adversely impacted by the density of development (crime, noise, pollution, etc.); c. The neighborhood is physically and functionally stable; Existing housing units are structurally sound or can be upgraded without undue costs; d. There is a desire of the residents to preserve existing housing and neighborhood qualities; e. Adequate housing potential exists or can be provided in nearby areas, including those designated for mixed-use development, in order to offset the loss of any potential units due to the reduced densities.
Policy 3.7.3	Allow the reconstruction of existing multi-family dwelling units destroyed by fire, earthquakes, flooding, or other natural catastrophes to their pre-existing density in areas wherein the permitted multi-family density has been reduced below the pre-existing level.
Policy 3.7.4	Improve the quality of new multi-family dwelling units based on the standards in Chapter 5 Urban Form and Neighborhood Design Chapter of this Element.
FRAMEWORK ELEMENT – NEIGHBORHOOD DISTRICTS	
Policy 3.8	Reinforce existing and establish new neighborhood districts which accommodate a broad range of uses that serve the needs of adjacent residents, promote neighborhood activity, are compatible with adjacent neighborhoods, and are developed as desirable places to work and visit.
Policy 3.8.1	Accommodate the development of neighborhood-serving uses in areas designated as "Neighborhood District." The range and densities/intensities of uses permitted in any area shall be identified in the community plans.
Policy 3.8.2	Encourage the retention of existing and development of new commercial uses that primarily are oriented to the residents of adjacent neighborhoods and promote the inclusion of community services (e.g., childcare and community meeting rooms).
Policy 3.8.3	Encourage the owners of existing commercial shopping centers that contain chain grocery and drug stores to include additional uses, such as restaurants, entertainment, childcare facilities, public meeting rooms, recreation, cultural facilities, and public open spaces, which enhance neighborhood activity.
Policy 3.8.4	Enhance pedestrian activity by the design and siting of structures in accordance Chapter 5 Urban Form and Neighborhood Design policies of this Element and Pedestrian-Oriented District Policies 3.16.1 through 3.16.3.
Policy 3.8.5	Initiate a program of streetscape improvements, where appropriate.
Policy 3.8.6	Encourage outdoor areas within neighborhood districts to be lighted for night use, safety and comfort commensurate with their intended nighttime use.

TABLE 4.10-3: RELEVANT GENERAL PLAN LAND USE OBJECTIVES AND POLICIES	
Objective/Policy	Objective/Policy Description
FRAMEWORK ELEMENT - LAND USE, GENERAL COMMERCIAL AREAS	
Objective 3.12	Generally, maintain the uses, density, and character of existing low-intensity commercial districts whose functions serve surrounding neighborhoods and/or are precluded from intensification due to their physical characteristics.
Policy 3.12.1	Accommodate the development of uses in areas designated as "General Commercial" in the community plans. The range and densities/intensities of uses permitted in any area shall be identified in the community plans.
Policy 3.12.2	Consider adjusting permitted densities of areas designated for General Commercial, where existing buildings are developed at densities substantially below the maximum permitted by amendments to the community plans, where appropriate, based on consideration of the following: <ul style="list-style-type: none"> a. Where commercial parcels of less than 150 feet in depth abut areas designated for single-family residential; b. Where the total area and/or configuration of the commercial parcel precludes the development of adequate on-site parking, unless adjacent to a transit station or code-required parking is provided in a common parking facility in proximity to the site; c. Where site driveways may adversely impact traffic flows along principal streets or in adjacent residential neighborhoods; d. Where there are local community objectives for the preservation of the prevailing scale and character of development.
Objective 3.14	Provide land and supporting services for the retention of existing and attraction of new industries.
Policy 3.14.4	Limit the introduction of new commercial and other non-industrial uses in existing commercial manufacturing zones to uses which support the primary industrial function of the location in which they are located.
Policy 3.14.6	Consider the potential re-designation of marginal industrial lands for alternative uses by amending the community plans based on the following criteria: <ul style="list-style-type: none"> a. Where it can be demonstrated that the existing parcelization precludes effective use for industrial or supporting functions and where there is no available method to assemble parcels into a unified site that will support viable industrial development; b. Where the size and/or the configuration of assembled parcels are insufficient to accommodate viable industrial development; c. Where the size, use, and/or configuration of the industrial parcels adversely impact adjacent residential neighborhoods; d. Where available infrastructure is inadequate and improvements are economically infeasible to support the needs of industrial uses; e. Where the conversion of industrial lands to an alternative use will not create a fragmented pattern of development and reduce the integrity and viability of existing industrial areas; f. Where the conversion of industrial lands to an alternative use will not result in an adverse impact on adjacent residential neighborhoods, commercial districts, or other land uses; g. Where it can be demonstrated that the reduction of industrial lands will not adversely impact the City's ability to accommodate sufficient industrial uses to provide jobs for the City's residents or incur adverse fiscal impacts; and h. Where existing industrial uses constitute a hazard to adjacent residential or natural areas.
Policy 3.14.7	Consider the potential redesignation of non-industrial properties located adjacent to lands designated and developed with industrial uses for industrial purposes by amending the community plans or by conditional use permits based on the following criteria: <ul style="list-style-type: none"> a. The redesignation is required to accommodate the expansion of existing industrial uses to facilitate their retention in areas in which they are located; b. There is substantial support of the property owners of the parcels to be redesignated; c. There is no significant disruption or intrusion into existing residential neighborhoods, Commercial districts, or other land uses; there are no adverse environmental impacts (traffic, noise, lighting, air pollution, other) on adjacent land uses due to the industrial uses; and there is adequate infrastructure to support the expanded industrial use(s).
FRAMEWORK ELEMENT - LAND USE, EXISTING AREAS OF OVER-CONCENTRATION OF DENSITY	
Objective 3.18	Provide for the stability and enhancement of multi-family residential, mixed-use, and/or commercial areas of the City and direct growth to areas where sufficient public infrastructure and services exist.
Policy 3.18.1	Consider decreasing the permitted densities of areas designated for multi-family residential, mixed-use, and/or commercial uses where there is: <ol style="list-style-type: none"> 1. A mix of existing unit types and densities;

TABLE 4.10-3: RELEVANT GENERAL PLAN LAND USE OBJECTIVES AND POLICIES	
Objective/Policy	Objective/Policy Description
	2. Built density is below the maximum permitted; 3. A significant concentration of high density development relative to the intensity of development in the surrounding area or other communities in the City. This may be accomplished by amendments of the permitted densities in Community Plans or by zoning. Determination of reducing permitted densities should consider the following criteria: a. There is inadequate public infrastructure or services to provide for the needs of the existing residents and/or businesses and the cost of additional improvements would result in an undue burden on the community or are infeasible; b. The quality of life of the area's residents and/or businesses has been adversely affected by the density of development as measured by crime, noise, pollution, traffic congestion, overcrowded schools, lack of open space, limited sewer capacity and other comparable conditions; c. There is an over-concentration of existing high density multi-family residential, mixed and commercial uses relative to the intensity of development in the surrounding area or other communities in the City; d. The neighborhood and/or commercial area is physically and functionally stable; e. The existing buildings are structurally sound or can be upgraded without undue costs; f. There is a desire of the residents to preserve existing housing and neighborhood qualities; g. Adequate housing and/or commercial potential can be provided in nearby areas with sufficient infrastructure and services capacities, including those designated for mixed-use development, in order to offset the loss of potential housing units and/or commercial square-footage due to reduced densities.
SOURCE: City of Los Angeles, <i>The Citywide General Plan Framework, An Element of the City of Los Angeles General Plan</i> , re-adopted 2001.	

Land Use Element (Community Plans). The Land Use Element of the General Plan is divided into 35 Community Plans for the purpose of developing, maintaining and implementing the General Plan. These Community Plans collectively comprise the Land Use Element of the General Plan. Each of the 35 Community Plan Areas have unique characteristics that can be more appropriately planned for when they are isolated into the smaller planning areas. The Proposed Plans are updating the South Los Angeles and the Southeast Los Angeles Community Plans, two of the 35 CPAs.

- South Los Angeles Community Plan:** The existing South (Central) Los Angeles Community Plan (renamed South Los Angeles in 2003), was adopted in 2000. It sets forth land uses designations and land use policies for the CPA, and was designed to accommodate the anticipated growth in population and employment of the CPA to the year 2010. Its policies are aimed at encouraging a variety of compatible new housing opportunities and improving the economic vitality of the community's commercial corridors.
- Southeast Los Angeles Community Plan:** The Southeast Los Angeles Community Plan was also adopted in 2000. It sets forth land use designations and land use policies for the CPA and was designed to accommodate the anticipated growth in population and employment of the CPA to the year 2010. Its policies are aimed at encouraging a variety of compatible new housing opportunities and improving the economic vitality of the community's commercial corridors.

Housing Element. Because housing needs are recognized as a statewide concern, the Housing Element is required by California state law to be a component of every city's General Plan. The Housing Element is the only Element in the General Plan that has a requirement to be updated every five or eight years. Updates to the Housing Element are subject to the statutory provisions in the Government Code Section 65583¹⁰ that guide the preparation of the document. Adoption of the Housing Element requires that the city consider economic, environmental, fiscal, and community goals. Pursuant to state law, the Housing Element must identify the City's housing needs, the sites that can accommodate these needs, and the policies and programs to assure that the housing units necessary to meet these needs could be provided. The primary goal of the

¹⁰California Land Use and Planning Law, Barclay and Grey, 35th Edition, Solano Press Books, 2016.

City's Housing Element is to provide policies, objectives and programs that encourage a range of housing opportunities for all income groups. It proactively directs long-range citywide policy goals and objectives by quantifying growth in terms of jobs and housing needs. The Housing Chapter specifically addresses housing issues, and establishes the City's goals and policies to address these issues and to guide future actions.

SPECIFIC PLANS

A detailed and comprehensive Specific Plan can be utilized to regulate land use within a defined area within a General Plan area and may be adopted by ordinance. Within the defined area, Specific Plans may be utilized to create new zoning regulations that implement unique districts that may be too restrictive to apply to the General Plan area on a larger scale.

Los Angeles Municipal Code (LAMC). Development in the City is also governed by the applicable land use, zoning and subdivision regulations in the LAMC, in particular Chapter 1 thereof, including the requirement that the General Plan and the Zoning Ordinance be consistent. The Comprehensive Zoning Plan of the City of Los Angeles (Zoning Ordinance) set forth in LAMC Section 12.00 et seq. includes development standards for zoning districts in the City. LAMC Section 13.00 et seq. includes development standards for various supplemental use districts in the City that apply to specific parcels (as distinguished from regulations of general applicability with which all projects must comply). The LAMC is currently undergoing a comprehensive update to all Zoning Code sections as part of the re:code LA effort. Re:code LA, which started in 2014 and will continue through 2019, will update the 1946 Zoning Code in order to make the Code more streamlined and easy to use, streamlining the entitlement process and discretionary actions required for project approval. For now, the CPAs will still be subject to language found within the current version of the LAMC and will not be impacted by the code update.

City of Los Angeles Clean Up Green Up Ordinance. The City of Los Angeles Department of City Planning adopted a Clean Up Green Up Ordinance (Ordinance Number 184,245) related to ventilation system filter efficiency in mechanically ventilated buildings.¹¹ Section 99.04.504.6 of the Ordinance, which became effective June 4, 2016, mandates that regularly occupied areas in mechanically ventilated buildings within 1,000 feet of a freeway be provided with air filtration media for outside and return air that meet a Minimum Efficiency Report Value (MERV) of 13. The Ordinance requires that these filters be installed prior to occupancy, and recommendations for maintenance with filters of the same value shall be included in the operation and maintenance manual. The only exception to Section 99.04.504.3 applies to existing mechanical equipment. Additionally, Section 99.05.504.3 of the Ordinance states that regularly occupied areas in all mechanically ventilated buildings shall be provided with air filtration media for outside and return air that meets a MERV of 8. These additions to the Los Angeles Municipal Code are designed to address cumulative health impacts in highly polluted areas resulting from incompatible land use patterns within the City of Los Angeles.

THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G of the State CEQA Guidelines, the Proposed Plans would have a significant impact related to land use and planning if they would:

- Physically divide an established community;
- Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect; and/or
- Conflict with any applicable habitat conservation plan or natural community conservation plan.

¹¹City of Los Angeles Department of City Planning, *Ordinance Number 184,245 Clean Up Green Up*, Council File No. 15-1026, adopted April 13, 2016.

METHODOLOGY

The section was prepared utilizing a variety of sources including the City of Los Angeles General Plan, the City of Los Angeles Zone Information and Map Access System (ZIMAS), the existing City of Los Angeles South Los Angeles and Southeast Los Angeles Community Plans, the SCAG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), the Regional Comprehensive Plan (RCP), the Compass Growth Vision Report, the Regional Housing Needs Assessment (RHNA) and the 2013 – 2021 Housing Element.

The analysis in this section focuses on the compatibility of land uses identified in the Proposed Plans with existing and planned land uses within the CPAs, as well as consistency with any applicable land use plans, policies, or regulations. For example, the Draft EIR analyzes whether the Proposed Plans would substantially divide or isolate existing neighborhoods, communities, or land uses, conflict with any applicable land use plan, or result in a substantial increased potential for land use conflicts. The land use analysis herein presents the Proposed Plans' land use and zone changes and the Proposed Plans' policies relevant to land use, and discusses how they are consistent with a range of regional policy and land use plans, including but not limited to the following: SCAG's 2012-2035 RTP/SCS;¹² SCAG's Compass Growth Vision; the South Coast Air Quality Management District's (SCAQMD) Air Quality Management Plan (AQMP); Metro's Congestion Management Program; and the City's General Plan.

PROPOSED PLANS

The Proposed Plans are comprehensive updates of the current adopted South Los Angeles Community Plan and the current adopted Southeast Los Angeles Community Plan (Current Plans), two of the City's 35 Community Plans. Both the Community Plans were last updated in March 2000. The Current Plans were designed to accommodate anticipated population and employment growth in the CPAs through the year 2010. The Proposed Plans are intended to guide development through 2035. The Proposed Plans create new housing and employment opportunities, consistent with the Citywide comprehensive growth strategy identified in the City's Framework and Housing Elements, while preserving existing stable residential neighborhoods and industrial areas.

The Proposed Plans are composed of several components including:

- COMMUNITY PLAN (GENERAL PLAN LAND USE ELEMENT)
 - Community Plan Text
 - General Plan Land Use Map

- ZONING ORDINANCES
 - Zone and Height District
 - Community Plan Implementation Overlay Districts

The Community Plan Text documents for the CPAs contain the vision for each CPA and lay out goals, policies, and programs to achieve that vision. The Community Plan Text policies call for providing compatible new housing opportunities, improving the function, design, and economic vitality of the community, and preserving and enhancing the positive characteristics of existing uses. The proposed policies also address transit-oriented development along the Blue, Expo, and Green light rail transit lines, and intersections of major bus lines, among other transit routes, and the evolution of commercial districts. The CPIO Districts implement many of the goals and policies outlined in the Community Plan Text documents with zoning standards.

¹² The EIR uses the 2012 RTP because it was the latest available when this analysis was done. The 2016 RTP was recently released and was consulted. The Proposed Plans are generally consistent with both RTPs.

Each Proposed Plan includes a General Plan Land Use map that shows the distribution of land uses in the CPAs. The Proposed Plans would result in the reallocation of land uses in the two CPAs. The Proposed Plans adopt land use changes (officially called General Plan Amendments) and zone changes, as well as the South Los Angeles CPIO District and the Southeast Los Angeles CPIO District. These Proposed Plan components are described in more detail below.

PROPOSED LAND USE AND ZONE CHANGES

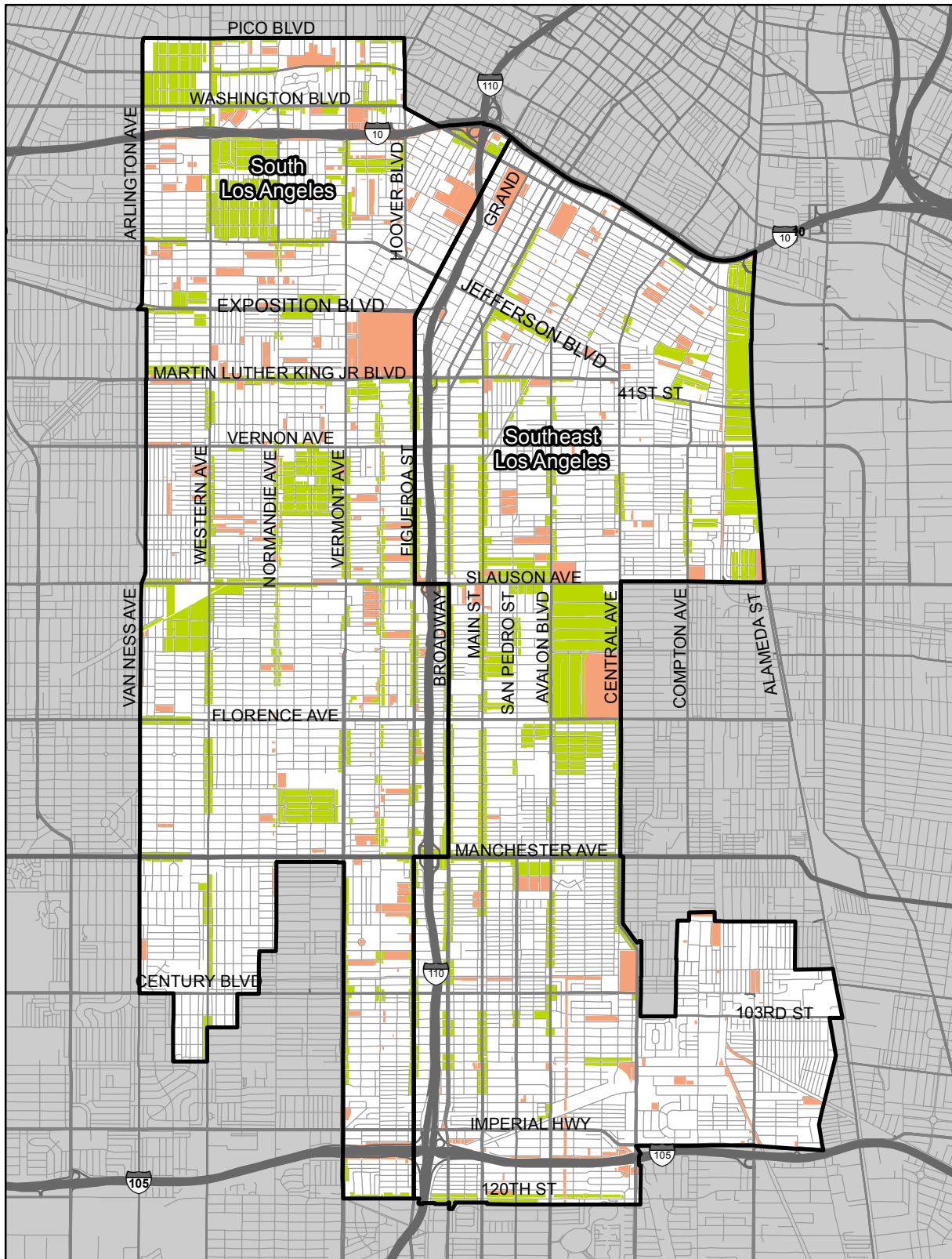
While the policies and programs contained in the Proposed Plans apply throughout the CPAs, only certain geographic areas are proposed to undergo zoning and land use changes, and/or would be within a CPIO District. The implications of proposed changes vary by parcel in consideration of existing uses, zoning, and General Plan land use designations. The proposed land use and zone changes have been classified as either Corrections or Regulatory Change Areas (TCs and DUs) or as Active Change Areas (ACs and AC-2Ds). The types of changes proposed in the CPAs are distinguished as follows:

Corrections and Regulatory Change Areas. The Proposed Plans include some land use and zone changes that do not directly result in physical changes with impacts to the environment, called Technical Corrections (TCs) and Design and Use changes (DUs) illustrated in **Figure 4.10-6**. These changes involve corrections of land use designations and zones to provide consistency with as-built conditions, and/or they establish additional development regulations. The Corrections and Regulatory Change Areas account for approximately three-quarters of the proposed changes in the South Los Angeles CPA and two-thirds of the proposed changes in the Southeast Los Angeles CPA.

- **Technical Correction (TC).** TCs are proposed where inconsistencies between the existing use of land, General Plan land use designation, and/or zoning currently occur. TCs are largely administrative and are intended to better reflect existing uses on the ground as currently exist in the CPAs. Some TCs consist of Nomenclature Updates where certain land use categories would be revised consistent with updated land use categories. As discussed in Chapter 3.0, Project Description, several designations would be replaced or eliminated (i.e. General and Limited Commercial are eliminated, Neighborhood Office Commercial is replaced with Neighborhood Commercial, and Light and Limited Manufacturing are renamed Light and Limited Industrial). These changes represent a modernizing of nomenclature only, and no changes to density, intensity, or uses would occur as a result of the changes.
- **Design and Use (DU).** DUs consist of additional regulations related exclusively to design and use, codified through a zone change that applies the CPIO, and sometimes accompanied by a land use designation change or zone change (technical correction) that does not increase allowable densities, intensities, or heights. DUs establish more restrictive standards by requiring compliance with design regulations and use limitations that are in addition to current zoning requirements.

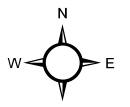
Active Change Areas. Active Change Areas are proposed changes that include an “upzone” or “uplan.” Active Change Areas are illustrated in **Figure 4.10-7**. Approximately 7.9 percent (573 acres) of the South Los Angeles CPA **Table 4.10-4** and approximately 10 percent (730 acres) of the Southeast Los Angeles CPA would be subject to the proposed Active Change Areas, as shown in **Table 4.10-5** under Impact 4.10-1. The Active Change Areas account for approximately one-quarter of the proposed changes in the South Los Angeles CPA and approximately one-third of the proposed changes in the Southeast Los Angeles CPA. Two types of Active Change Areas are proposed; ACs and AC-2Ds, described below.

- **Active Change (AC).** ACs consists of a combination of General Plan land use amendments and zone changes that may allow for an increase in currently permitted residential density, height limits, and/or uses in order to create consistency with existing and surrounding uses, zoning, or General Plan land use designations. Although technically ACs may include an “upzone” or “uplan,” there is no increase in allowable square footage. These parcels maintain the allowable FAR of 1.5:1. ACs also include the application of the CPIO, which establishes new regulations related to design and use restrictions, as well as parking incentives.



LEGEND:

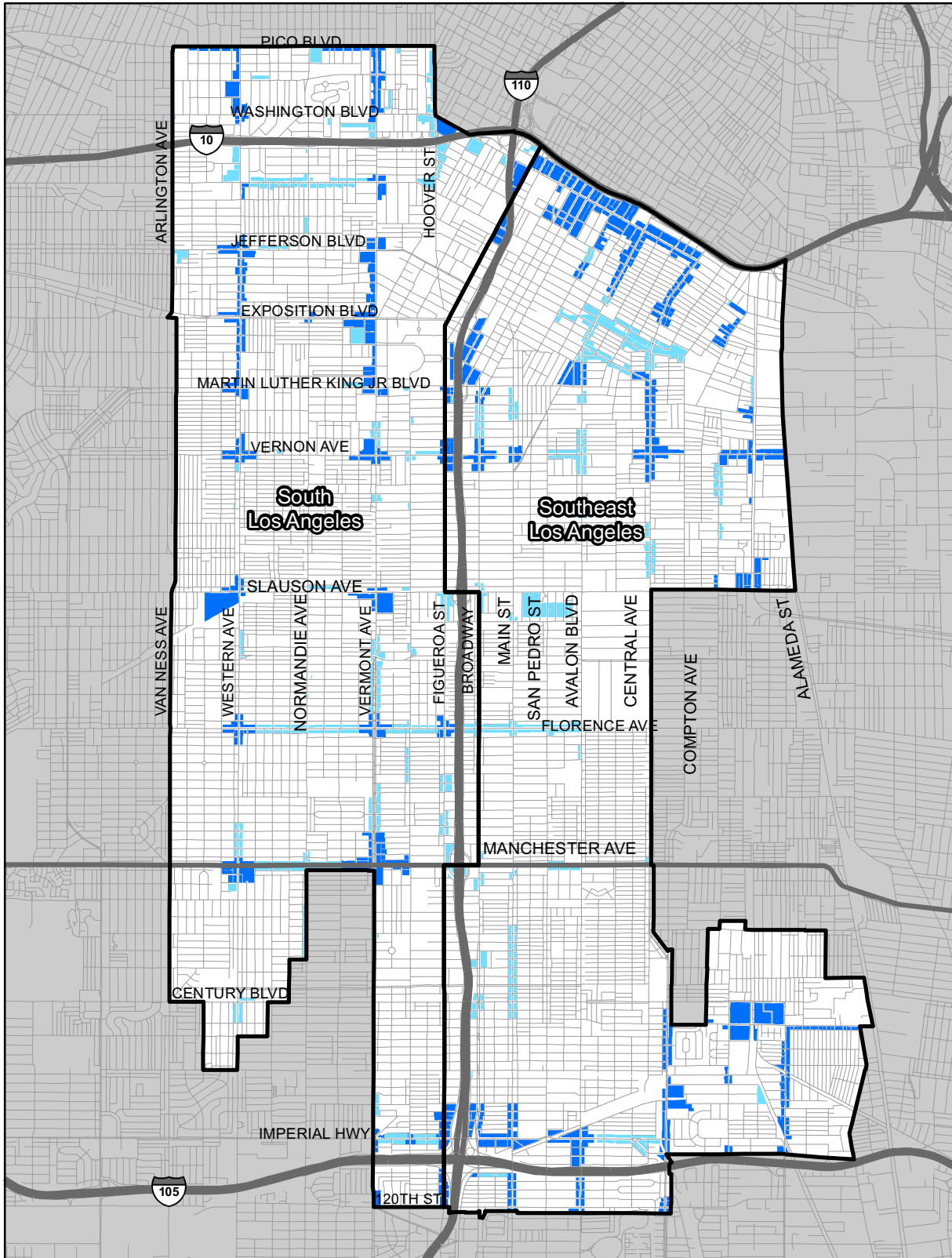
- Community Plan Areas
- Design and Use Changes (DUs)
- Technical Corrections (TCs)



0 4,000 8,000 Feet

SOURCE: City of Los Angeles, TAHA, 2016.

FIGURE 4.10-6
PROPOSED CORRECTIONS AND REGULATORY CHANGE AREAS IN THE CPAS



LEGEND:

- Community Plan Areas
- Active Change (ACs)
- Active Change Height District 2D (AC-2Ds)

SOURCE: TAHA, 2016.

0 4,000 8,000 Feet

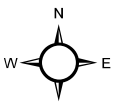


TABLE 4.10-4: EXISTING AND PROPOSED GENERAL PLAN LAND USE COMPARISON FOR SOUTH LOS ANGELES CPA				
Land Use Designation	Existing Land Uses (Acres) /a/	Proposed Land Uses (Acres)	Net Change (Acres)	Total Percent of CPA
RESIDENTIAL				
Low Residential	2,147	n/a	(2,147)	(29.5)
Low II Residential	1,266	2,144	878	12.1
Low III	n/a	22	22	0.3
Low Medium I Residential	0	1,195	1,195	16.4
Low Medium II Residential	1,257	1,246	(11)	(0.2)
Medium Residential	500	466	(34)	(0.5)
High Medium Residential	211	39	(172)	(2.4)
<i>Residential Subtotal</i>	5,381	5,112	(269)	(3.7)
COMMERCIAL				
Neighborhood Commercial	110	564	454	6.2
Neighborhood Office Commercial	35	n/a	(35)	(0.5)
General Commercial	509	n/a	(509)	(7)
Community Commercial	203	476	273	3
Regional Center Commercial	6	0	(6)	(0.1)
<i>Commercial Subtotal</i>	863	1,040	177	1.6
INDUSTRIAL				
Commercial Manufacturing	145	0	(145)	(2.0)
Hybrid Industrial	n/a	52	52	0.7
Limited Industrial	n/a	25	25	0.3
Light Manufacturing	30	n/a	(30)	(0.4)
Light Industrial	100	63	(37)	(0.5)
<i>Industrial Subtotal</i>	275	140	(135)	(1.9)
PUBLIC FACILITIES				
Open Space	296	160	(136)	(1.7)
Public Facilities	456	476	20	(1.9)
Public Facilities Freeway	0	166	166	0.3
<i>Public/Semi-Public Subtotal</i>	752	802	50	2.3
TOTAL	7,272	7,094 /b/	(177)	0.7

/a/ Acreages for current land uses are approximate and are based on City of Los Angeles GIS. Acreages vary due to changes in the methodology used to calculate land use acreages between the existing and proposed South Los Angeles Community Plan.
/b/The USC Specific Plan accounts for approximately 177 acres.
SOURCE: City of Los Angeles, Final SLA Proposed Plan Population and Employment Tables, Current and Proposed Plans, October 2016.

TABLE 4.10-5: EXISTING AND PROPOSED GENERAL PLAN LAND USE COMPARISON FOR SOUTHEAST LOS ANGELES CPA				
Land Use Designation	Existing Land Uses (Acres) /a/	Proposed Land Uses (Acres)	Net Change (Acres)	Total Percent of CPA
RESIDENTIAL				
Low Residential	864	0	(864)	(11.8)
Low II Residential	0	859	859	11.7
Low Medium I Residential	2,299	2,268	(31)	31.1
Low Medium II Residential	869	799	(70)	10.9
Medium Residential	236	245	9	3.6
<i>Residential Subtotal</i>	<i>4,268</i>	<i>4,171</i>	<i>(97)</i>	<i>57.1</i>
COMMERCIAL				
Neighborhood Commercial	123	441	318	6.0
Neighborhood Office Commercial	3	0	(3)	(0.04)
General Commercial	372	0	(372)	(5.1)
Community Commercial	167	468	301	6.4
Regional Center Commercial	0	18	18	0.2
<i>Commercial Subtotal</i>	<i>663</i>	<i>927</i>	<i>264</i>	<i>12.7</i>
INDUSTRIAL				
Commercial Manufacturing	83	0	(83)	(1.1)
Hybrid Industrial	0	195	195	2.7
Limited Manufacturing	729	0	(729)	(10)
Limited Industrial	11	455	444	6.2
Light Manufacturing	515	0	(515)	(7.1)
Light Industrial	3	384	381	5.3
Heavy Manufacturing	106	0	(106)	(1.5)
Heavy Industrial	0	45	45	0.6
<i>Industrial Subtotal</i>	<i>1,447</i>	<i>1,079</i>	<i>(368)</i>	<i>14.8</i>
PUBLIC/SEMI-PUBLIC				
Open Space	122	130	8	1.8
Public Facilities	802	773	(29)	10.6
Public Facilities Freeway	0	221	221	3
<i>Public/Semi-Public Subtotal</i>	<i>924</i>	<i>1,124</i>	<i>200</i>	<i>15.4</i>
TOTAL	7,301	7,301		
/a/ Acreages for current land uses are approximate and are based on City of Los Angeles GIS. Acreages vary due to changes in the methodology used to calculate land use acreages between the existing and proposed Southeast Los Angeles Community Plan.				
SOURCE: City of Los Angeles, Final SELA Proposed Plan Population and Employment Tables, Current and Proposed Plans, October 2016.				

- **Active Change - Height District 2D (AC-2D).** AC-2Ds consist of General Plan land use amendments and/or zone changes that allow for an increase in currently permitted residential density, intensity, height limits and/or uses. AC-2Ds also include an upzone from Height District 1 (including 1L [Limited], 1VL [Very Limited], and 1XL [Extra Limited])¹³ to Height District 2D, increasing the maximum permitted height and FAR. These are targeted upzones that increase development opportunities primarily around transit stations and major corridors to increase development potential as compared to what is allowed today, consistent with the goals and policies of the Proposed Plans, and are exclusively located within the CPIO's TOD subareas. AC-2Ds also include regulations related to design and use restrictions as contained in the CPIO.

As described in Proposed Plans above, proposed land use changes have been classified as Technical Corrections (TCs), Design and Use changes (DUs), Active Changes (ACs), and Active Changes–Height District 2D (AC-2Ds). **Tables 4.10-4 and 4.10-5**, provides a summary of these proposed changes in acres for each CPA compared to existing and proposed allocation.

COMMUNITY PLAN IMPLEMENTATION OVERLAY (CPIO) DISTRICTS

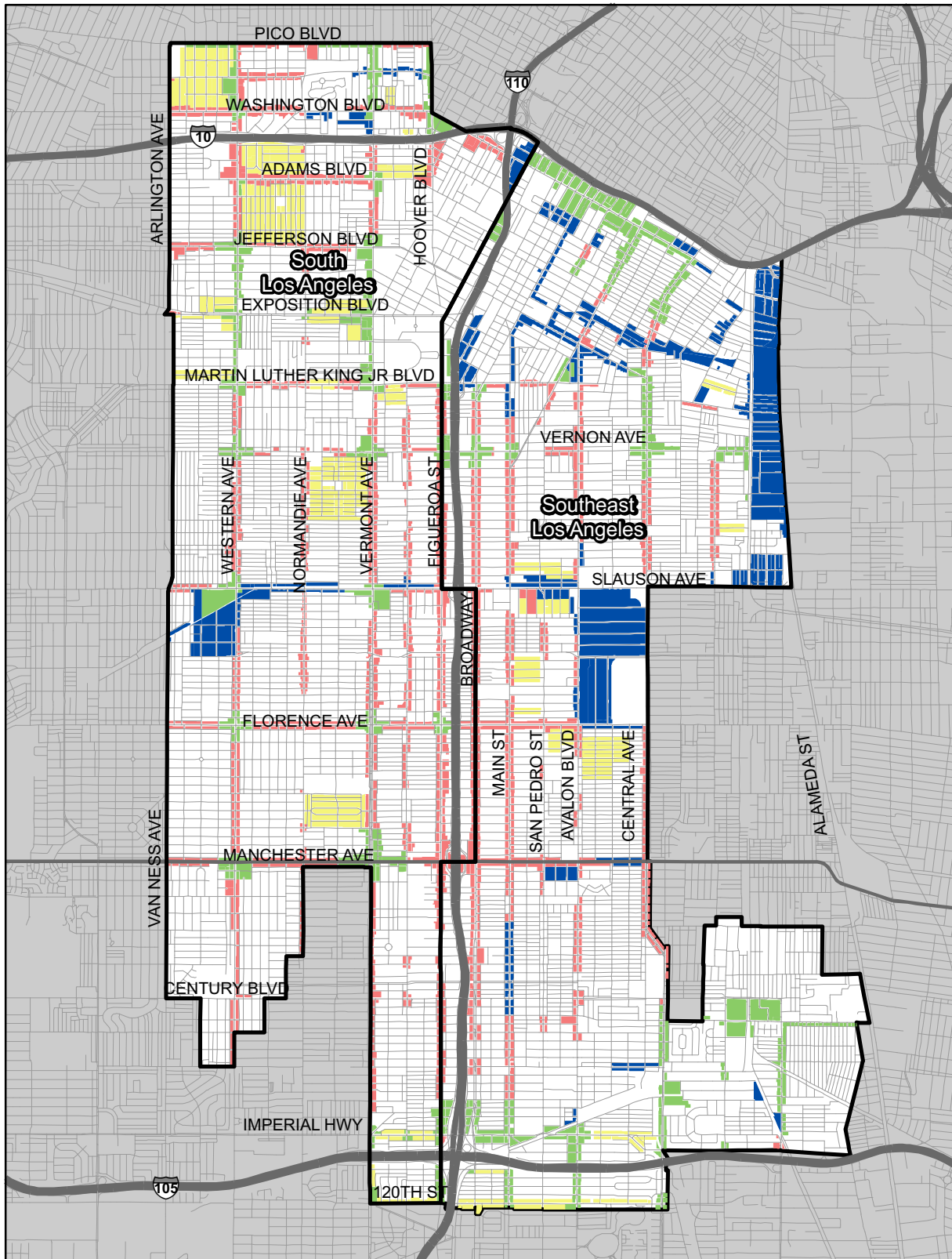
The South Los Angeles and Southeast Los Angeles CPIO Districts will be established as part of the proposed project to implement the goals and policies of the Proposed Plans by further refining zoning. The boundaries of the CPIOs are coterminous with each CPA's boundaries. The CPIO Subareas include use restrictions and regulations that will be used in combination with underlying zoning and height district regulations to further tailor development to achieve the vision of each of the Proposed Plans.¹⁴ The CPIOs provide both development regulations and environmental standards that seek to improve the economic and physical condition of the CPAs and are intended to reduce potential impacts caused by scale, height, bulk, setbacks and appearance that may be traditionally associated with poorly designed development projects. The development regulations of the CPIOs promote better urban design to improve the aesthetic character of the CPAs. The proposed CPIOs establish subareas with varying levels of design regulations, ranging from basic to more robust. The proposed CPIOs 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. The CPIOs establish review procedures that require sign-off (ministerial approval) for projects that comply with the development standards, including relevant environmental standards (applicable mitigation measures identified in this EIR and adopted in the MMP to be implemented in the CPIOs), while allowing for minor adjustment or exception (discretionary approval) for projects that exceed the adopted standards. For a description of the CPIO Implementation, refer to Chapter 3.0, Project Description.

The proposed CPIO Subareas within the CPAs are listed below and illustrated in **Figure 4.10-8**. For more detailed information refer to Chapter 3.0 Project Description.

- **Transit-Oriented Development (TOD) Subareas.** The purpose of the TOD Subareas is to promote jobs, housing and services located in proximity to transit stations in order to reduce reliance on the automobile and the production of greenhouse gas emissions, and to improve the built environment through use restrictions, development standards, and height, FAR, and parking incentive programs. TOD Subareas would be upzoned to Height District 2D to allow for greater height, square footage and density in order to attract desired uses; however, the TOD Subareas have different levels of intensity, heights and FARs tailored to the context of each station area. These subareas also include pedestrian-oriented development standards for all new development. The TOD Subareas encompass about 4.4 percent (319 acres) of the South Los Angeles CPA and 6.8 percent (497 acres) of the Southeast Los Angeles CPA, and proposed changes consist exclusively of AC-2Ds. The TOD Subareas are described in further detail below.

¹³Height District designations, numbered from 1 through 4, regulate the height and floor area of buildings and structures as provided in the City of Los Angeles Planning and Zoning Code Section 12.21.

¹⁴Each CPIO district contains details on use limitations, including the specific limitation, applicable geography, exemptions, clarifications, and additional conditions.



LEGEND:

- Community Plan Areas
- Corridors Subareas
- Residential Subareas
- Industrial Subareas
- TOD Subareas

SOURCE: City of Los Angeles, TAHA, 2016.



- **TOD Low.** TOD Low has a height limit of 3 stories and an allowable FAR of 1.5:1. Projects that include targeted uses such as grocery stores would be eligible for an increase in FAR and an additional story. However, the maximum permitted height and FAR is 4 stories and 3:1 FAR inclusive of all incentives. The permitted density for projects is R3;¹⁵ however, mixed-use development that includes mixed-income or affordable housing would be eligible for an increase to the R4 density.
- **TOD Medium.** TOD Medium has a height limit of 4 stories (2 stories minimum) and an allowable FAR of 1.5:1. Projects that include targeted uses such as grocery stores would be eligible for an increase in FAR and an additional story. However, the maximum permitted height and FAR is 5 stories and 3.5:1 FAR inclusive of all incentives. The permitted density for projects is R3; however, mixed-use development that includes mixed-income or affordable housing would be eligible for an increase to the R4 density.
- **TOD High.** TOD High has a height limit of 6 stories (2 stories minimum) and an allowable FAR of 1.5:1. Projects that include targeted uses such as grocery stores would be eligible for an increase in FAR and an additional story. However, the maximum permitted height and FAR is 7 stories and 4:1 FAR inclusive of all incentives. The permitted density for projects is R3, however mixed-use development that includes mixed-income or affordable housing would be eligible for an increase to the R4 density.
- **TOD Regional Center.** The TOD Regional Center Subarea has a height limit of 12 stories (2 stories minimum), and an allowable FAR of 3:1. Mixed-use development that includes mixed-income or affordable housing would be eligible for an FAR of 6:1 and an increase in the permitted density from R3 to R4.
- **Corridors Subareas.** The purpose of the Corridors Subareas is to foster continued commercial revitalization along the various commercial corridors throughout the CPAs, providing for a diversity of commercial goods and services by offering parking incentives for targeted land uses and by restricting over-concentrated land uses, and by establishing basic development standards to ensure new development is compatible with the best of the corridors' urban form. The Corridors Subareas encompass about 9.4 percent (682 acres) of the South Los Angeles CPA and 6.0 percent (438 acres) of the Southeast Los Angeles CPA, and are comprised of Commercial Only Corridor, General Corridor, Neighborhood Serving Corridor, and Parkway Corridor subareas. The proposed changes would primarily consist of DU changes, where parcels generally retain the underlying zoning and new regulations are added. In some instances, ACs are also proposed; however, they do not increase the permitted FAR of 1.5:1. These ACs achieve consistency with existing and surrounding land uses and/or zones.
- **Industrial Subareas.** The Industrial Subareas aim to ensure that the industrial land reserve is protected for future growth in new technologies, and that industrial areas are preserved for light industrial uses by limiting unrelated, non-industrial uses and providing for non-retail businesses which enhance the City's employment base. In addition, the Subareas protect residential and other sensitive uses located adjacent to industrially-zoned land from impacts associated with incompatibility of uses. The Industrial Subareas also includes a subarea that encourages a complementary mix of light manufacturing and commercial activity along certain industrial corridors in order to support economic development and jobs generation. The Industrial Subareas upgrade industrial development and design standards in order to: encourage industry as a better neighbor to residences and other surrounding uses; protect industrial investment against incompatible residential, retail, and commercial uses; prevent future industrial blight; and improve aesthetic character and quality as seen from public views including façades and edges. The Industrial Subareas encompass about 1.8 percent (129 acres) of the South Los Angeles CPA and

¹⁵R3 density permits 1 dwelling unit per 800 square feet of lot area. R4 density permits 1 dwelling unit per 400 square feet of lot area.

8.4 percent (612 acres) of the Southeast Los Angeles CPA, and are comprised of Industrial Preserve, Compatible Industrial, Hybrid, and Hybrid Limited subareas. Proposed changes primarily consist of DUs, where parcels generally retain the underlying zoning and new regulations are added. In some instances, ACs are also proposed.

- **Residential Subareas.** The Residential Subareas focus solely on encouraging well-designed projects that are compatible with the surrounding neighborhood scale and character, including the Legacy Single-Family subarea, the Character Residential subarea, and the Multi-Family Residential subarea. These subareas incorporate design standards to preserve the architectural and/or historic character of select neighborhoods and to ensure that new development projects are of high quality design. The Residential Subareas encompass about 6.7 percent (486 acres) of the South Los Angeles CPA and 2.4 percent (176 acres) of the Southeast Los Angeles CPA. Proposed changes consist almost exclusively of DU changes, where parcels generally retain the underlying residential zoning and new regulations are added. However, a small number of residential parcels along Broadway, Imperial Highway, and Exposition Boulevard are proposed for upzones to allow for greater density, and are classified as ACs.

IMPACTS

Impact 4.10-1 Would implementation of the Proposed Plans physically divide an established community? There would be no impact.

The CPAs are urbanized areas that are nearly fully developed and therefore most opportunities to build involve infill development or recycling previously developed property. The Proposed Plans do not propose any zoning or land use designations that would substantially change existing land use patterns or connectivity in the area. Furthermore, the Proposed Plans do not include any extension of roadways or other transit infrastructure through currently developed areas that could physically divide or isolate existing neighborhoods or an established community.

As discussed in Chapter 3, the Proposed Plans are updates to the South Los Angeles and Southeast Los Angeles CPAs and would result in the reallocation of land use designations in the two CPAs. Each Proposed Plan includes a land use diagram or General Plan Land Use map illustrating the proposed allocation of land use designations. In each CPA, certain areas are proposed to undergo General Plan land use amendments (GPAs), zone changes, and/or be subject to the newly established Community Plan Implementation Overlay (CPIO) Districts (Change Areas), but the majority of land use designations in the CPAs would remain unchanged and each parcel would retain its existing General Plan land use designation and zone (Non-Change Areas). Future development occurring in the Non-Change Areas would be subject to existing City regulations and standards per the existing zoning and General Plan land use designation. The majority of the changes proposed by the Proposed Plans consist of General Plan Amendments and/or zone changes to create consistency between the Land Use designations, zoning, and/or the actual built uses on parcels. In the Change Areas, the proposed changes to General Plan land use designation or zoning expand on or are intended to support and improve upon existing land uses, infrastructure and the surrounding community.

The Proposed Plans, in both Change Areas and Non-Change Areas, generally seek to preserve low density, stable residential areas and would maintain the existing single- or multi-family residential land use designations for established residential neighborhoods throughout the CPAs. Most industrial land use designations in the CPAs would also be maintained, though some designations would be changed to reflect as-built conditions or, in areas adjacent to residential, to limit industrial uses to those that are more compatible with neighboring residential areas. In addition, certain parcels in both CPAs would be updated to Public Facilities or Open Space to reflect new schools, pocket parks, and other public facilities. For example, Exposition Park is proposed for re-designation from Open Space to Public Facilities (136 acres) to reflect the variety of existing uses located at the center, including the museums and the Coliseum.

In summary, the majority of land use designations in the CPAs would remain unchanged and each parcel would retain its existing General Plan land use designation and zone (Non-Change Areas). The Active Changes Areas would support and improve upon existing land uses, infrastructure and the surrounding community and would not substantially change existing land use patterns or connectivity in the area. The Proposed Plans do not introduce land uses that would divide existing neighborhoods, but would encourage land uses that complement and enhance the existing neighborhoods of the CPAs. Residential neighborhoods would be preserved while major corridors would be enhanced to support complete streets, increased access, and connectivity to transit. *No impacts* would occur.

Mitigation Measures

No mitigation measures are required.

Level Significance of Impacts after Mitigation

No impact would occur.

Impact 4.10-2 Would implementation of the Proposed Plans conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? This impact is less than significant.

Land use inconsistency can occur when a project is inconsistent or creates conflict with any applicable land use plan, policy, or regulation. Applicable land use plans that direct or guide development in the CPAs include the City's General Plan, the SCAG Regional RTP, the RCP, Compass Growth Vision (CGV), the 2012 AQMP, and the Metro Congestion Management Program (CMP). The consistency analysis is provided for each of these plans below, with the exception of the AQMP and CMP. As discussed in Section 4.3, Air Quality, the Proposed Plans would be consistent with the 2012 AQMP. Consistency with the CMP is discussed in Section 4.15, Transportation and Traffic.

City of Los Angeles General Plan

Framework Element. The Framework Element contains goals, objectives, and policies related to land use that address the issues of distribution of land use, policies specific to Framework land use designations, and density. The primary objectives of the policies in the Framework Element's Land Use chapter are to support the viability of the City's residential neighborhoods and commercial districts, and, when growth occurs, to encourage sustainable growth in a number of higher-intensity commercial and mixed-use districts, centers and boulevards and industrial districts, particularly in proximity to transportation corridors and transit stations. The Framework's key guiding principles, along with their relationship to the Proposed Plans, are listed below:

- *Grow strategically.* Any new 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 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.
 - **The Proposed Plans** 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.
- *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 its single- and

multi-family neighborhoods. The elements that contribute to the unique character of different residential neighborhoods should be identified and preserved whenever possible.

- **The Proposed Plans** minimize overcrowding and preserve residential areas by directing growth to transit centers and away from residential neighborhoods. In addition, the proposed CPIO Residential subareas encourage well-designed projects and provide design regulations that protect the scale and character of selected lower density and historic neighborhoods of the CPAs.
- *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.
 - **The Proposed Plans** encourage a mix of uses at transit station areas that provide much needed housing, jobs, and goods and services. The proposed CPIOs 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.
- *Enhance neighborhood character through better development standards.* Better development standards will improve both the maintenance and enhancement of existing neighborhood character, and ensure a high level of design quality in new development.
 - **The Proposed Plans** include the adoption of the South Los Angeles and Southeast Los Angeles CPIO Districts which establish commercial and industrial development regulations aimed at ensuring new projects are of high quality design and provide better transitions to adjacent residential neighborhoods. The South Los Angeles and Southeast Los Angeles Design Guidelines are supplemental to the regulations in the CPIO Districts and can be used by project applicants as guidance when designing new projects in the commercial and industrial areas of the CPAs.
- *Improve the connection of public and private space through good urban design.* Good urban design improves the relationship between private development and the public realm. 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 that foster a sense of community.
 - **The Proposed Plans** include the adoption of the South Los Angeles and Southeast Los Angeles CPIO Districts. The CPIOs provides both development regulations and environmental standards that seek to improve the economic and physical conditions of the CPAs, and are intended to reduce potential impacts caused by scale, height, bulk, setbacks and appearance of development projects in commercial and industrial areas. The development regulations of the CPIOs promote better urban design to improve the aesthetic character of the CPAs. The TOD subareas also includes pedestrian-oriented development standards for all new development.
- *Improve mobility and access.* The City's transportation network should provide adequate access 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.
 - **The Proposed 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.
- *Identify a hierarchy of commercial Districts and Centers.* The Framework Element provides an overall structure and hierarchy for the City's commercial areas. 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 often contain residential and mixed-use buildings as well.

- **The Proposed Plans** include the adoption of the South Los Angeles and Southeast Los Angeles CPIO Districts that establish a hierarchy of subareas along the CPAs' commercial corridors. The TOD Regional and TOD High subareas, for example, allow for greater development intensity around major job centers and entertainment hubs (e.g., Expo Park, USC, and the Washington Boulevard Corridor), while TOD Medium and TOD Low subareas allow for more jobs and housing at other transit-adjacent locations, but at a lower intensity. Corridor subareas do not allow for increased height or FAR than what is currently allowed, but rather tailor regulations to meet neighborhood-specific needs and to enhance the character and function of each commercial corridor. The Corridor subareas include the Neighborhood-Serving Corridor, the General Corridor, the Parkway Corridor, and the Commercial-Only Corridor. This hierarchy of subareas generally correspond with Framework-designated commercial Districts and Centers.

The Proposed Plans would improve the link between the locations of land use and transportation in a manner that is consistent with the City's Framework Element. As previously discussed, implementation of the Proposed Plans would create new housing and employment opportunities, mostly in areas around transit identified for mixed-use. This is in accordance with the Framework Element's guiding policy to focus growth in higher-intensity commercial centers close to transportation and services. Under the Proposed Plans, the CPAs' commercial areas will serve as focal points and activity centers for surrounding neighborhoods by supporting new development that accommodates a variety of uses and encourages pedestrian activity in these commercial centers. Proposed land use changes would also serve to create consistency with future proposed land uses and foster quality development in transition areas. In some cases, the Proposed Plans would allow for increased FARs and height regulations. These changes would facilitate mixed-use development in targeted areas, enable opportunities for increased housing and employment particularly along targeted commercial corridors and in TOD areas, and provide for more compatible uses and development.

Under the Proposed Plans, areas currently designated and zoned for residential land uses would generally remain designated and zoned to allow for residential land uses. The proposed land use changes in residential neighborhoods are primarily limited to TCs or DUs intended to create consistency with existing land uses, surrounding land uses, and/or the General Plan Framework Element. Additionally, the Proposed Plans establish the CPIO Residential subareas, which are intended to maintain and protect the existing scale and character of specific residential neighborhoods. The CPIO Residential subareas implement development standards aimed at preserving and enhancing the character of these neighborhoods. The Proposed Plans would direct new housing and commercial development away from these existing residential neighborhoods towards major commercial corridors and in proximity to transit stations.

In general, established industrial areas in the CPAs would be preserved for future industrial use and continue to serve as valuable sources of employment to the communities. However, in targeted areas, the Proposed Plans would re-designate industrially-zoned properties to a zone more consistent with the existing uses on the ground. This would occur in areas where the existing uses are predominantly commercial and/or residential. At present, the CPAs have many areas of land use inconsistency between General Plan designations and zoning, and zoning and actual land uses. The proposed TCs would resolve the majority of these existing inconsistencies. In conclusion, adoption of the Proposed Plans would create consistency with the City's General Plan Framework Element through the proposed General Plan amendments, zone changes, and CPIO. The CPIO would directly implement the goals, policies, and programs of the Proposed Plans and the City's Framework Element. As demonstrated above, the Proposed Plans address the creation of new housing and employment options in accordance with the General Plan Framework guiding policy to focus growth in higher-intensity commercial centers close to transportation and services. Many of the community's neighborhoods, including single-family neighborhoods, are established and not expected to change significantly as growth in other parts of the community occurs. The Proposed Plans would preserve the character of existing single-family and lower-density neighborhoods by maintaining lower-density land use designations, as well as the establishment of the CPIO Residential Subareas. The Proposed Plans seek to

direct growth away from these existing residential neighborhoods towards corridors near commercial centers. Therefore, the Proposed Plans would be consistent with the Framework Element of the City of Los Angeles General Plan.

2013 to 2021 Housing Element. The 2013-2021 Housing Element update embodies the City’s housing goals and policies and identifies the more detailed strategies the City will implement to achieve them. The update also ensures that housing goals are integrated and consistent with all of the other Elements of the General Plan. As previously mentioned, one of the primary goals of the Housing Element is to encourage a range of housing opportunities for all income groups. The Proposed Plans accommodate employment and housing opportunities for a range of income levels, especially mixed-income and affordable housing. They also further the creation of housing units and jobs pursuant to SCAG Regional Housing Needs Assessment allocation and growth projections, thereby implementing the goals of the Housing Element.

SCAG Regional Plans. In addition to consistency with the local General Plan, several regionally-adopted land use plans, policies, and regulations would be applicable to development under the Proposed Plans. The CPAs are located within the six-county region that comprises the SCAG planning area. The Proposed Plans meet SCAG’s criteria for a regionally significant project; therefore, an analysis is done with respect to SCAG’s regional plans, including the 2012-2035 RTP/SCS, the 2008 RCP and the CGV. **Table 4.10-6** provide the consistency analysis of the Proposed Plans with these plans.

TABLE 4.10-6: CONSISTENCY WITH SCAG RCP AND RTP/SCS	
Goal	Project Consistency
2012-2035 RTP/SCS	
Goal 1: Align the plan investments and policies with improving regional economic development and competitiveness.	Consistent: Proposed land use changes, policies, programs, and the establishment of the CPIO Districts encourage the revitalization of the CPAs and the development of new businesses along major corridors and around transit stations that would improve regional economic development and competitiveness.
Goal 2: Maximize mobility and accessibility for all people and goods in the region.	Consistent: Proposed land use changes located within the TOD CPIO subareas would allow for jobs, housing, and community serving uses to be located within close proximity to public transit and along major corridors at greater densities. Proposed development standards tailored to the various CPIO subareas would support the creation of a pedestrian-oriented environment. These actions would serve to maximize mobility and accessibility.
Goal 3: Ensure travel safety and reliability for all people and goods in the region.	Not Applicable: The Proposed Plans do not include any components that would influence travel safety or reliability.
Goal 4: Preserve and ensure a sustainable regional transportation system.	Consistent: See response to Goal 2.
Goal 5: Maximize the productivity of our transportation system.	Consistent: Allowing for more jobs, community services, and housing (especially affordable housing, incentivized in the TOD CPIO subareas) would serve to maximize the productivity of our transportation system.
Goal 6: Protect the environment and health of our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking).	Consistent: See response to Goal 1. By allowing for jobs, housing, and community serving uses at greater densities and supporting the creation of a pedestrian-oriented environment, the Proposed Plans encourage transit ridership, walking, and biking as mobility alternatives to reduce automobile dependence, thereby improving air quality, and encouraging active transportation.
Goal 7: Encourage land use and growth patterns that facilitate transit and non-motorized transportation.	Consistent: See response to Goal 2.
Goal 8: Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.	Not Applicable: The Proposed Plans do not include any components that would influence the security of the regional transportation system.

TABLE 4.10-6: CONSISTENCY WITH SCAG RCP AND RTP/SCS	
Goal	Project Consistency
2008 RCP	
Land Use and Housing Chapter	
Goal 1: Focusing growth in existing and emerging centers and along major corridors.	Consistent: Proposed land use changes within the CPIO Districts serve to direct growth to major corridors and intersections around transit stations.
Goal 2: Creating significant areas of mixed-use development and walkable, “people-scaled” communities.	Consistent: Proposed land use changes and development standards would allow for mixed-use development and support the creation of walkable, people-scaled corridors and transit areas in the Corridors and TOD CPIO subareas.
Goal 3: Providing new housing opportunities, with building types and locations that respond to the region’s changing demographics.	Consistent: Proposed land use changes would increase housing capacity in the CPAs and allow for a variety of housing types. This increase in housing capacity would occur primarily along major corridors and within transit areas.
Goal 4: Targeting growth in housing, employment and commercial development within walking distance of existing and planned transit stations.	Consistent: See response to Goal 2 and 3.
Goal 5: Injecting new life into under-used areas by creating vibrant new business districts, redeveloping old buildings and building new businesses and housing on vacant lots.	Consistent: Proposed land use changes and policies encourage the revitalization of the CPAs and the development of new businesses along major corridors and around transit stations that would inject new life into underused areas.
Goal 6: Preserving existing, stable, single-family neighborhoods.	Consistent: Active changes would not occur in existing stable, single-family neighborhoods. Proposed land use changes would direct development to commercial corridors and transit areas, thereby alleviating development pressure in residential neighborhoods. Proposed policies and design guidelines are intended to maintain, preserve and protect existing stable single-family residential neighborhoods in the CPAs. Additionally, select historic neighborhoods in South Los Angeles would be preserved through the proposed Character Residential CPIO subarea. Similarly, the Legacy Single-Family CPIO subarea would the single family scale and character of select residential neighborhoods in Southeast Los Angeles.
Goal 7: Protecting important open space, environmentally sensitive areas and agricultural lands for development.	Consistent: The Proposed Plans would promote infill development and redevelopment in already urbanized areas. The Proposed Plans would not promote development on open space, agricultural lands, wetlands, groundwater recharge areas, or land containing special-status species.
Air Quality Chapter	
Goal 1L: Reduce emissions of criteria pollutants to attain federal air quality standards by prescribed dates and state ambient air quality standards as soon as practicable.	Consistent: The Proposed Plans would allow for mixed-use development along commercial corridors and in TOD areas, which would promote the use of bicycles, public transit, and walking to reduce VMT. A reduction of VMT would reduce the emissions of criteria pollutants.
Goal 2: Reverse current trends in greenhouse gas emissions to support sustainability goals for energy, water supply, agriculture, and other resource areas.	Consistent: See response to Goal 1.
Goal 3: Minimize land uses that increase the risk of adverse air pollution-related health impacts from exposure to toxic air contaminants, particulates (PM10, PM2.5, ultrafine), and carbon monoxide.	Consistent: See response to Goal 1.
Open Space and Habitat Chapter	
Goal 1: Conserving natural lands that are necessary to preserve the ecological function and value of the region’s ecosystems.	Consistent: The Proposed Plans are urbanized areas with no natural, undisturbed open space. No changes are proposed in areas adjacent to natural lands.
Goal 2: Conserving wildlife linkages as critical components of the region’s open space infrastructure.	Consistent: See response to Goal 1.
Goal 3: Coordinating transportation and open space to reduce transportation impacts to natural lands.	Consistent: See response to Goal 1.
Goal 4: Enhance the region’s parks, trails and community open space infrastructure to support the aesthetic, recreational and quality-of-life needs, providing the highest level of service to our growing region.	Consistent: The Proposed Plans would not result in the elimination of any existing parks or other recreation resources nor do they include any specific recreation projects or plans. However, the Proposed Plans preserve and correct the land use and/or zoning of parks throughout the CPAs.

TABLE 4.10-6: CONSISTENCY WITH SCAG RCP AND RTP/SCS	
Goal	Project Consistency
Goal 5: Preserve the productivity and viability of the region's agricultural lands while supporting a sustainable economy and region.	Not Applicable: The CPAs do not contain any rural or agricultural areas.
Water Chapter	
Goal 2: Achieve water quality improvements through implementation of land use and transportation policies and programs that promote water stewardship and eliminate water impairments and waste in the region.	Consistent: The Proposed Plans allow for increases in the density of housing and commercial buildings within Active Change Areas. Increased urban density is known to increase water use efficiency.
Goal 3: Foster comprehensive and collaborative watershed planning within the region that produces waterwise programs and projects with multiple benefits and ecosystem protections, integrating local government planning efforts with those of special districts, environmental advocates and other watershed stakeholders.	Consistent: Future development in the CPAs would be subject to existing City regulations that address stormwater management and encourage the prevention of erosion that might damage watersheds.
SOURCE: SCAG, 2012-2035 RTP/SCS, 2012; and 2008 RCP.	

As stated above, the Proposed Plans meet SCAG's criteria for a regionally significant project; therefore, an analysis with respect to the Compass Growth Vision is provided in **Table 4.10-7**. The Proposed Plans are consistent with applicable principles and land use policies of the Compass Growth Vision because they would increase housing stock in the CPAs and would promote and maximize regional mobility, livability, prosperity, and sustainability.

TABLE 4.10-7: CONSISTENCY WITH SCAG COMPASS GROWTH VISION REPORT		
Principle/Policy	SCAG Compass Growth Vision Policies	Project Consistency
Principle 1	Improve mobility for all residents.	Consistent: Proposed land use changes within the TOD CPIO subareas would allow for jobs, housing, and community serving uses to be located within close proximity to public transit and along major corridors at greater densities. Proposed development standards tailored to the various CPIO subareas would support the creation of a pedestrian-oriented environment. These actions would improve mobility for residents.
Policy 1.1	Encourage transportation investments and land use decisions that are mutually supportive.	Consistent: See response to Principle 1. Development standards applicable to the TOD CPIO subareas are intended to support past and future transportation investments by encouraging the development of jobs and housing within close proximity to public transit.
Policy 1.2	Locate new housing near existing jobs and new jobs near existing housing.	Consistent: Proposed land use changes and development standards tailored to each TOD CPIO subarea would allow for mixed-use development that would include jobs and housing along major corridors, nodes, and transit station areas near existing housing and jobs.
Policy 1.3	Encourage transit-oriented development.	Consistent: See responses to Principle 1 and Policies 1.1 and 1.2.
Policy 1.4	Promote a variety of travel choices.	Consistent: Proposed land use changes and development standards tailored to each CPIO subarea would allow for pedestrian- and transit-oriented development, and improved connectivity, and allow for jobs and housing to be developed within walking distance of public transit and community-serving commercial and retail, thereby promoting a variety of travel choices.

TABLE 4.10-7: CONSISTENCY WITH SCAG COMPASS GROWTH VISION REPORT		
Principle/Policy	SCAG Compass Growth Vision Policies	Project Consistency
Principle 2	Foster livability in all communities.	Consistent: Implementation of the Proposed Plans would foster livability in the CPAs by implementing policies and development standards that would improve the pedestrian environment, and provide for uses that support a healthy lifestyle.
Policy 2.1	Promote infill development and redevelopment to revitalize existing communities.	Consistent: The Proposed Plans support and encourage redevelopment within the CPAs by implementing land use changes and providing for development standards, design guidelines, and incentives for targeted commercial uses in TOD CPIO subareas that will revitalize the area.
Policy 2.2	Promote developments that provide a mix of uses.	Consistent: See response to Policy 1.2.
Policy 2.3	Promote “people-scaled” pedestrian-friendly communities.	Consistent: See response to Principle 1 and Policy 1.4.
Policy 2.4	Support the preservation of stable, single-family neighborhoods.	Consistent: No changes are proposed that would eliminate or change existing single-family residential development. Proposed development standards, design guidelines, and policies are intended to preserve existing stable single-family residential neighborhoods by targeting growth to major boulevards, corridors, and activity nodes in the CPAs and protect these single-family neighborhoods from incompatible uses. In addition, the Legacy Single-Family and the Character Residential CPIO subareas protect certain neighborhoods with and existing single-family scale and/or historic character.
Principle 3	Enable prosperity for all people.	Consistent: See response to Principles 1 and 2.
Policy 3.1	Provide a variety of housing types in each community to meet the housing needs of all income levels.	Consistent: Proposed development standards have been tailored to the character and needs of each CPIO subarea, and they encourage the development of appropriate housing types.
Policy 3.3	Ensure environmental justice regardless of race, ethnicity or income class.	Consistent: The Proposed Plans do not include any components that would unduly expose minority populations to environmental impacts.
Principle 4	Promote sustainability for future generations.	Consistent: The Proposed Plans support sustainable growth through the revitalization of neighborhoods and commercial areas, and the provision of housing and jobs within walking distance of public transit and community-serving uses.
Policy 4.1	Preserve rural, agricultural, recreational, and environmentally sensitive areas.	Not Applicable: The CPAs do not contain any rural, agricultural, or environmentally sensitive areas.
Policy 4.2	Focus development in urban centers and existing cities.	Consistent: Proposed land use changes and the establishment of the CPIO would serve to direct new development to major commercial corridors and transit areas.
Policy 4.3	Develop strategies to accommodate growth that uses resources efficiently, eliminates pollution and significantly reduces waste.	Consistent: A primary objective of the Proposed Plans is to accommodate population growth and provide new housing and commercial opportunities along major corridors and transit areas. This would increase infill development and accessibility to services, facilities, and public transit. Vehicular trips would be reduced as transit ridership, walking and biking would be encouraged.
Policy 4.4	Utilize “green” development techniques.	Consistent: See response to Policy 4.3.
SOURCE: SCAG, <i>Southern California Compass Growth Vision Report</i> , 2004.		

The preceding analysis illustrates that Proposed Plans would be consistent with adopted land use policies included in SCAG’s 2012-2035 RTP/SCS, 2008 RCP and CGV. The analysis does not identify any SCAG RCP, RTP/SCS, or CGV policies that are inconsistent with the purpose and intent of the Proposed Plans. As previously discussed, the Proposed Plans are also consistent with the City’s General Plan and the AQMP. Therefore, the Proposed Plans would not conflict with, but would work to implement, key regional and local plans and policies applicable to the CPAs and surrounding areas.

Land Use Compatibility. Land use changes could influence land use compatibility. Incompatibility between land uses could occur where differences exist among uses that are near each other. These incompatibilities may result from differences in the physical scale of development, noise levels, traffic levels, hours of operation, and other factors. The Proposed Plans would not result in substantial increased potential for land use conflicts between existing and future land uses. In particular, the Proposed Plans promote compatibility between industrial, residential, and other sensitive uses. Because of the existing land use incompatibilities between industrial and other uses, a set of compatibility standards were developed as part of the proposed CPIO Industrial subareas to address issues such as buffering, screening, and restrictions on noxious uses.

As described in Proposed Plans above, proposed land use changes have been classified as Technical Corrections (TCs), Design and Use changes (DUs), Active Changes (ACs), and Active Changes–Height District 2D (AC-2Ds). **Table 4.10-8**, below, provides a summary of these proposed changes in acres for each CPA.

TABLE 4.10-8: SUMMARY OF PROPOSED LAND USE CHANGES IN ACRES BY CPA						
	Total Acres	Change Classification /a/				Total Change Area
		TC	DU	AC	AC-2D	
South Los Angeles CPA	7,272	606	1,031	254	319	2,210
Southeast Los Angeles CPA	7,300	407	993	233	497	2,130
<p>Note: SLA = South Los Angeles; SELA = Southeast Los Angeles; TC = Technical Correction; DU = Design and Use; AC = Active Change; AC-2D = Active Change-Height District 2D. /a/ These changes consist of a combination of zone changes and General Plan land use amendments. SOURCE: City of Los Angeles Department of City of Planning, South and Southeast Los Angeles Change Matrices, last updated April 2016 and April 2013, respectively.</p>						

TCs occurring under the Proposed Plans would bring land use and zoning into consistency with the existing and surrounding uses, promote compatibility, and decrease the potential for land use conflicts. Approximately 8.3 percent (606 acres) of the South Los Angeles CPA and approximately 5.6 percent (407 acres) of the Southeast Los Angeles CPA would be subject to the proposed TCs. DUs would not result in changes to existing or permitted land uses, building densities, heights, or intensities, but would include the application of the CPIO which establishes more restrictive standards by requiring compliance with design regulations and use limitations that are in addition to current zoning requirements. Approximately 14.2 percent (1,031 acres) of the South Los Angeles CPA and approximately 13.6 percent (993 acres) of the Southeast Los Angeles CPA would be subject to the proposed DUs. Although technically ACs may include an increase in permitted residential density or height, there is no increase in allowable square footage. ACs do not include an increase in floor area ratio (FAR) and will retain the existing allowable FAR of 1.5:1. ACs also include the application of the CPIO, which establishes more restrictive regulations related to design regulations and use restrictions. ACs account for approximately 3.5 percent (254 acres) of the South Los Angeles CPA and approximately 3.2 percent (233 acres) of the Southeast Los Angeles CPA. ACs are proposed primarily within select commercial and industrial areas. The proposed ACs would create consistency with surrounding land uses and zoning and enhance activity along major corridors.

Under the Proposed Plans, housing and employment would be increased in areas where AC-2Ds are proposed primarily through an increase in the permitted FARs. The proposed increased development potential within these targeted areas is consistent with the policies of the City’s Framework Element, the Housing Element, other City policies, and SCAG policies which call for new growth to be directed towards

regional and commercial centers, along major corridors, and in close proximity to transit, particularly fixed rail transit. The AC-2Ds also implement the policies and programs of the Proposed Plans, particularly those focused on transit-oriented development (TOD). AC-2Ds are proposed in targeted areas including adjacent to major boulevards and intersections of major bus routes and areas generally within one-quarter to one-half mile of Metro's Blue, Expo, and Green Line stations. Proposed AC-2Ds would allow for increased development potential and create opportunities for a mix of uses including retail, commercial offices, entertainment, restaurants, and housing that would support the community and enhance activity near transit. AC-2Ds account for approximately 4.4 percent (319 acres) of the South Los Angeles CPA and approximately 6.8 percent (497 acres) of the Southeast Los Angeles CPA.

Proposed AC-2Ds would occur exclusively within the CPIO TOD subareas established along the CPAs' major corridors and near transit centers. Accordingly, future development occurring in areas where AC-2Ds are proposed would be subject to use restrictions and development regulations tailored to each CPIO TOD subarea. Permitted FARs and heights would be tiered with a lower base FAR and height for by-right projects and increases in FAR and height as incentives for projects that incorporate desirable uses such as mixed-income or affordable housing. The CPIO regulations tailor the maximum heights and FARs to the context of each neighborhood where the specific subarea is applied. Future development would be required to incorporate design elements, such as building setbacks and step-backs, breaks in massing, building articulation, and screening, into the design of new buildings. Also, regulations would ensure that future development does not overwhelm or encroach upon adjacent uses, particularly lower density residential. Specifically, future development occurring in the CPIO TOD subareas where a parcel is directly adjacent to a property in the RD1.5 or more restrictive residential zone, would be required to conform to transitional height requirements, and would also be required to provide a landscaped buffer or screen at the property line that is shared with the residential property.

As described above, the Proposed Plans do not intensify development in residential areas, instead focusing Active Changes Areas along major corridors and near transit centers. Furthermore, Active Changes Areas would occur within the proposed CPIO which establishes development standards and use restrictions that address land use incompatibilities. Therefore, conformance with CPIO regulations ensures that impacts to land uses would be minimal and the Proposed Plans would not result in substantial increased potential for land use conflicts between existing and future land uses. Accordingly, land use incompatibilities resulting from implementation of the Proposed Plans would not occur.

State and local agencies have issued guidance related to the proper siting of land uses that are sensitive to environmental impacts, including air quality and noise. These sensitive land uses include, but are not limited to, residences, schools, and hospitals. However, the assessment of the existing environmental effects on land uses associated with the proposed project is outside the scope of this CEQA document. In the California Supreme Court *California Building Industry Association vs. Bay Area Air Quality Management District* (December 17, 2015) ruling, the Court held that "agencies subject to CEQA generally are not required to analyze the impact of existing environmental conditions on a project's future users or residents. But when a proposed project risks exacerbating those environmental hazards or conditions that already exist, an agency must analyze the potential impact of such hazards on future residents or users. In those specific instances, it is the project's impact on the environment – and not the environment's impact on the project – that compels an evaluation of how future residents or users could be affected by exacerbated conditions." Assessing potential impacts from existing land uses equates to assessing the environment's impact on the project. The California Supreme Court ruled that this analysis would not be consistent with CEQA.

In terms of air quality, placing sensitive land uses next to freeways could potentially pose a land use incompatibility. However, the City of Los Angeles adopted a Clean Up Green Up Ordinance (Ordinance Number 184,245) on April 13, 2016 to address health impacts resulting from incompatible land uses, including freeway proximity. Clean Up Green Up is related to ventilation system filter efficiency in newly

constructed mechanically ventilated buildings.¹⁶ Section 99.04.504.6 of the Ordinance, which became effective June 4, 2016, mandates that regularly occupied areas in mechanically ventilated buildings within 1,000 feet of a freeway be provided with air filtration media for outside and return air that meet a MERV of 13. The Ordinance requires that these filters be installed prior to occupancy, and recommendations for maintenance with filters of the same value shall be included in the operation and maintenance manual. The only exception to Section 99.04.504.3 applies to existing mechanical equipment. Additionally, Section 99.05.504.3 of the Ordinance states that regularly occupied areas in all mechanically ventilated buildings shall be provided with air filtration media for outside and return air that meets a MERV of 8. Land uses along the I-110, I-10, and I-405 would be affected by the Clean Up Green Up Ordinance. The affected locations on this map would appear directly adjacent to the freeways. While no impact determination is required under CEQA, these additions to the Clean Up Green Up Ordinance are designed to address cumulative health impacts in highly polluted areas resulting from incompatible land use patterns within the City of Los Angeles.

With regards to environmental impacts associated with noise, Title 24 of the California Code of Regulations establishes an interior 24-hour noise standard of 45 dBA for residential spaces. This regulatory requirement ensures that residential buildings are designed to prevent unacceptable noise exposure. All residential structures erected under the Proposed Plans would be subject to compliance with this criterion prior to inhabitation by future residents.

Based on all of the above, impacts related to consistency with applicable land use plans, policies, or regulations under the Proposed Plans would be *less than significant*.

Mitigation Measures

No mitigation measures are required.

Level of Significance of Impacts after Mitigation

Less than significant without mitigation.

Impact 4.10-3 Would implementation of the Proposed Plans conflict with any applicable habitat conservation plan or natural community conservation plan? There would be no impact.

As discussed in Section 4.4, Biological Resources, there are no Habitat Conservation Plans, Natural Community Conservation Planning programs, or other approved local, regional, or state habitat conservation plans within the CPAs. Habitat Conservation Plans (HCPs) are planning documents required by the Endangered Species Act (Section 10(a)(1)(B)) when a project will affect a species identified as listed, non-listed, or eligible under the Act.

The Natural Community Conservation Planning (NCCP) program of the Department of Fish and Wildlife takes a broad-based ecosystem approach to planning for the protection and perpetuation of biological diversity.¹⁷ A NCCP identifies and provides for the regional or area-wide protection of plants, animals, and their habitats, while allowing compatible and appropriate economic activity. The primary objective of NCCPs is to conserve natural communities at the ecosystem scale while accommodating compatible land use. As discussed in Section 4.4, Biological Resources, there are no NCCPs within the CPAs. Therefore, implementation of the Proposed Plans would not conflict with the provisions of an adopted HCP, NCCP, or

¹⁶City of Los Angeles Department of City Planning, *Ordinance Number 184,245 Clean Up Green Up*, Council File No. 15-1026, adopted April 13, 2016.

¹⁷California Department of Fish and Wildlife, Natural Community Planning Program, <https://www.wildlife.ca.gov/Conservation/Planning/NCCP>, accessed October 2016.

other approved local, regional, or state habitat conservation plan as the area is not subject to any such applicable plans and *no impact* would occur.

Mitigation Measures

No mitigation measures are required.

Level of Significance of Impacts after Mitigation

No impacts would occur.

CUMULATIVE IMPACTS

The cumulative analysis for land use and planning considers the regional context. As previously discussed, the proposed plans would be consistent with local and regional plans, policies, and regulations. In addition, the proposed land uses and future growth under the Proposed Plans would be compatible with surrounding land uses. The cumulative analysis for potential land use conflicts is localized. Since the Proposed Plans would not intensify development in residential areas, instead focusing intensification along established commercial and transit corridors, impacts to existing land uses would be minimal and the Proposed Plans would not result in a substantial increased potential for land use conflicts and nuisance relationships between existing and future uses. Furthermore, proposed Active Change Areas under the Proposed Plans would occur almost exclusively within the proposed CPIO Districts. Accordingly, future development occurring in areas where Active Change Areas are proposed would be subject to use restrictions and development regulations tailored to the CPIO subarea in which the Active Change Area is located. These development regulations require that future development incorporate design elements such as building setbacks and step-backs, breaks in massing, building articulation, and screening into the design of buildings, as well as transitional height requirements to ensure that future development does not overwhelm or encroach upon adjacent lower scale residential uses. No land use impacts are expected to result from implementation of the Proposed Plans. Accordingly, the Proposed Plans would not contribute to cumulative impacts. Therefore, impacts related to land use and planning would be less than significant and would not be cumulatively considerable.

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