

Slauson Corridor Transit Neighborhood Plan (TNP)



Concepts Webinar Summary
September 2020

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INTRODUCTION

The Slauson Corridor Transit Neighborhood Plan (TNP) team received nearly 200 questions and comments during the Q+A portion of the Concepts Webinar held on May 20th, 2020. The input was reviewed and consolidated into 13 categories containing a total of 26 summarized questions. Master responses to these 26 questions are presented in this summary document. If you submitted a question or comment during the Concepts Webinar and need further clarification, please reach out to the [Slauson Corridor TNP](#) team.

GLOSSARY

Affordable Housing/Affordable Unit: With respect to incentive programs, affordable housing discussed here refers to below-market housing costs intended for people with low incomes, persons with disabilities, and/or seniors, as defined by set income levels determined by the State. Most deed-restricted affordable housing has long-term, 55-year, affordability requirements. The Los Angeles Housing + Community Investment Department (HCIDLA) maintains [Land Use Rent-Income Schedules](#) that set ranges for housing affordability by project type.

Community Plan: The City has 35 Community Plans make up the Land Use Element of the General Plan. The broader South LA area has three recently updated Community Plans: [West Adams-Baldwin Hills-Leimert \(2016\)](#), [South Los Angeles \(2017\)](#), [Southeast Los Angeles \(2017\)](#).

Community Plan Implementation Overlay (CPIO): A CPIO is a regulatory document that imposes additional land use regulations on new development in order to implement the goals and policies of the Community Plans. Examples of regulations in the CPIO include: height, density, Affordable Housing incentives, land use restrictions, and development standards. The three South LA Community Plans have their own respective CPIOs: [West Adams-Baldwin Hills-Leimert](#), [South Los Angeles](#), [Southeast Los Angeles](#)

Density Bonus: Pursuant to California Government Code Section 65915, the City's Density Bonus ordinance establishes an incentive program whereby a density increase over the otherwise maximum allowable residential density is allowed in exchange for the set-aside of covenanted affordable units. The density bonus shall apply to housing developments consisting of five or more dwelling units.

re:code LA: [re:code LA](#) is the branding for City Planning's [new zoning system](#).

Transit Oriented Communities (TOC) Incentive Program: The [TOC Incentive Program](#) encourages the construction of affordable housing near bus and train stations. The new units generated by TOC incentives provide convenient options for low-income residents, add to the City's housing stock, and promote alternatives to car travel.

CONCEPTS WEBINAR PARTICIPATION

ATTENDANCE & REGISTRATION

REGISTRANTS

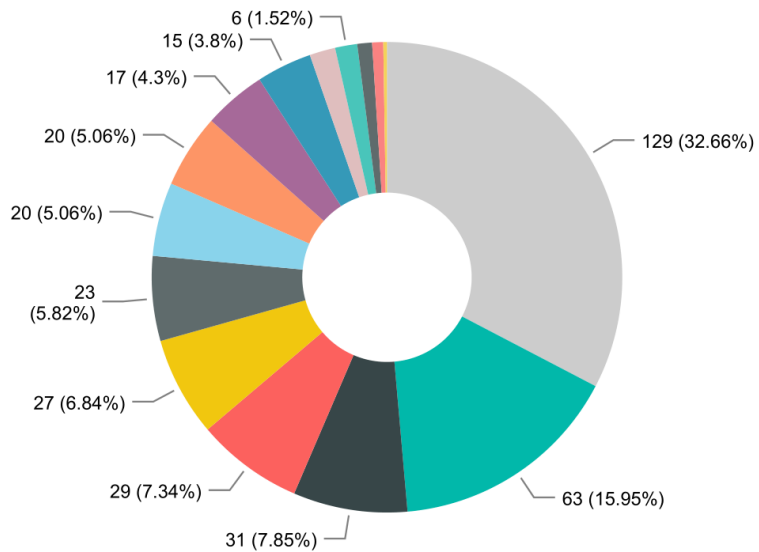


395

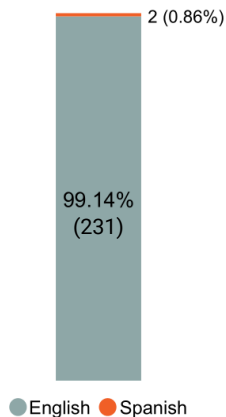
● Attended Webinar ● Registered and did not Attend

AFFILIATION

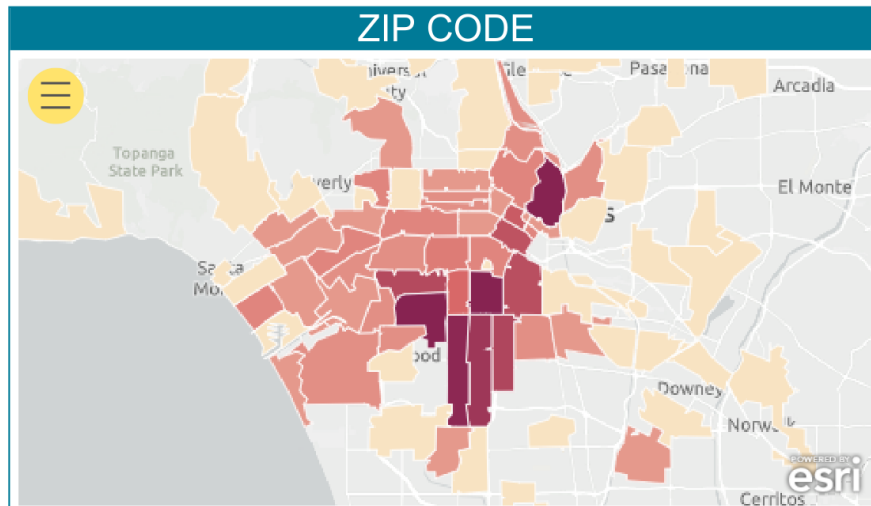
- Unknown
- Public Sector
- Real Estate Development
- Community Development
- Architecture/Urban Design
- Resident
- Community-Based Organization
- Consultant
- Educational Institution
- Neighborhood Council
- Local Business
- Construction
- Public Health
- Green Industry
- Media



WEBINAR LANGUAGE



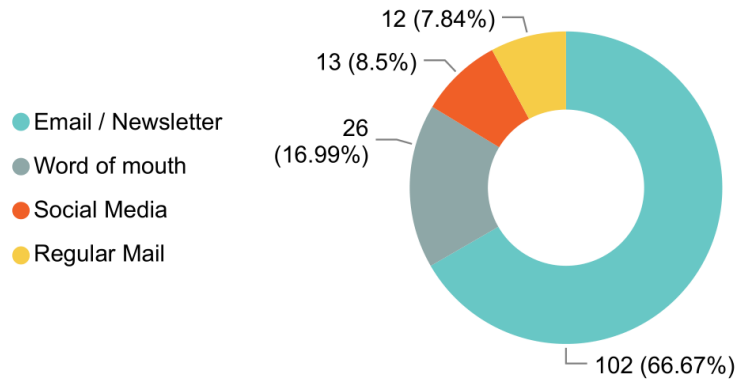
ZIP CODE



Top five ZIP Codes: 90012 (26), 90037 (23), 90043 (19), 90047 (12), 90011 (9)
 The following ZIP Codes are excluded for map visualization purposes: 48103, 89134, 95050, 92123, 92101, 98144

Poll Question 1

HOW DID YOU HEAR ABOUT THIS WEBINAR?



Poll Question 2

DID YOU KNOW THAT A BIKE PATH WAS BEING PLANNED FOR ON SLAUSON?



RESPONSES
300

[Click here to access the Concepts Webinar Summary interactive dashboard](#)

Q+A SUMMARY TABLE

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Category	Question	Summary	Response
Activating the Bike Path	1.	How and where will the proposed open space incentive be implemented, and what types of uses are envisioned along these areas of the bike path?	<p>The <i>Complete Bike Path</i> concept aims to incentivize the inclusion of publicly accessible open space in new development along the Hyde Park Industrial Corridor between Hyde Park Blvd and Southwest Dr.</p> <p>At the same time, the <i>Complete Bike Path</i> concept aims to provide a direct connection of Metro's Rail-to-Rail Bike Path to the Crenshaw/LAX Line - Fairview Heights Station. Future development in this area of the Hyde Park Industrial Corridor is envisioned to support cleantech uses with open space opportunities.</p> <p>Inclusion of open space in new development adjacent to the bike path throughout other areas of the TNP Study Area may also be explored through the City's updated zoning system's development standards.</p> <p>As part of the <i>Activating the Bike Path</i> concept, property adjacent to the bike path in places throughout the TNP Study Area could potentially open up directly to the bike path in the future, but not all property (e.g. residential) may be required to do so.</p>
Planning Around Transit	2.	When will potential zone change recommendations outlined by the TNP be available for public review? Will the TNP incorporate re:code LA?	<p>At this point in the TNP project timeline, only planning concepts are proposed and no specific zoning recommendations are outlined. A draft plan for public review is currently intended to be available in 2021 at the earliest.</p>

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Category	Question	Summary	Response
			Yes, the TNP is intended to incorporate the City's new Zoning system, more commonly referred to as re:code LA .
	3.	What is the intent of the missing middle housing concept?	"Missing middle housing" is prioritized as part of the <i>Low-Density Multifamily</i> concept, which would allow for low-density multifamily housing within a half-mile of public transit. "Missing middle" refers to a range of housing typologies that provide more units than a single-family home (e.g. Accessory Dwelling Units, duplexes, triplexes, and fourplexes), but don't rise to the scale of a large apartment development. The <i>Low-Density Multifamily</i> concept aims to fill gaps in housing opportunities, while encouraging development that is sensitive to existing neighborhood scale.
	4.	How will the TNP address existing single-family homes and R1 zones?	The TNP has introduced the "missing middle housing" concept for feedback from the community. The TNP Study Area features a small amount of properties currently zoned R1 in the Hyde Park neighborhood that are within a half-mile of the future Crenshaw/LAX Line - Fairview Heights Station.
Planning for Jobs	5.	How will the TNP plan for future employment opportunities that prioritize the local workforce? How will the TNP support development of future local business?	It will take a multi-pronged approach to ensure that new jobs are accessible to local community members, beyond what City Planning alone can control. The TNP will set the land use foundation for what can be built and the types of land uses can occupy a building, while the three relevant Community Plans (West Adams-Baldwin Hills-Leimert [p. 3-40] , South Los Angeles [p. 3-21; 3-36] , Southeast Los Angeles [p. 3-17]) set the high-level policy vision for promoting jobs that are accessible. However, once the TNP is in place, it will take strong workforce development strategies from other City departments, political leaders, and community groups all working

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Category	Question	Summary	Response
			<p>together to make sure that local business growth can thrive and jobs are accessible to the community.</p> <p>Additionally, the TNP team is engaged in ongoing work with community-based organizations as part of the South LA Climate Commons. This project includes a focus on identifying workforce development strategies, in addition to approaches to address displacement avoidance and climate resiliency.</p>
	6.	<p>Will the TNP allow for retail and residential development in and around the Goodyear Tract? How will the TNP ensure that future development in the Goodyear Tract is not walled off and connects to surrounding neighborhoods?</p>	<p>Current land use designations and CPIO Subareas along Avalon Boulevard (west border of the Goodyear Tract) allow for multi-family residential development. As part of the plan development process, the TNP team could consider whether or not limited restaurant uses within the Goodyear Tract could be appropriate to serve future workforce needs.</p> <p>As of now, the TNP aligns with the policy vision to retain industrial designations for industrial uses and quality job opportunities in the Goodyear Tract and to protect such areas from encroachment by non-industrial uses, as outlined in the Southeast Los Angeles Community Plan (p. 3-30). Uses, such as, standalone restaurants and residential development in the Goodyear Tract, currently do not align with this vision.</p> <p>Development standards in the Southeast Los Angeles CPIO (p. 75-77) as well as guidelines in the Citywide Design Guidelines will help ensure that future new development in the Goodyear Tract connects with the surrounding community. LADOT has ongoing street improvement projects throughout South LA, including the Avalon Boulevard Safety Project.</p>

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Category	Question	Summary	Response
	7.	What types of clean and green industries will the TNP aim to incentivize? Will the TNP require new industrial development to adhere to pollution mitigation standards?	<p>The TNP will aim to encourage green industries and jobs that produce goods or services that benefit the environment, like renewable energy, clean transportation, water use, and water reduction. These industries and jobs could also include processes within other industries that use environmentally friendly processes and practices in their production.</p> <p>The TNP will rely upon existing development standards to ensure potentially harmful uses are properly screened and enclosed in new development, as outlined in the three relevant CPIOs (West Adams-Baldwin Hills-Leimert [p. 89], South Los Angeles [p. 75-78], Southeast Los Angeles [p. 75-78]). Additionally, the CPIOs have existing use regulations in specific CPIO Subareas to prevent development of specific toxic uses or to ensure that such uses are not over concentrated. The TNP team will take stakeholder input into consideration and could determine appropriate amendments to CPIO standards and use limitations at a later stage of the TNP project timeline.</p>
General Land Use, Zoning, Development Standards	8.	What are anticipated changes in standards, such as density and building height, that could result from proposed zone changes and General Plan Amendments?	At this point in the TNP project timeline, only planning concepts are proposed and no specific zoning recommendations are outlined. A draft plan for public review could be available in 2021 at the earliest.
	9.	Will the TNP incorporate development standards for sustainability, specifically landscaping and innovative design approaches (e.g. urban agriculture, trees, solar, charging stations, bicycle/pedestrian infrastructure)?	The TNP will support existing goals, policies, and implementation programs to encourage sustainable development and innovative design approaches, as outlined in the three relevant Community Plans (West Adams-Baldwin Hills-Leimert [p. 3-11 - 3-12; 3-27; 3-38; 3-42 - 3-43; 3-61; 3-72; 3-98] , South Los Angeles [p. 3-27 - 3-28; 3-36; 3-38; 3-44; 4-8] , Southeast Los Angeles [p. 3-17]) and corresponding CPIOs (West Adams-Baldwin

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Category	Question	Summary	Response
			<p>Hills-Leimert [p. 27-28; 88-89; 92], South Los Angeles [p. 34-37; 59-62; 77], Southeast Los Angeles [p. 34-35; 77], Citywide Design Guidelines, Plan for a Healthy Los Angeles, and L.A.'s Green New Deal.</p> <p>As part of the TNP planning process, potential amendments to the CPIOs or strategies utilizing the City's updated zoning system could include development standards to implement these plan objectives.</p>
Community Engagement	10.	<p>How many public outreach activities have been conducted as part of the Slauson Corridor TNP thus far, and who are the stakeholders that have been engaged? How can stakeholders become involved in the future?</p>	<p>The TNP team has hosted and attended multiple public engagement activities, including meetings with community-based organizations and Neighborhood Councils, community events, community meetings, public workshops, and more.</p> <p>The TNP team frequently identifies new stakeholders to engage with and is happy to arrange one-on-one meetings to discuss specific stakeholder input. Please reach out to the team to make a suggestion on stakeholders that should be engaged or to set up a meeting.</p> <p>Check out the project website in English or Español to learn more about past events, who has been engaged, and to subscribe to the e-list for important updates.</p>
	11.	<p>How can stakeholders provide input on the proposed concepts?</p>	<p>Please share your input on the planning concepts by completing this survey: English Español.</p>
Housing Affordability	12.	<p>How will the TNP incentivize affordable housing? What levels of housing affordability will the TNP address?</p>	<p>The TNP will rely upon existing incentive programs to help produce new Affordable Housing, as outlined in the three relevant CPIOs (West Adams-Baldwin Hills-Leimert [p. 93], South Los Angeles [p. 44 - 46; 50 - 51; 53; 56; 64 - 65; 73 - 74], Southeast Los Angeles [p. 31 - 32; 73 - 74]).</p>

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Category	Question	Summary	Response
			<p>For certain areas near transit, the CPIOs outline higher affordable housing set asides than other incentive programs.</p> <p>Other affordable housing incentive programs can be utilized in the TNP Study Area if the zoning allows for housing. Additionally, the Affordable Housing Linkage Fee is a tool that the City also employs to create Affordable units.</p> <p>The TNP will rely upon existing housing affordability Land Use Rent-Income Schedule set by the Los Angeles Housing + Community Investment Department (HCIDLA). The schedules vary by project type and are updated annually.</p>
	13.	How do the Transit Oriented Communities Affordable Housing Incentive Program (TOC) and the TNP intersect? Are any changes to TOC Tier eligibility within the TNP Study Area expected?	<p>TOC and Density Bonus programs will continue to exist as separate affordable housing incentive programs and not be modified as part of the TNP.</p> <p>As part of the TNP, there will be no direct changes to TOC tiers. However, City Planning’s Housing Policy team continually evaluates TOC tiers over time, and may update the TOC tiers as changes to Metro’s transit system occur.</p>
Gentrification and Displacement	14.	What strategies will the TNP utilize to address gentrification and displacement of community stakeholders?	<p>The TNP will align with the policy vision of the three relevant Community Plans (West Adams-Baldwin Hills-Leimert [p. 3-25 - 3-26; 3-28; 5-25], South Los Angeles [p. 3-11; 3-18 - 3-19; 3-21; 3-26; 3-43; 5-15], Southeast Los Angeles [p. 3-11; 3-16; 3-34; 5-15]), which contain high-level policies and programs that speak to these challenging issues.</p>

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Category	Question	Summary	Response
			<p>With respect to actual zoning regulations, the TNP will rely upon existing incentive programs that help produce new affordable housing. This includes the three relevant CPIOs (West Adams-Baldwin Hills-Leimert [p. 93], South Los Angeles [p. 44 - 46; 50 - 51; 53; 56; 64 - 65; 73 - 74], Southeast Los Angeles [p. 31 - 32; 73 - 74]), which have higher affordable housing provisions than other incentive programs.</p> <p>Additionally, the TNP team is engaged in ongoing work with community-based organizations as part of the South LA Climate Commons. This project includes a focus on identifying displacement avoidance strategies, in addition to approaches to address workforce development and climate resiliency.</p> <p>At a citywide level, a recent Motion brought forward by Council District 10 and adopted by City Council has instructed the Los Angeles Housing + Community Investment Department (HCIDLA) "to prepare and present a draft ordinance that applies to both existing and new tenancies, establishes anti-displacement zones around market-rate or luxury housing developments that contain zero affordable units, and caps rent increases within a two-mile radius for three years."</p> <p>Additionally, Mayor Garcetti recently appointed the City's first Chief Equity Officer who will lead development of a Racial Equity Action Plan to review pertinent departmental functions, and identify efforts to promote racial equity in our local government. As part of this initiative and in response to Mayor Eric Garcetti's Executive Order No. 27, City Planning also appointed its own Chief Equity Officer to oversee the development of a Racial Equity Action Plan to guide City Planning, as well</p>

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			as to serve on the City of Los Angeles Racial Equity Task Force.
Implementation	15.	How will proposed development standards in the TNP apply to existing property and future development? What will site improvement standards and the entitlement process look like for future development?	<p>Any new development standards and design guidelines outlined in the TNP will only apply to new buildings. Existing buildings and uses can continue to exist and operate as they do today, assuming they comply with the zoning code or have legal-nonconforming rights.</p> <p>The TNP will not be a Specific Plan and new development will not be subject to the same review procedures that a Specific Plan project would. The TNP will be incorporated into the existing CPIOs. Assuming no land use entitlements are required, the TNP will align with the existing administrative review procedures to obtain CPIO Approval as outlined in the three relevant CPIOs (West Adams-Baldwin Hills-Leimert [p. 11-16], South Los Angeles [p. 15 - 21], Southeast Los Angeles [p. 15 - 21]).</p>
	16.	How will the TNP preserve existing and support future development of community character attributes (e.g. murals, historical features)?	<p>The TNP will support existing goals, policies, and design guidelines to preserve and encourage the installation of original art murals, as outlined in the three relevant Community Plans (West Adams-Baldwin Hills-Leimert [p. 3-38], South Los Angeles [p. 3-26; Appendix B - 9, 25-26], Southeast Los Angeles [p. 3-22; Appendix B - 4, 20-21]). Overall, the Department of Cultural Affairs (DCA) is the authority in charge of overseeing murals.</p> <p>Additionally, the TNP will support existing standards to protect eligible and historic resources, as outlined in the three relevant CPIOs (West Adams-Baldwin Hills-Leimert [p. 12 - 14], South Los Angeles [p. 17 - 18], Southeast Los Angeles [p. 17 - 18]).</p>

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Category	Question	Summary	Response
	17.	Will the City of Los Angeles obtain private property as part of the TNP?	No, the City of Los Angeles will not purchase, take, demolish, or construct on any private property as part of the TNP.
Project Management	18.	What is the overall project timeline of the TNP and has it been impacted by the COVID-19 pandemic?	<p>The TNP launched in September 2018 and as of summer 2020, is currently targeting 2021 for a Public Hearing, with a formal adoption process (City Planning Commission, Planning and Land Use Management Committee, City Council) in 2021/2022.</p> <p>The COVID-19 pandemic has halted any potential in-person community outreach activities for the foreseeable future, which led to a focus on ways to collect feedback through other formats, including virtual meetings or other digital platforms. The TNP team will continue to engage stakeholders through these methods and could resume in-person engagement activities whenever it may be safe to do so.</p>
	19.	How will the TNP incorporate findings from the Market Study?	The TNP will utilize Market Study findings to inform potential changes to development standards and land use regulations, which may include aspects such as height, floor area ratio, and public benefits, among others. Market Study outcomes do not represent definitive direction for the TNP and are created for the purpose of assessment.
	20.	Will the TNP boundary be considered for expansion in the future? Is the TNP a part of the South Los Angeles Transit Empowerment Zone (SLATE-Z)?	The TNP boundary will not be expanded. The boundary represents a targeted study area where potential land use or zoning changes may occur within. However, the land use and zoning of the broader South Los Angeles area (including other neighborhoods around public transit) was updated through the Community Plans for

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			<p>West Adams-Baldwin Hills-Leimert (2016), South Los Angeles (2017), and Southeast Los Angeles (2017).</p> <p>The Slauson Corridor TNP is not a project under the South Los Angeles Transit Empowerment Zone (SLATE-Z). However, the eastern portion of the Slauson Corridor TNP Study Area does intersect with the SLATE-Z boundary.</p>
Parking and Traffic	21.	How will the TNP address parking needs for existing and future community stakeholders (e.g. businesses facing the bike path) and be sensitive to surrounding neighborhoods and bike path users?	<p>The TNP will follow existing Parking Design standards, as outlined in the three relevant CPIOs (West Adams-Baldwin Hills-Leimert [p. 28 - 29; 64 - 65], South Los Angeles [p. 36 - 37; 61 - 62; 76], Southeast Los Angeles [p.36 - 37; 76; 83 - 85]). Future new development will also be encouraged to follow standards outlined in the Citywide Design Guidelines. City Planning staff could determine appropriate amendments to CPIO development standards for parking at a later stage of the TNP.</p> <p>Community stakeholders that potentially experience parking challenges in neighborhoods around the future bike path could consult with their Council District office to explore whether or not Preferential parking districts (PPD) or Overnight Parking Districts (OPD) could be viable solutions.</p>
	22.	Will the TNP include reductions in minimum or elimination of parking requirements? Will the TNP encourage subterranean parking or parking structures in lieu of required parking on site?	<p>Parking incentives to reduce required parking are offered for Targeted Commercial Uses (e.g. grocery stores, sit-down restaurant, community facilities) in specific CPIO Subareas in the three relevant CPIOs (West Adams-Baldwin Hills-Leimert [p. 28; 90 - 92], South Los Angeles [p. 39; 63 - 65], Southeast Los Angeles [p. 39]). Restoration or Rehabilitation of a Designated Historic Resource or an Eligible Historic Resource may also</p>

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Category	Question	Summary	Response
			<p>eligible for parking requirement exemptions in specific CPIO Subareas, depending on square footage added or demolished. Part of the TNP development process will include examination of these existing parking incentives to identify any potential areas for improvement.</p> <p>Additionally, the TNP Study Area is within the Los Angeles State Enterprise Zone, in which commercial office, business, retail, restaurant, bar and related uses, trade schools, or research and development projects may utilize a lower parking ratio (2 parking spaces for every 1000 sq. ft. of floor area).</p> <p>The three relevant CPIOs (West Adams-Baldwin Hills-Leimert [p. 28 - 29; 92 - 93], South Los Angeles [p. 36 - 37; 61 - 62; 76], Southeast Los Angeles [p. 36 - 37; 76; 83 - 85;]) have existing development standards only to ensure parking structures and subterranean parking in new development is well-designed and community-oriented.</p>
	23.	How will the TNP address traffic impacts from future development? Are there plans to improve transit frequency throughout the TNP Study Area?	<p>A main focus of the TNP is on planning for jobs and housing around transit in an effort to leverage the existing and future transit network and reduce the need to drive. Public transit may not be the ideal transportation routine for everyone, but for those that do rely on transit to get to jobs and work, it will mean fewer cars on the road for everyone else, and fewer greenhouse gas emissions.</p> <p>City Planning and the TNP do not have the authority to address public transit frequency or other improvements. See Metro's NextGen Bus Plan for more information on comprehensive updates to system coverage and frequency.</p>

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Webinar	24.	Is the Planning Concepts Webinar recording available for viewing and how can stakeholders provide input?	A full recording of the Planning Concepts Webinar , in addition to presentation slides , StoryMap , contact information , and Planning Concepts Survey can be found on the Slauson Corridor TNP website in both English and Español .
Transformative Climate Communities (TCC)	25.	Who are the member groups of the South LA Climate Commons coalition? How can stakeholders learn more and become involved?	South LA Climate Commons coalition members include: Brotherhood Crusade, LA Neighborhood Land Trust (LANLT), Strategic Actions for a Just Economy (SAJE), Strategic Concepts in Organizing & Policy Education (SCOPE), South Los Angeles Transit Empowerment Zone (SLATE-Z), and T.R.U.S.T South LA. Complete the South LA Climate Commons Interest Form for more information.
Rail to Rail Bike Path	26.	Where can community stakeholders learn more about Metro's Rail to Rail bike path?	Metro is leading the design and construction of the Rail to Rail bike path and Los Angeles City Planning is not involved. For more information on Metro's project, including an overview of the project area, background, process, and community outreach meetings, check out Metro's project website.

Note: The above table summarizes questions and comments submitted during the live Planning Concepts Webinar on May 20, 2020. If you submitted a question or comment and need further clarification, please reach out to the [Slauson Corridor TNP](#) team: Andrew Pasillas – andrew.pasillas@lacity.org | Steven Katigbak – steven.katigbak@lacity.org.