

FINDINGS

Project Location

The Proposed Project location is approximately 3,366.4 acres (5.26 square miles) located within the South Los Angeles Community Plan Area (CPA). The CPIO District is generally bounded by I-10 (Santa Monica freeway) to the north; the I-110 (Harbor freeway) to the east; Martin Luther King Jr. Boulevard (from Western Avenue to Normandie Avenue), West 62nd Street (from Normandie Avenue to Vermont Avenue) and Gage Avenue (from Vermont Avenue to the Harbor I-110 freeway) to the south; and Western Avenue (from the I-10 freeway to Martin Luther King Jr. Boulevard), Normandie Avenue (from Martin Luther King Jr. Boulevard to West 62nd Street), and Vermont Avenue (from West 62nd Street to Gage Avenue) to the west.

City Charter Findings

Charter Section 556 and 558 - Charter Section 556 and 558 require the City Planning Commission and the City Council to adopt the following findings when taking any action to (i) create or change a zone or zoning district created for the purpose of regulating the use of land, or (ii) zoning the permissible uses, height, density, bulk, location or use of buildings or structures, size of yards, open space, setbacks, and other similar requirements, including supplemental use district and specific plan ordinances (collectively zoning ordinances):

- (1) The zoning ordinance is in substantial conformance with the purposes, intent, and provisions of the General Plan.
- (2) The zoning ordinance is in conformity with public necessity, convenience, general welfare, and good zoning practice

Based upon this, the above findings are required for all of the following ordinances which are part of the Proposed Project: (1) the amendments to the City's Zoning Map for (i) the R1R3 zone changes in the South Los Angeles Community Plan area and (ii) zone changes to the South Los Angeles CPIO subarea boundaries, and (2) amendments to regulations in the South Los Angeles CPIO.

The Proposed Project is in conformity with public necessity because it will encourage the production of affordable housing, strengthen neighborhood housing stability, and enhance tenant protections. Neighborhood stabilization and conservation will be achieved by applying new development standards to residential neighborhoods while also enhancing the level of protections available to tenants. The project area has witnessed a significant amount of demolitions and struggles with the maintenance and production of affordable housing, as such the proposed demolition delay and tenant protections included in the proposed ordinance provide general welfare and convenience to residents in the vicinity. The project also addresses issues of neighborhood compatibility by expanding CPIO Residential Subareas and applying the R1R3 Rear Variation Zone to selected parcels in the Proposed Project area. The Proposed Project conforms with good zoning practice in that it balances the protection of affordable housing in lower scale neighborhoods through tenant protections, affordable housing incentives, while upgrading development capacity in select TOD corridors near major transit nodes, improving access to employment, and supporting pedestrian-oriented development along selected commercial corridors.

LAMC Findings

Los Angeles Municipal Code (LAMC) Section 12.32 C Findings

Implementing Zoning Ordinances must also comply with the procedures in LAMC Section 12.32 C, which provides procedures for zoning ordinances. Section 12.32 C incorporates the Charter

findings in Section 556 and 558. It requires the CPC to adopt a finding that a proposed zoning ordinance is in conformity with public necessity, convenience, general welfare, and good zoning practice. The City Council is required to make the same finding before adopting the zoning ordinance, as well as a finding that the zoning ordinance is consistent with the General Plan.

For all of the reasons provided below and based on the whole of the record of proceedings, the adoption of the amendments to the City's Zoning Map for the zone changes in portions of the South Los Angeles Community Plan areas, changes to existing South Los Angeles CPIO boundaries, and amendments to regulations in the South Los Angeles are:

- (1) in substantial conformance with the purposes, intent, and provisions of the General Plan.
- (2) in conformity with public necessity, convenience, general welfare, and good zoning practice.

The Proposed Project is in conformity with public necessity because it will encourage the production of affordable housing, strengthen neighborhood housing stability, and enhance tenant protections. Neighborhood stabilization and conservation will be achieved by applying new development standards to interior residential neighborhoods while also enhancing the level of protections available to tenants. The Proposed Project area has witnessed a significant amount of demolitions and struggles with the maintenance and production of affordable housing, as such the proposed demolition delay and tenant protections also provide general welfare and convenience to residents in the vicinity. The proposed project is in conformance with the general welfare and convenience of the public by addressing issues of affordability, neighborhood scale and design, and providing additional tenant protections in the new "Protected Unit Area" of the South LA CPIO. The proposed project conforms with good zoning practice in that it balances the protection of affordable housing in lower scale neighborhoods through tenant protections, affordable housing incentives, while upgrading development capacity in select TOD corridors near major transit nodes, improving access to employment, and supporting pedestrian-oriented development along selected commercial corridors.

General Plan Findings

Housing

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

Objective 4.3: Conserve scale and character of residential neighborhoods.

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

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

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

With respect to housing, the Plan to House LA (2021-2029 Housing Element) states the following:

Objective 1.1: Forecast and plan for existing and projected housing needs over time with the intention of furthering Citywide Housing Priorities.

Policy 1.1.2: Plan for appropriate land use designations and density to accommodate an ample supply of housing units by type, cost, and size within the City to meet housing needs, according to Citywide Housing Priorities and the City's General Plan.

Policy 1.1.6: Allocate citywide housing targets across Community Plan areas in a way that seeks to address patterns of racial and economic segregation, promote jobs/ housing balance, provide ample housing opportunities, and affirmatively further fair housing.

Policy 1.1.7: Incentivize production of mixed-income and 100% Affordable Housing projects by rezoning for more inclusive development at densities that enable their construction in every geography.

Objective 1.2: Facilitate the production of housing, especially projects that include Affordable Housing and/or meet Citywide Housing Priorities.

Policy 1.2.1: Expand rental and for-sale housing for people of all income levels. Prioritize housing developments that result in a net gain of Affordable Housing and serve those with the greatest needs.

Policy 1.2.2: Facilitate the construction of a range of different housing types that addresses the particular needs of the city's diverse households.

Policy 1.2.4: Strengthen the capacity of housing providers to build Affordable Housing.

Objective 1.3: Promote a more equitable distribution of affordable housing opportunities throughout the city, with a focus on increasing Affordable Housing in Higher Opportunity Areas and in ways that further Citywide Housing Priorities.

Policy 1.3.1: Prioritize housing capacity, resources, policies and incentives to include Affordable Housing in residential development, particularly near transit, jobs, and in Higher Opportunity Areas.

Policy 1.3.2: Prioritize the development of new Affordable Housing in all communities, particularly those that currently have fewer Affordable units.

Objective 3.1: Use design to create a sense of place, promote health, foster community belonging, and promote racially and socially inclusive neighborhoods.

Policy 3.1.3: Develop and implement design standards that promote quality residential development.

Policy 3.2.1: Promote the integration of housing with other compatible land uses at both the building and neighborhood level.

Policy 3.2.2: Promote new multi-family housing, particularly Affordable and mixed-income housing, in areas near transit, jobs and Higher Opportunity Areas, in order to facilitate a better jobs-housing balance, help shorten commutes, and reduce greenhouse gas emissions.

With respect to housing, the South Los Angeles Community Plan states the following:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Policy LU5.7: Minimize Displacement. Discourage the displacement of existing residents and strive for a no net loss of affordable housing units, including those protected by the Rent Stabilization Ordinance.

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

The above referenced objectives and policies highlight some examples of how the Proposed Project is consistent with the General Plan and its Elements. The Framework Element, 2021-2029 Housing Element, and Land Use Element (South Los Angeles Community Plan) set forth a blueprint of City policies that promote housing supply, affordability, accessibility, and design that will accommodate the projected needs of the City's population. Consistent with the above referenced objectives and policies, the Proposed Project as an amendment to the South Los Angeles CPIO zoning tool, further implements the goals, policies and programs of the South Los Angeles Community Plan. The South Los Angeles Community Plan creates capacity to build over 15,000 new housing units for more than 43,000 people over the life of the plan by directing residential growth near jobs and transit, and incentivizing the protection and development of affordable units.

Residential Neighborhoods

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

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.

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

Objective 3.7: Provide for the stability and enhancement of multifamily 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.

With respect to residential neighborhoods, the 2021-2029 Housing Element states the following:

Objective 4.3: Affirmatively further fair housing in all housing and land use programs by taking proactive measures to promote diverse, inclusive communities that grant all Angelenos access to housing, particularly in Higher Opportunity Areas, increase place-based strategies to encourage community revitalization and protect existing residents from displacement.

Policy 4.3.2: Ensure that all neighborhoods have a range of housing typologies to provide housing options for residents to remain in the same community, when and if their needs change.

With respect to residential neighborhoods, the South Los Angeles Community Plan (Land Use Element) policies state the following:

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

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

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

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

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

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

The Proposed Project is located in an urbanized area of the City that is transit rich and contains sufficient public infrastructure and services to support existing and future residents. The above referenced goals, objectives and policies illustrate some examples of how the Proposed Project is consistent with the General Plan and its Elements. The expansion of the CPIO Residential Subareas including application of the R1R3 (Rear Mass Variation Zone) to two single-family zoned neighborhoods will encourage design that is compatible and maintains established neighborhood characteristics. The proposed tenant protections and provisions of the "Protected Unit Area" of the CPIO will promote neighborhood stability to prevent displacement of long-time residents. Furthermore, the TOD upgrades on select corridors will increase housing capacity near

transit to accommodate projected growth while conserving and enhancing lower density residential neighborhoods.

Industrial Lands

With respect to industrial lands, the General Plan Framework Element states the following:

Goal 3J: Industrial growth that provides job opportunities for the City's residents and maintains the City's fiscal viability.

Objective 3.14: Provide land and supporting services for the retention of existing and attraction of new industries.

Policy 3.14.2: Provide flexible zoning to facilitate the clustering of industries and supporting uses, thereby establishing viable "themed" sectors (e.g., movie/television/media production, set design, reproductions, etc.).

With respect to Industrial Lands, the South Los Angeles Community Plan states the following:

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

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

The above referenced goals, objectives and policies highlight some examples of how the Proposed Project is consistent with the General Plan and its Elements. The Proposed Project will encourage a balance of rental market price points that accommodate varying tenant income levels within the area, therefore, providing opportunities for residents with diverse socio-economic skills to support the economic viability of nearby industries located in the industrial lands in the City. The proposed TOD upgrades along select corridors will also facilitate access to jobs and provide job opportunities that will maintain the City's fiscal viability.

Commercial Areas

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

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

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

With respect to Regional Centers, the Framework Element states the following:

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

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

Policy 3.10.1: Accommodate land uses that serve a regional market in areas designated as "Regional Center" in accordance with [Tables 3-1](#) and 3-6. Retail uses and services that support and are integrated with the primary uses shall be permitted. The range and densities/intensities of uses permitted in any area shall be identified in the community plans.

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

Goal 3I: A network of boulevards that balance community needs and economic objectives with transportation functions and complement adjacent residential neighborhoods.

Objective 3.13: Provide opportunities for the development of mixed-use boulevards where existing or planned major transit facilities are located and which are characterized by low-intensity or marginally viable commercial uses with commercial development and structures that integrate commercial, housing, and/or public service uses.

With respect to commercial areas, the South Los Angeles Community Plan states the following:

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

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

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

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

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

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

Within the Proposed Project area, sections of Vermont Ave., Western Ave., Figueroa St, and Martin Luther King Jr. Blvd. are designated, Neighborhood District, Regional Center and Mixed-Use Boulevard on the Framework Element diagram. The Community Plan's general plan land use designation for these areas is Community Commercial. The Proposed Project amendments include CPIO TOD Subarea upgrades along these select areas on Western Ave., Vermont Ave., Figueroa St., and Martin Luther King Jr. Blvd. to promote density and mixed-use development with affordable housing incentives to accommodate growth consistent with both the Framework Element and South Los Angeles Community Plan (Land Use Element) as well as the other Elements of the General Plan, thus supporting surrounding residential neighborhoods and nearby regional destinations by integrating housing with commercial uses.

Transit Stations

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

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

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

Policy 3.15.1 Prepare detailed plans for land use and development of transit-oriented districts consistent with the provisions of the General Plan Framework Element and the Land Use/Transportation Policy.

Policy 3.15.2 Work with developers and the Metropolitan Transportation Authority to incorporate public- and neighborhood-serving uses and services in structures located in proximity to transit stations, as appropriate.

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

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

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

With respect to transit stations, the City's Mobility Plan 2035 (Circulation Element) states the following:

Policy 3.1 Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes - including goods movement – as integral components of the City's transportation system.

Policy 3.3 Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.

Policy 3.5 Support "first-mile, last-mile solutions" such as multi-modal transportation services, organizations, and activities in the areas around transit stations and major bus stops (transit stops) to maximize multi-modal connectivity and access for transit riders.

With respect to transit stations the South Los Angeles Community Plan states the following:

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

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

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

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

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

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

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

In addition to the above referenced goals, objectives and policies that highlight some examples of how the Proposed Project is consistent with the General Plan and its Elements. The policies and programs of the adopted South Los Angeles Community Plan as implemented by the Proposed Project incentivizes mixed-income and 100 percent affordable housing at major transit stops within a Protected Unit Area, increasing the supply of housing, particularly affordable housing, at transit centers. The project also supports goals of reducing traffic, improving air quality, reducing greenhouse gas emissions, and alleviating development pressure in residential neighborhoods.

Walkable Environments

With respect to walkable environments, the General Plan Framework states the following:

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

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

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

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

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

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

With respect to walkable environments the South Los Angeles Community Plan states the following:

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

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

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

Policy M3.1: Pedestrian Access. Encourage walking by orienting building entrances to face the streets and sidewalks when designing access to new developments and buildings.

Policy M5.2: Development at Transit Nodes. Facilitate development and public improvements at multi-modal transit nodes or intersections that Metro identifies as major transfer nodes to promote convenient access between new development and the transit system.

The goals, objectives and policies referenced above are examples of how the Proposed Project is consistent with the General Plan and its Elements. The Proposed Project will maintain the public realm experience through enhancements to existing and new housing by expanding the CPIO Residential Subarea standards to additional neighborhoods thereby strengthening efforts to maintain and improve the design of buildings and site features. Within the upgraded TOD areas of the Proposed Project, new development within close proximity of transit stops and the Metro E Line will provide pedestrian amenities and active ground floor spaces that will improve the pedestrian experience, and therefore, encourage the use of transit as a mode of travel, thereby promoting pedestrian activity and strengthening mixed-use centers within South Los Angeles.

Livable Neighborhoods

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

Objective 5.5: Enhance the livability of all neighborhoods by upgrading the quality of development and improving the quality of the public realm.

Objective 5.8: Reinforce or encourage the establishment of a strong pedestrian orientation in designated neighborhood districts, community centers, and pedestrian-oriented subareas within regional centers, so that these districts and centers can serve as a focus of activity for the surrounding community and a focus for investment in the community.

With respect to livable neighborhoods, the Plan for a Healthy Los Angeles (Health Element) states the following:

Policy 1.5 Improve Angelenos' health and well-being by incorporating a health perspective into land use, design, policy, and zoning decisions through existing tools, practices, and programs.

Policy 2.1 Enhance opportunities for improved health and well-being for all Angelenos by increasing the availability of and access to affordable goods and services that promote health and healthy environments, with a priority on low-income neighborhoods.

With respect to livable neighborhoods, the South Los Angeles Community Plan states the following:

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

Policy LU20.4 Design Quality. Enhance the design, architectural quality and livability of existing well-established neighborhoods.

Policy LU22.2: Compatible Development. Protect neighborhoods from incompatible and out-of-scale development while maintaining the potential to provide additional housing units that accommodate multigenerational households by allowing a second unit behind the original house.

The objectives and policies referenced above highlight some examples of how the Proposed Project is consistent with the General Plan and its Elements. The Proposed Project applies the CPIO Residential Subarea objective design standards to additional residentially zoned areas to maintain 'naturally occurring affordable housing' and shape new construction in a manner that is compatible with established neighborhood design and scale. In addition, the proposed amendment reinforces strong pedestrian-oriented development near transit by upgrading access to bonus incentives for certain TOD nodes to allow for mixed-income housing, thereby also increasing access to jobs and services.

Historic and Cultural Resources

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

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

Objective 3.17: Maintain significant historic and architectural districts while allowing for the development of economically viable uses. With respect to cultural and historic resources, the

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

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

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

With respect to historic and cultural resources, the South Los Angeles Community Plan states the following:

Policy LU24.3 Evaluate Potential Significance. Consult with the Office of Historic Resources regarding projects that require environmental review in order to adequately evaluate the potential significance of buildings 45 years of age or more.

Policy LU25.1 Support Continued District Designations. Promote district designations, as well as maintenance and rehabilitation of historically significant structures in potential and proposed historic districts.

Policy LU25.2 Promote Neighborhood Conservation Techniques. Promote the initiation and adoption of innovative neighborhood conservation techniques such as community plan implementation overlays (CPIOs) and community design overlays (CDOs) for areas that retain cohesive character but are not eligible to become HPOZs.

The above referenced Framework, Conservation and Land Use Element goals, objectives and policies highlight some examples of how the Proposed Project is consistent with the General Plan and its Elements. The Proposed Project expands the South Los Angeles CPIO District's Residential Subarea neighborhood conservation regulations. The Proposed Project does not intend to affect designated historical resources (e.g., HCMs) or reasonably expect to incentivize development of properties with historical resources. The Proposed Project carries over existing standards in the South Los Angeles CPIO that further protect historic and potentially historical resources by requiring additional review by the Office of Historic Resources for any project located on sites identified in the City of Los Angeles' SurveyLA report as an Eligible Historic Resource. This review would lead to further historic assessment being prepared, and/or modifications to development projects to ensure they adhere to the Secretary of the Interior's Standards for Rehabilitation and Guidelines Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings. These requirements in the proposed amendment help capture any potential impacts to historic resources that are not currently captured for a typical "by-right" project.

Urban Form and Neighborhood Design

With respect to urban form and neighborhood design, the General Plan Framework includes the following goals, objectives, and policies:

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

Objective 5.1: Translate the Framework Element's intent with respect to citywide urban form and neighborhood design to the community and neighborhood levels through locally prepared plans that build on each neighborhood's attributes, emphasize quality of development, and provide or advocate "proactive" implementation programs.

Objective 5.2: Encourage future development in centers and in nodes along corridors that are served by transit and are already functioning as centers for the surrounding neighborhoods, the community, or the region.

Policy 5.2.1: Designate centers and districts in locations where activity is already concentrated and/or where good transit service is, or will be, provided.

Objective 5.5: Enhance the livability of all neighborhoods by upgrading the quality of development and improving the quality of the public realm.

Objective 5.6: Conserve and reinforce the community character of neighborhoods and commercial districts not designated as growth areas.

Objective 5.7: Provide a transition between conservation neighborhoods and their centers.

Objective 5.8: Reinforce or encourage the establishment of a strong pedestrian orientation in designated neighborhood districts, community centers, and pedestrian-oriented subareas within regional centers, so that these districts and centers can serve as a focus of activity for the surrounding community and a focus of investment in the community.

With respect to urban form and neighborhood design, the South Los Angeles Community Plan (Land Use Element) state the following:

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

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

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

The above referenced goals, objectives and policies are some examples of how the Proposed Project is consistent with the General Plan and its Elements. The Proposed Project focuses on incentivizing development within the area served by the Metro E Line and key commercial corridors. The proposed project will expand South Los Angeles Residential CPIO subareas to include development standards that ensure neighborhood compatibility with respect to design and scale. Existing CPIO development standards also regulate building materials and architectural details to ensure that there is a high standard of design quality in new development. Compliance with these standards would contribute to the creation of a vibrant urban environment, promote the development of complete communities, and activate the area surrounding the Metro E Line and selected TOD corridors.

Economic Development

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

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

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

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

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

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

With respect to economic development, the South Los Angeles Community Plan states the following:

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

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

The goals, objectives and policies referenced above, reflect some examples of how the Proposed Project is consistent with the General Plan and its Elements. The Proposed Project further incentivizes mixed-income, mixed-use residential and commercial development by upgrading access to density, increased height and FAR bonuses for certain TOD nodes near the Metro E Line. The Proposed Project prioritizes the production of affordable mixed-use development in addition to expanding opportunities for new businesses that can serve the area's established and emerging regional destinations including the USC campus, the Memorial Coliseum and the museums of Exposition Park, among others. Incentives within TOD areas also require that neighborhood-serving amenities (i.e., Targeted Commercial Uses) be included in projects within these commercially zoned TOD areas, thus strengthening neighborhood stability and providing residents increased access to nearby jobs and services.

Distribution of Land Use

With respect to the distribution of land use, the General Plan Framework Element states the following:

Objective 3.1: Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.

Policy 3.1.1: Identify areas on the Long-Range Land Use Diagram and in the community plans sufficient for the development of a diversity of uses that serve the needs of existing and future residents (housing, employment, retail, entertainment, cultural/institutional, educational, health, services, recreation, and similar uses), provide job opportunities, and support visitors and tourism.

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.

With respect to the distribution of land use, the South Los Angeles Community Plan states the following:

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

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

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

The objectives and policies referenced above, reflect some examples of how the Proposed Project is consistent with the General Plan and its Elements. The Proposed Project balances the distribution of residential densities to encourage development that is affordable to the income

levels of area residents, further maintaining affordable housing stock within established residential neighborhoods and concentrating higher density affordable housing near commercial corridors closer to transit, thus improving access to transit options and promoting the reduction of greenhouse gas pollution and improving the overall quality of life for all segments of the community.

Population and Employment Growth

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

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

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

Policy 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:

- a. Densities greater than surrounding areas,*
- b. Prioritization of capital investment strategies for infrastructure, services, and amenities to support development,*
- c. Economic incentives*
- 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, and*
- g. Pro-active solicitation of development.*

With respect to population and employment growth, the South Los Angeles Community Plan states the following:

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

The objectives and policies, referenced above, highlight some examples of how the Proposed Project is consistent with the General Plan and its Elements. The State of California requires that cities plan for changes in population, housing demand and employment. If growth is anticipated, each city must accommodate a share of the region's projected growth. These projections are developed by the Southern California Association of Governments (SCAG), the Metropolitan Planning Organization for the six-county region. SCAG is mandated by federal and state governments to prepare the Regional Transportation Plan (RTP), a long-range regional transportation plan that addresses regional growth, air quality and other issues, based on an analysis of past and future regional trends. The RTP informs SCAG's projection of growth for the

region. State and federal regulations require that local plans be consistent with the Regional Air Quality Plan and the Regional Mobility Plan.

The Proposed Project will remain consistent with State Law and focuses on accommodating for population and job growth as adopted in the South Los Angeles Community Plan to the year 2035. Underlying zoning within the Proposed Project area will remain the same and additional CPIO Affordable Housing Project incentives will be provided within intensified TOD centers and mixed-use boulevards within transit station areas. Finally, the Proposed Plan continues the CPIO's Administrative Clearance process, which represents a more streamlined development review, essentially making most projects "by-right" when they are in compliance with CPIO regulations and do not exceed identified environmental thresholds.

Mobility and Connectivity

The City's Mobility Plan 2035 (Circulation Element) contains a number of important policies related to the Proposed Plan, including:

Policy 1.2 Complete Streets: Implement a balanced transportation system on all streets, tunnels, and bridges using complete streets principles to ensure the safety and mobility of all users.

Policy 2.3 Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.

Policy 3.1 Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes - including goods movement – as integral components of the City's transportation system.

Policy 3.3 Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.

Policy 3.5 Support "first-mile, last-mile solutions" such as multi-modal transportation services, organizations, and activities in the areas around transit stations and major bus stops (transit stops) to maximize multi-modal connectivity and access for transit riders.

With regards to mobility and connectivity, the South Los Angeles Community Plan states the following:

Policy M5.2: Development at Transit Nodes. Facilitate development and public improvements at multi-modal transit nodes or intersections that Metro identifies as major transfer nodes to promote convenient access between new development and the transit system.

Policy M11.1: Reduced Parking Near Transit Centers. Consider reductions in parking requirements for projects located within the transit station areas.

The above referenced goals, objectives and policies are examples of how the Proposed Project is consistent with the General Plan and its Elements. The Proposed Project is consistent with the Circulation Element and Land Use Element of the General Plan in that it concentrates future jobs and housing growth in accessible locations near the Metro E Line and select TOD corridors near transit rich areas to help minimize increases in vehicular trips and improve air quality. The Proposed Project encourages residential and mixed-use development to occur near transit corridors which helps promote a pedestrian-oriented environment and supports access to employment opportunities, destinations, and neighborhood services to occur within close

proximity of residents. TOD Subareas also include incentives to reduce minimum parking requirements for qualifying projects, and encourage the inclusion of pedestrian-related amenities (i.e., benches, tables, bicycle racks, landscaping) and public spaces within new development.

LAMC Section 13.14 C.4

In addition to the findings in 12.32 C, the amendment of a CPIO District also requires a finding that the supplemental development regulations of the CPIO District are consistent with, and necessary to implement, the programs, policies, or urban design guidelines of the Community Plan for that area.

The supplemental development regulations of the proposed amendment to the South Los Angeles CPIO are consistent with and necessary to implement the programs, policies, and goals of the South Los Angeles Community Plan. The CPIO regulations set forth affordable housing incentives to encourage mixed-income housing along select TOD corridors, further enforce tenant protections within the proposed "Protected Unit Area" of the CPIO Residential Subareas Chapter V. In addition, the expansion of the Character Residential Legacy Single-Family, and Multi-Family CPIO Residential subareas, aim to promote development that is compatible with the scale and design of the established neighborhoods. The Proposed Project is also in conformity with and necessary to implement the following policies of the existing adopted South Los Angeles Community Plan:

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

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

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

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

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

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

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

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

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

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

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

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

Policy LU12.1 Density and Mixed-Use. Locate higher densities and a mix of uses in areas designated community commercial, as appropriate, unless identified as commercial-only. Policy LU12.2 Design for Transitions. The scale and massing of new development along corridors should provide appropriate transitions in building height and bulk that are sensitive to the physical and visual character of adjoining neighborhoods with lower development intensities and building heights.

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

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

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

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

The Proposed Project reinforces the protection and production of affordable housing which will provide access to employment opportunities within close proximity to the existing and emerging employment centers of the City. The CPIO amendment will also encourage mixed-use districts with diverse income levels to allow for different workforce populations to live within the vicinity and reduce displacement. The proposed upgrade of TOD areas along select corridors will also allow for a variety of employment uses to occur near transit and Active Transportation Corridors by increasing development capacity that facilitates mixed-use development.

The Proposed Project will strengthen neighborhood stability through the expansion of CPIO Residential Subareas that will require proposed development to be compatible in scale and design to surrounding homes without decreasing residential unit capacity. In accordance with the no-net-

loss provisions of the HCA, the intensity of nearby select TOD nodes and corridors will be increased to further incentivize the production of affordable housing, allowing for more housing. The proposed application of demolition delays and tenant protections within the CPIO Residential subarea's "Protected Unit Area" also aim to ensure the protection of existing rent stabilized and other forms of 'naturally occurring affordable housing' units thus encouraging a balance of rental market price points that accommodate varying tenant income levels within the area

Other Findings

State Law Restrictions on Zoning Actions under Housing Crisis Act (SB 330/SB8)

On October 9, 2019, Governor Newsom signed into law SB 330, the Housing Crisis Act of 2019. The act amends existing state laws and creates new regulations around the production, preservation and planning of housing. The bill has been in effect since January 1, 2020 and sunsets on January 1, 2025. SB 8 extends key provisions of SB 330 until January 1, 2030. The goal of SB 330 is to create certainty in the development of housing projects, speeding up the review of these projects. The bill requires that the historic status or designation of any site be determined at the time an application for a discretionary action is deemed complete. Non-objective design review standards established after January 1, 2020, cannot be imposed or enforced. The proposed amendments to the existing South Los Angeles CPIO include only objective design standards that comply with the SB 330 requirement and are implemented through a ministerial process. SB 330 also prevents zoning actions that reduce the capacity of housing. Specifically, Government Code Section 66300(b)(1)(A) provides:

[a] city shall not enact a development policy, standard, or condition that would have any of the following effects:

(A) Changing the ... zoning of a parcel or parcels of property to a less intensive use or reducing the intensity of land use within an existing ... zoning district ..., below what was allowed under the ... zoning ordinances ... in effect on January 1, 2018 For purposes of this subparagraph, "reducing the intensity of land use" includes, but is not limited to, reductions to height, density, or floor area ratio, new or increased open space or lot size requirements, new or increased setback requirements, minimum frontage requirements, or maximum lot coverage limitations, or any other action that would individually or cumulatively reduce the site's residential development capacity.

Based on this, any CPIO or zoning amendment that results in a net downzoning or otherwise reduces housing capacity (with limited exceptions involving health and safety, affordable housing and voter initiatives) are prohibited. Moratoriums on housing development, or limits on approval, permits, or housing units cannot be imposed by local jurisdictions. This does not apply to zoning amendments that reduce intensity for certain parcels as long as density, height and bulk (FAR) is increased on other parcels and therefore results in no net loss in zoned housing capacity or intensity. There are currently four TOD Subareas in the South Los Angeles CPIO: Low, Medium, High, and Regional. The proposed amendments that involve the creation of the CPIO Protected Unit Area and the expansion of the CPIO Residential Subarea into new neighborhoods do not reduce allowed height or density but do potentially reduce allowed residential floor area and therefore, do involve a reduction in "residential development capacity." This reduction takes into account CPIO Residential Subarea supplemental development regulations including stepbacks and setback requirements, for a total reduction of approximately 8.4 million square feet. To ensure compliance with the HCA and ensure there is "no net loss" from this reduction in residential development capacity, the project includes amendments to increase residential development capacity by amending the CPIO regulations to increase allowed bonus incentives for certain identified sites in TOD Subareas. Specifically, the off-setting amendments apply a higher TOD Medium, TOD High or TOD Regional subarea designation to parcels currently designated TOD

Low, TOD Medium, or TOD High. This increase in designation will result in a higher bonus FAR and height in accommodating residential unit capacity by approximately 8.4 million square feet and therefore the Proposed Project complies with this requirement. Assumptions about these calculations relied on lot area and development standards for the underlying zone compared to those applied by the CPIO and a summary of these assumptions has been included in the project file. (Exhibit F.5)

Summary of CEQA Findings

As demonstrated in Exhibit C.1, approval of the proposed amendment to the South Los Angeles CPIO is supported by an Addendum to the South Los Angeles and Southeast Los Angeles Final Environmental Impact Report, SCH Nos. 2008101097 (Southeast Los Angeles) and 2008101098 (South Los Angeles), that reviews the Proposed Plan.

An Environmental Impact Report (EIR), EIR No. ENV-2008-1780-EIR and ENV-2008-1781-EIR, SCH Nos. 2008101097 and 2008101098, was prepared for the South Los Angeles and Southeast Los Angeles Community Plan updates, among other approvals, and certified on November 22, 2017. The South Los Angeles and Southeast Los Angeles Community Plan Update Final EIR was prepared in accordance with California Environmental Quality Act (CEQA), Public Resources Code Section 21000 et seq., and the State CEQA Guidelines. As shown in the Addendum dated October 2022 for the Slauson TNP project and the Addendum dated November 2022 for this project, none of the criteria under Public Resources Code Section 21166 or CEQA Guidelines Section 15162 require the preparation of a supplemental EIR or subsequent EIR or negative declaration based on changes to the project assessed in the EIR, changes to circumstances, or new information

