

Slauson Corridor Transit Neighborhood Plan (TNP)



LOS ANGELES
CITY PLANNING

Executive Summary of Preliminary Draft Plan
March 2022

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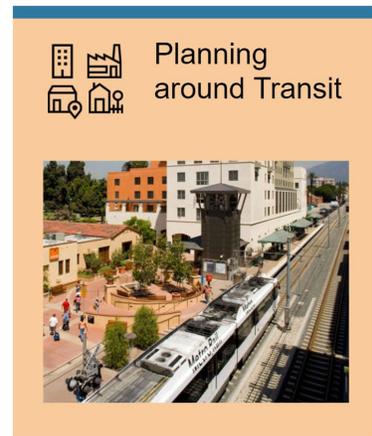
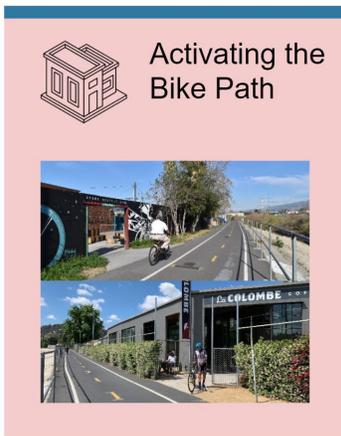
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INTRODUCTION

Launched in third quarter of 2018, the Slauson Corridor Transit Neighborhood Plan (TNP) is a work program of Los Angeles City Planning that plans for green jobs, expands affordable housing opportunities, and promotes path-oriented building design next to LA Metro’s future Rail-to-Rail Active Transportation Corridor (i.e. bicycle and pedestrian path).

The TNP spans the three South Region Community Plan Areas of Southeast Los Angeles, South Los Angeles, and West Adams-Baldwin Hills-Leimert.

The goals of the TNP aim to: (1) Activate Metro’s future bike path on Slauson by providing design standards for nearby buildings; (2) Support emerging and green, sustainable industries that encourage local workforce development, and (3) Support a mix of compatible land uses around transit stations that meet community needs for jobs and housing.



Overall, the TNP Preliminary Draft Plan involves targeted zone changes and General Plan amendments to land use designations in order to:

- Incentivize Green Employment Uses in industrial zones
- Incentivize more Affordable Housing by expanding hybrid industrial and multi-family areas for eligibility
- Establish new development standards to orient the façade of new buildings toward the Active Transportation Corridor and encourage path access

PUBLIC OUTREACH

Since 2018, the TNP has conducted various outreach efforts to inform and solicit substantive community feedback. Community outreach efforts have included:

- Kickoff Events
- Concept Webinar Workshops
- Virtual Concept Surveys
- Virtual Office Hours
- Virtual Workshops
- Presenting at Community Meetings
- Tabling at Community Events
- Partner in the South LA Climate Commons Collaborative

For additional background information about previous outreach efforts, see the TNP's ["Updates" page](#). Previous outreach summaries include [Concepts Webinar Summary](#), [Concepts Survey Summary](#), and an initial [Community Outreach Summary](#).



PRELIMINARY DRAFT PLAN SUMMARY

The TNP will be incorporated into existing Community Plan Implementation Overlays (CPIOs) for the following Community Plan areas: [Southeast Los Angeles](#), [South Los Angeles](#), [West Adams-Baldwin Hills-Leimert](#).

SLAUSON CORRIDOR TNP SUBAREAS

As part of the Southeast Los Angeles and South Los Angeles CPIOs, the TNP will result in new Slauson Subareas that will be reflected in a new CPIO chapter (i.e. Chapter VI). Existing CPIO Subareas within the TNP project area that were previously approved when the CPIO was adopted, will be transitioned into the new Slauson Subareas CPIO chapter.

The nomenclature and policy outcomes of these new Slauson Subareas are consistent with the existing CPIO Subareas by utilizing similar naming conventions, while also maintaining the policy vision and carrying over the use regulations and development standards. However, the Slauson Subareas will also include new tailored provisions that align with the TNP’s vision for green jobs, expanded affordable housing opportunities, and path-oriented building design. **Figure 1** shows the Preliminary Draft Plan map by CPIO Subarea.

As part of the West Adams-Baldwin Hills-Leimert CPIO, the TNP will be reflected in the CPIO’s existing Hyde Park Industrial Corridor Subarea.

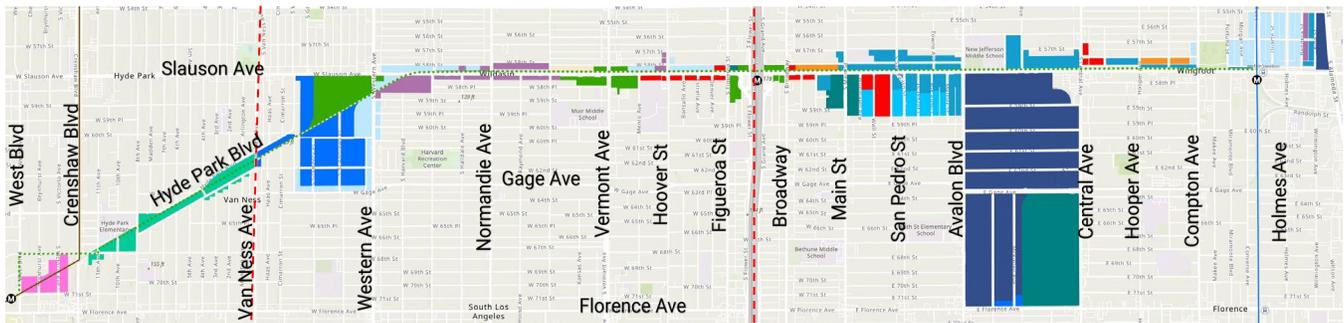


Figure 1. Preliminary Draft Plan Map.

- | | |
|--|--|
|  Slauson - Hybrid Limited (SI) |  Hyde Park Industrial Corridor Subarea |
|  Slauson - Hybrid Industrial 1 (SJ1) |  Hyde Park Industrial Corridor Subarea (cont'd) |
|  Slauson - Hybrid Industrial 2 (SJ2) |  Administrative Corrections |
|  Slauson - Compatible Industrial Hub (SK1) |  Public Facilities |
|  Slauson - Compatible Industrial Corridor (SK2) |  Metro Stations |
|  Slauson - Industrial Innovation (SL) |  Active Transportation Corridor |
|  Slauson - Multi-Family 1 (SN1) |  Community Plan Boundary |
|  Slauson - Multi-Family 2 (SN2) | |
|  Slauson - General Corridor (SC) | |
|  Slauson - TOD Medium (SF) | |

You can also learn about and explore the TNP Preliminary Draft Plan on our interactive [StoryMap](#), which will allow you to zoom in on the map and select parcels to view their existing and proposed land use, zoning, and CPIO Subarea.

Table 1 summarizes the new proposed CPIO Subarea zoning regulations. To review the full draft language of the proposed regulations, see:

- [Appendix A \(South LA CPIO\)](#)
- [Appendix B \(Southeast LA CPIO\)](#)
- [Appendix C \(West Adams-Baldwin Hills-Leimert CPIO\)](#)

For more detailed information about the specific zone changes and General Plan amendments to land use designations, refer to [Appendix D](#).

Table 1. Summary of Proposed CPIO Subarea Provisions	
Applicable CPIO Subarea	Proposed Regulations/Incentives
[All CPIO Subareas in the TNP]	<p>New Path-Abutting Building Design Standards will apply to sites that abut the future Active Transportation Corridor to promote building design that complements the multi-use bicycle and pedestrian path.</p> <p>The proposed standards include the provision of: a path-oriented building entrance; a 10-foot setback from the Active Transportation Corridor; a minimum 30% window transparency on the ground floor path-facing frontage; and placement guidance for murals if they are a desired component of a project.</p>
Slauson - Hybrid Limited (SI)	<p>Residential uses may be developed up to 50% of the total building floor area, which represents an increase from the existing Hybrid Limited Subarea’s residential floor area cap of 30%.</p> <p>A bonus of up to 3:1 Floor Area Ratio (FAR) and increased residential density of 1 unit for every 600 square feet of lot area is provided if a Project sets aside Affordable Housing.</p> <p>If a Project opts not to utilize the Affordable Housing bonus(es), the allowable FAR remains 1.5:1 and residential density remains 1 unit for 800 square feet of lot area, as provided by the underlying zone’s base density.</p>
Slauson - Hybrid Industrial 1 (SJ1)	<p>A bonus of up to 3:1 FAR and increased residential density of 1 unit for every 600 square feet of lot area if a Project sets aside Affordable Housing.</p> <p>If a Project opts not to utilize the Affordable Housing bonus(es), the allowable FAR remains at 1.5:1 and residential density remains at 1 unit for every 800 square feet of lot area, as provided by the underlying zone’s base density.</p>
Slauson - Hybrid Industrial 2 (SJ2)	<p>A bonus of up to 3:1 FAR and increased residential density of 1 unit for every 600 square feet of lot area is allowed if a Project sets aside Affordable Housing.</p> <p>If a Project opts not to utilize the Affordable Housing bonus(es), the allowable residential density remains at 1 unit for every 1,500 square feet of lot area, and the allowable FAR remains at 1.5:1 as provided by the underlying zone.</p>
Slauson - Compatible Industrial Hub (SK1)	<p>A bonus of up to 3:1 FAR is allowed if a Project with new development includes a Green Employment Use.</p>
Slauson - Compatible Industrial Corridor (SK2)	<p>A bonus of up to 2.5:1 FAR is allowed if a Project with new development includes a Green Employment Use.</p>

Table 2. Summary of Proposed CPIO Subarea Provisions (continued)

Applicable CPIO Subarea	Proposed Regulations/Incentives
Slauson - Industrial Innovation (SL)	<p>A bonus of up to 3:1 FAR is allowed if a Project with new development includes a Green Employment Use.</p> <p>Up to two standalone restaurants permitted per blockface (if allowed by the underlying zone and not considered as an accessory use).</p>
Slauson – Multi-Family 1 (SN1)	<p>A bonus of up to an additional 11 feet in height and increased residential density to 1 unit for every 400 square feet of lot area if a Project sets aside Affordable Housing.</p> <p>If a Project opts not to utilize the Affordable Housing bonus(es), the allowable base FAR remains at 3:1 and the base density remains at 1 unit for every 800 square feet of lot area.</p>
Slauson – Multi-Family 2 (SN2)	<p>A bonus of up to an additional 11 feet in height and increased residential density to 1 for every 800 square feet of lot area if a Project sets aside Affordable Housing.</p> <p>If a Project opts not to utilize the Affordable Housing bonus(es), the allowable base FAR remains at 3:1 and the base density remains at 1 unit for every 2000 square feet of lot area.</p>
Slauson – General Corridor (SC)	<p>The existing General Corridor Subarea regulations (pdf pg. 23) will apply to “Slauson - General Corridor” areas.</p> <p>New Path-Abutting Building Design Standards will also apply to sites with new development that abut the Active Transportation Corridor.</p>
Slauson – TOD Medium (SF)	<p>The existing TOD Medium Subarea regulations (pdf pg. 41) will apply to “Slauson – TOD Medium” areas.</p> <p>New Path-Abutting Building Design Standards will also apply to sites with new development that abut the Active Transportation Corridor.</p>
Hyde Park Industrial Corridor	<p>For Projects that abut the Active Transportation Corridor, a 10-foot setback is required for new development to facilitate additional open space and opportunities to orient building entrances and walkways to provide access to the path.</p> <p>If a Project covenants a proposed use as a Green Employment Use and agrees to maintain the 10-foot setback area for public use, bonus FAR and/or height may be provided (see Hyde Park Industrial Corridor section for more detail).</p>
Hyde Park Industrial Corridor	<p>For Projects that abut the Metro K Line (Crenshaw/LAX Line) right-of-way, a 20-foot setback is required for new development to facilitate additional open space and future opportunities to extend the bike path along the diagonal right-of-way to directly connect to the Fairview Heights Crenshaw Line station.</p> <p>If a Project covenants a proposed use as a Green Employment Use and agrees to maintain the 20-foot setback area for public use, bonus FAR and/or height may be provided (see Hyde Park Industrial Corridor section for more detail).</p>

INCENTIVIZING GREEN BUSINESSES

In South LA and Southeast LA CPIOs, the TNP aims to promote Green Employment Uses¹ like professional offices and green-tech/clean-tech technologies in the following Slauson Subareas:

- Slauson - Compatible Industrial Hub (SK1)
- Slauson - Compatible Industrial Corridor (SK2)
- Slauson - Industrial Innovation (SL)



Figure 2. Slauson Subareas eligible for an incentive for Green Employment Uses. (View and zoom on interactive [StoryMap](#))

If a proposed use qualifies as a Green Employment Use and records a covenant to remain a Green Employment Use for at least 30 years, then it would be eligible for the following Floor Area Ratio (FAR) bonuses:

Table 2. Green Employment Use Incentive		
	Subarea	Eligible Increase in FAR
■	Slauson - Compatible Industrial Hub (SK1)	Up to 3.0 FAR
■	Slauson - Compatible Industrial Corridor (SK2)	Up to 2.5 FAR
■	Slauson - Industrial Innovation (SL)	Up to 3.0 FAR

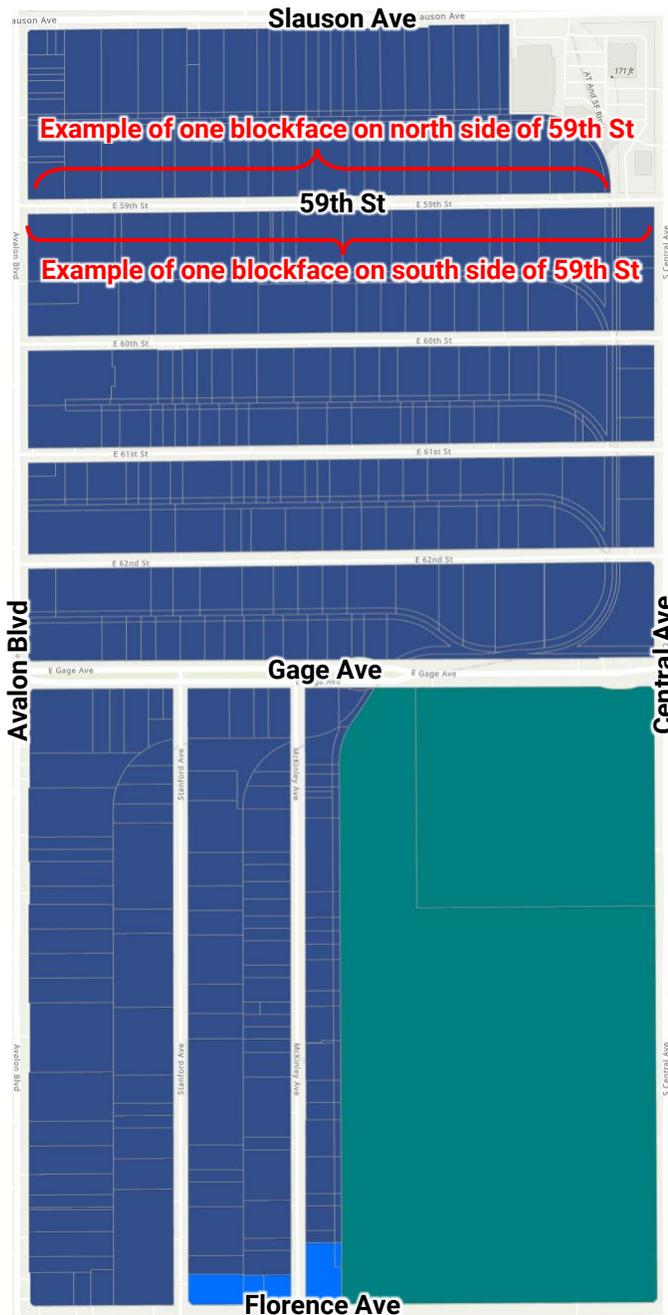


Illustration 1. Examples of Green Employment Uses (not a real or proposed project)

In the West Adams-Baldwin Hills-Leimert CPIO, the TNP also incentivizes green-tech/clean-tech uses (see [Hyde Park Industrial Corridor section](#) for more detail).

¹ Green Employment Use - An employment use that may involve either jobs in businesses that produce green goods or services, or jobs in traditional businesses that are responsible for making their establishment's production process more environmentally friendly. The following uses may include but are not limited to: Office Building; Office, business or professional; Office, corporate headquarters; Professional Office; Architect's Office; Engineering Office; Research and Development Center; Food Products Manufacturing; Hydroponic Agricultural Enterprise; Laboratory (experimental, film, motion picture, research or testing.); Scientific Instrument and Equipment Manufacturing; Solar Energy System Structures; or any use otherwise deemed reasonably similar by the Director of Planning.

In the Slauson - Industrial Innovation (SL) Subarea, the TNP proposes allowing up to two restaurants per blockface (see **Figure 3**) to encourage more food options for nearby workers, while maintaining the subarea’s vision of a dense employment hub that supports Green Employment Uses. Properties fronting Avalon, Central, Florence, and Main are exempted from the limitation, as well as restaurants that are an accessory use. Currently, restaurants that are not considered accessory uses are restricted in the CPIO’s existing Industrial Innovation (L) subarea.



Blockface Example: Using 59th St as an example, two restaurants would be allowed on properties on the blockface located on the north side of 59th St, and two restaurants would be allowed on properties on the blockface located on the south side of 59th St.

Properties fronting Avalon, Central, Florence, and Main are exempted from the limitation, as well as restaurants that are an accessory use.

Figure 3. Example diagram of a blockface in Subarea SL

EXPANDING AREAS FOR AFFORDABLE HOUSING

The TNP aims to increase opportunities for providing Affordable Housing by expanding the CPIO's Affordable Housing Incentive System to the following Slauson Subareas:

- Slauson - Hybrid Limited (SI)
- Slauson - Hybrid Industrial 1 (SJ1)
- Slauson - Hybrid Industrial 2 (SJ2)
- Slauson - Multi-Family 1 (SN1)
- Slauson - Multi-Family 2 (SN2)



Illustration 2. Example of CPIO Affordable Housing Project (not a real or proposed project)



Figure 4. Slauson Subareas eligible for FAR incentive for providing Affordable Housing (View and zoom on interactive [StoryMap](#))

The TNP proposes to offer CPIO development incentives if a proposed project qualifies as a **CPIO Affordable Housing Project**, which is a 100% Affordable Housing Project or a mixed-income project that sets aside Affordable units at the following percentages:

- 11% Extremely Low Income
- 15% Very Low Income
- 25% Low Income

The following table outlines the eligible development incentives for the following Slauson Subareas:

Slauson Subarea	Base Density	Bonus Density	Base FAR	Bonus FAR	Height Limit	Bonus Height
Slauson - Hybrid Limited	1/800	1/600	1.5	Up to 3.0	Limited by Base FAR	up to 6 stories max
Slauson - Hybrid Industrial 1	1/800	1/600	1.5	Up to 3.0	Limited by Base FAR	up to 6 stories max
Slauson - Hybrid Industrial 2	1/1500	1/600	1.5	Up to 3.0	Limited by Base FAR	up to 6 stories max
Slauson - Multifamily 1	1/800	1/400	3.0	n/a	45 feet	Additional 11 feet up to 56 feet
Slauson - Multifamily 2	1/2000	1/800	3.0	n/a	45 feet	Additional 11 feet up to 56 feet

FACILITATING PATH-ORIENTED BUILDING DESIGN

The TNP aims to promote path-oriented building design to complement and promote access to the future Active Transportation Corridor.

Therefore, the TNP proposes that projects adjacent to the Active Transportation Corridor and that involve new construction provide the following building design standards for path-abutting sites:

- A minimum **10-foot setback** from the Active Transportation Corridor that could allow for pedestrian-related amenities such as benches, tables, bicycle racks, landscaping etc.
- A **path-oriented building entrance** to facilitate access to pedestrian-related amenities next to the Active Transportation Corridor.
- A **30% window transparency** minimum requirement on the ground floor on the path-facing frontage of a building.
- If a new **mural** is a desired component of a Project, then it shall be visible to users of the future Active Transportation Corridor on either the path-facing frontage or a side-street façade visible from the path.



Figure 5. Path-Abutting Building Design Standards are proposed for sites adjacent to the future Active Transportation Corridor

The TNP also encourages owners and applicants to coordinate with LA Metro and LA City Planning staff to incorporate path access from private property to foster more walking and bicycling activity along the Active Transportation Corridor.



Illustration 3. Example of path-oriented building and path access (not a real or proposed project)

CONTINUED VISION FOR COMMERCIAL CORRIDORS AND TOD

The TNP aims to maintain the South LA and Southeast LA CPIO's vision for commercial corridors and TOD (Transit Oriented Development) for the following Slauson Subareas:

- Slauson - General Corridor (SC)
- Slauson - TOD Medium (SF)

The Slauson Subareas for General Corridor (SC) and TOD Medium (SF) will benefit from the new Path-Abutting Building Design Standards for sites that abut the future Active Transportation Corridor. The current development standards and use regulations for the existing General Corridor and TOD Medium CPIO Subareas will continue to apply to these two new Slauson subareas.

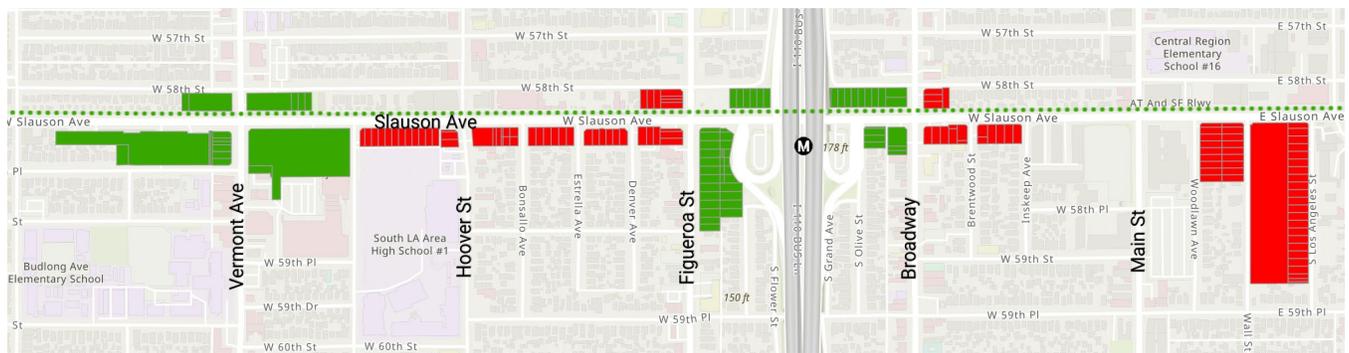


Figure 6. CPIO Subareas for Slauson General Corridor and Slauson TOD Medium (View and zoom on interactive [StoryMap](#))

As part of the TNP, the “Slauson - TOD Medium” CPIO Subarea designation is also proposed on the sites centered around the Metro Slauson station for the J Line (Silver Line) busway.

ENCOURAGING INDUSTRY AS A BETTER NEIGHBOR

For industrial and commercial manufacturing zones, the Slauson Subareas chapter will also carry over the existing use regulations from the existing South LA and Southeast LA CPIO's Industrial Subareas chapter, which include either prohibitions or distance separation limitations on uses such as:

- Alcohol Sales
- Auto-Related Uses
- Free-Standing Restaurants with Drive-Through
- Gun Shops
- Pawn Shops
- Noxious Uses
- Recycling Collection
- Public Self Storage
- Smoke/Vapor Shops

The Slauson Subareas chapter will also carry over the existing Industrial Subareas chapter's development standards that promote design sensitivity for industrial uses, especially when they are located near residential uses. Development standards that will be carried over to the Slauson Subareas chapter include transitional height next to residential uses, building disposition (residential-adjacent setbacks), building design (glazing, articulation, street-oriented entrance), surface parking screening, mechanical equipment screening, fencing/walls, refuse enclosures, lighting, and open storage/open air work standards.

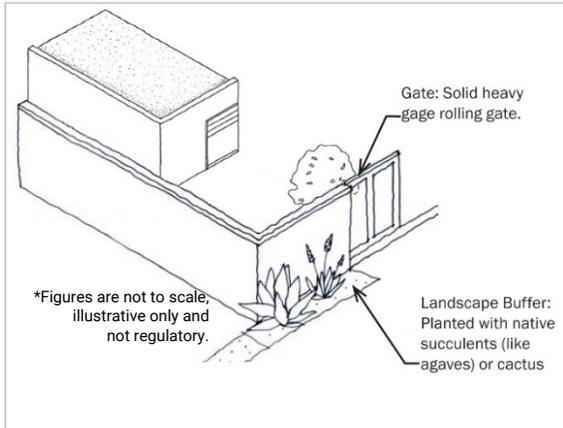


Illustration 4. CPIO's illustration of landscape buffer

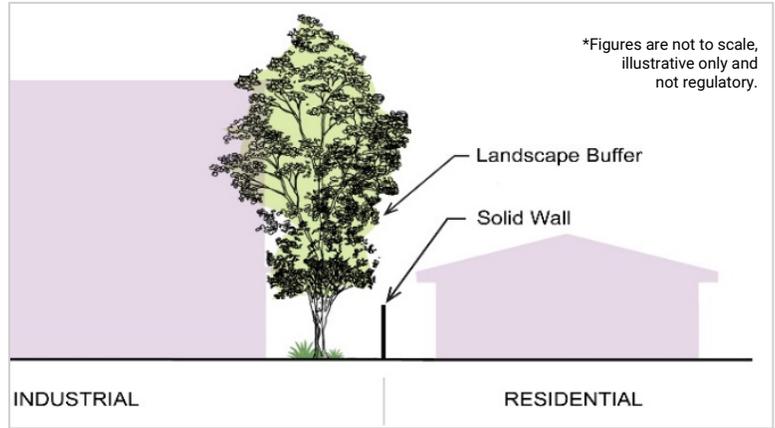


Illustration 5. CPIO's illustration of buffer between industrial & residential

Additionally, based on public outreach, a new use limitation is proposed for "Crate and Assembly Uses" (which includes pallet storage) to foster more harmonious land uses next to existing residential neighborhoods.

HYDE PARK INDUSTRIAL CORRIDOR

In the West Adams-Baldwin Hills-Leimert CPIO, the TNP will continue to further the Community Plan’s vision for a clean-tech and green-tech corridor that promotes publicly accessible open space. The development standards and use regulations for the existing Hyde Park Industrial Corridor Subarea will continue to apply and include the following refinements below.

In addition to the Path-Abutting Building Design Standards, the TNP also proposes that Projects in the Hyde Park Industrial Corridor that involve new construction provide:

-  A **10-foot** setback if the site is **east of Crenshaw Blvd** and abuts the future Active Transportation Corridor, in order to facilitate open space and create opportunities for pedestrian amenities and potential path access.
-  A **20-foot** setback if the site is **west of Crenshaw Blvd** and abuts the Metro K Line (Crenshaw/LAX Line), in order to facilitate open space and create future opportunities for providing a direct active transportation connection to the future Metro Fairview Heights station.



Figure 7. Hyde Park Industrial Corridor Subarea in the West Adam-Baldwin Hills-Leimert CPIO (View and zoom on interactive [StoryMap](#))



Illustration 6. Potential continuation of bike path west of Crenshaw Blvd, looking west (not a real or proposed project)

HYDE PARK INDUSTRIAL CORRIDOR (continued)

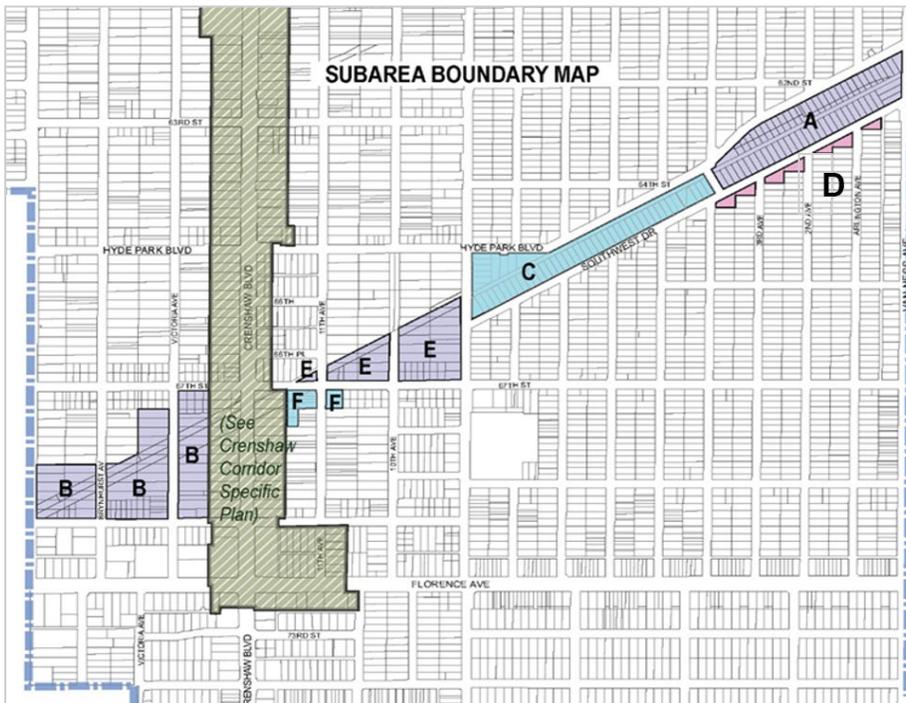
A Project in the Hyde Park Industrial Corridor Subarea may be eligible for bonuses in height and Floor Area Ratio (FAR) if it is located within an eligible Parcel Group (see **Figure 8**) and complies with the following:

- Record a covenant that the Project will remain a **Green Employment Use** for at least 30 years.
- Record a covenant that the setback area that abuts the Active Transportation Corridor will be **publicly accessible**.

The Parcel Groups eligible for certain bonuses are outlined below:

Parcel Group	Existing Base Height Limit	Bonus Height	Existing FAR	Bonus FAR
A	45 feet	Up to 60 feet	1.5	n/a
B	45 feet	Up to 75 feet	1.5	Up to 2.0
C	45 feet	Up to 60 feet	1.5	n/a
D	30 feet	n/a	1.5	n/a
E	45 feet	Up to 75 feet	1.5	Up to 2.0
F	45 feet	n/a	1.5	n/a

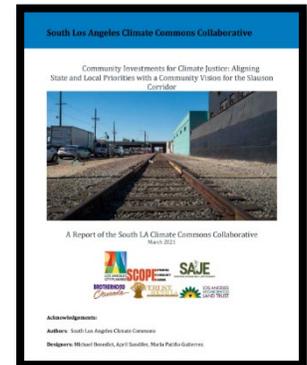
*Note: The bonuses in the table reflect existing bonus amounts outlined in the existing CPIO



SOUTH LA CLIMATE COMMONS

Formed in 2018, the South LA Climate Commons Collaborative is a coalition of organizations and agencies that focus on improvements and investments surrounding the topics of climate justice, displacement avoidance, and workforce development. The State of California's Strategic Growth Council awarded the South LA Climate Commons with grant funding to conduct a one-year, community-driven planning process to develop recommendations that outline a vision for future implementation. Early in 2021, the comprehensive outreach culminated in a [final report](#).

The South LA Climate Commons' final report included a list of strategies and recommendations that cover a breadth of topics including land use, parks, transportation, air quality, community health, and housing. While many of the recommendations are already reflected as goals, policies, and programs in the Community Plans, the Climate Commons brought forth ideas that reflect new thinking and community desires.



As a result of the South LA Climate Commons, the TNP proposes the following new implementation program updates in the three South Community Plans:

- **Worker Cooperatives:** Coordinate with agencies such as the EWDD and Mayor's Office of Sustainability to identify a role for worker cooperatives in an equitable and sustainable Los Angeles economy. Examine opportunities to incentivize or support growth of worker cooperatives through public agency programs.
- **Open Space in Public Right-of-Ways:** Explore methods to incentivize or encourage development of open space in underutilized public right-of-ways. Coordinate with agencies such as LADOT to potentially expand on and include existing City programs such as People St, Play Streets Pilot Program, and L.A. Al Fresco. Look into existing successful programs in other cities for inspiration and consider opportunities such as permit fee reductions, permit streamlining, or promotion through public agency resources.
- **Street Vending:** Coordinate with agencies such as the StreetsLA, EWDD, Department of Public Health, and Department of Recreation and Parks to continually evolve the Sidewalk and Park Vendor Permit Program to include street vendors in community-based decision making that affects their opportunities for success and contributes to an equitable and sustainable economy, particularly as the City recovers from the COVID-19 Pandemic.
- **Brownfield Sites Inventory:** Coordinate with LA Sanitation & Environment and community stakeholders to identify vacant or underutilized sites as potential candidates for the Citywide Brownfield Program.
- **Urban Greening and Open Space Stewardship:** Coordinate with agencies such as the EWDD, Department of Recreation and Parks, LA Sanitation & Environment, Metro, and community stakeholders to identify and envision open space opportunities along and around the Rail to River Active Transportation Corridor. Explore opportunities to develop open spaces stewardship career programs that enable local residents to demonstrate leadership in caring for their community and natural environment.
- **Enhance Open Space Dedication Requirements:** Explore methods to require, incentivize, or encourage the inclusion of additional on-site or close proximity open space with new residential development projects. Consider enhancing existing LAMC open space dedication standards to include in-lieu requirements such as providing upgraded amenities to nearby parks. Examine Los Angeles City Planning permit standards for opportunities to incentivize additional open space in new residential development through fee reductions or streamlining.
- **Urban Agriculture:** Explore alternative methods of providing opportunities for the planting and cultivation of food in front yards, back yards, side yards, rooftop gardens, residential parkways, vacant commercial lots, and underutilized public spaces. Look into enhancing existing City programs such as the Urban Agriculture Incentive Zone (UAIZ) Program. Consider how street vending and roadside sales of urban agriculture products can have a role in the local economy.

OTHER CITY ECONOMIC DEVELOPMENT INITIATIVES

While zoning and land use are important in establishing the community vision for jobs in a neighborhood, equitable economic development is also another key component that plays a crucial role in facilitating good employment outcomes. The City's [Economic Workforce and Development Department's \(EWDD\)](#) goal is to steer economic development in a manner that yields thriving businesses, and creates access to job training and career opportunities to deliver a strong and committed workforce, sustainable neighborhoods and resilient communities throughout Los Angeles.

Currently, EWDD is involved with multiple initiatives that help support the TNP's goal of planning for jobs:

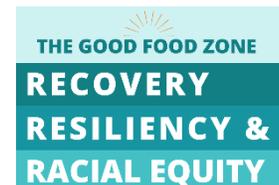
Jedi Zones. The City of Los Angeles Jobs and Economic Development Incentive Zones (JEDI) Program provides economic development incentives for underserved areas that experience persistent unemployment and underemployment, low and moderate household income earnings, and neighborhood instability. Existing and new businesses located within a JEDI Zone can lower operating expenses, increase profits and create more jobs by taking advantage of specifically dedicated incentives, enhanced services, and programs.



In 2021, a JEDI Zone was recently approved and established for The Goodyear Tract, which is an industrial hub within the TNP project area, bounded by Slauson Avenue to the north, Florence Avenue to the south, Central Avenue to the east, and Avalon Boulevard to the west.

For more information, visit the [JEDI Zone webpage](#)

Good Foods Zone. The Good Food Zones program is intended to serve the dual purpose of expanding access to healthy food in "food desert" neighborhoods with limited access, and offer economic opportunity and jobs for low income residents. The Los Angeles City Council established the Good Food Zone policy and approved the first pilot for the South LA area. The policy creates economic incentives for businesses, including retail and restaurants, that offer healthy products.



For more information, see [Good Food Zone Council File 18-1007](#)

Small Business & Microloan Loan Program. Provides financing to viable Microenterprises and Small businesses that private lenders are not able to accommodate. Whether a business is a Start-Up or an existing business that would like to expand, loan funds from \$5,000 to \$500,000 can be used for reasonable and eligible business operation costs, including, but not limited to, inventory, equipment, working capital and leaseholder improvements.

Small Business Loan Program: <https://ewddlacity.com/index.php/small-business-loans>

Microloan Program: <https://ewddlacity.com/index.php/microloan-program>

Sidewalk Vending Assistance. Bilingual advisors at EWDD's BusinessSource Centers help prospective sidewalk vendors complete the required documentation to secure the City of LA, State of California, and County of Los Angeles Permits. In the Slauson area, the Vermont Slauson Economic Development Corporation (VSEDC) is the contracted BusinessSource Center located at 6109 South Western Avenue, Los Angeles, 90047. VSEDC can be reached at (323) 789-4515.



City of LA Sidewalk and Park Vendor Permit Program: <https://streetsla.lacity.org/vending>

Vermont Slauson Economic Development Corporation: <https://vsedc.org/>

PROVIDE FEEDBACK

The TNP team welcomes your feedback on the Preliminary Draft Plan. We are collecting feedback on a webpage survey form, which can be accessed at the following link:

<https://forms.gle/Lbfwnbtn5fD29YY5A>

Please feel free to reach out to City Planning staff if you have any questions:

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APPENDIX A. PROPOSED SLAUSON CORRIDOR TNP AMENDMENTS TO THE SOUTH LOS ANGELES CPIO

South Los Angeles Community Plan Implementation Overlay District (South LA CPIO District)

Ordinance No. 185927

Effective Date December 29, 2018

Technical Clarification April 5, 2019

Amended by Ordinance No. _____

Effective _____

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Red text = New text (excluding references to new Slauson Subareas)

Appendix A. Proposed Amendments to the South Los Angeles CPIO

Slauson Corridor Transit Neighborhood Plan (TNP)
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Note to Reader:

This document includes the amendments, edits, or additions that the Slauson Corridor TNP Preliminary Draft Plan is bringing forth to establish a new chapter (“Chapter VI - Slauson Subareas”) within this CPIO. As a result of establishing the new Chapter VI, this document also includes amendments to sections in Chapter I of the CPIO (e.g., Purposes, Subareas, Definitions) that reference Chapter VI. To refer to a complete copy of the existing CPIO, see [South Los Angeles CPIO](#) (and [CPIO Map](#)).

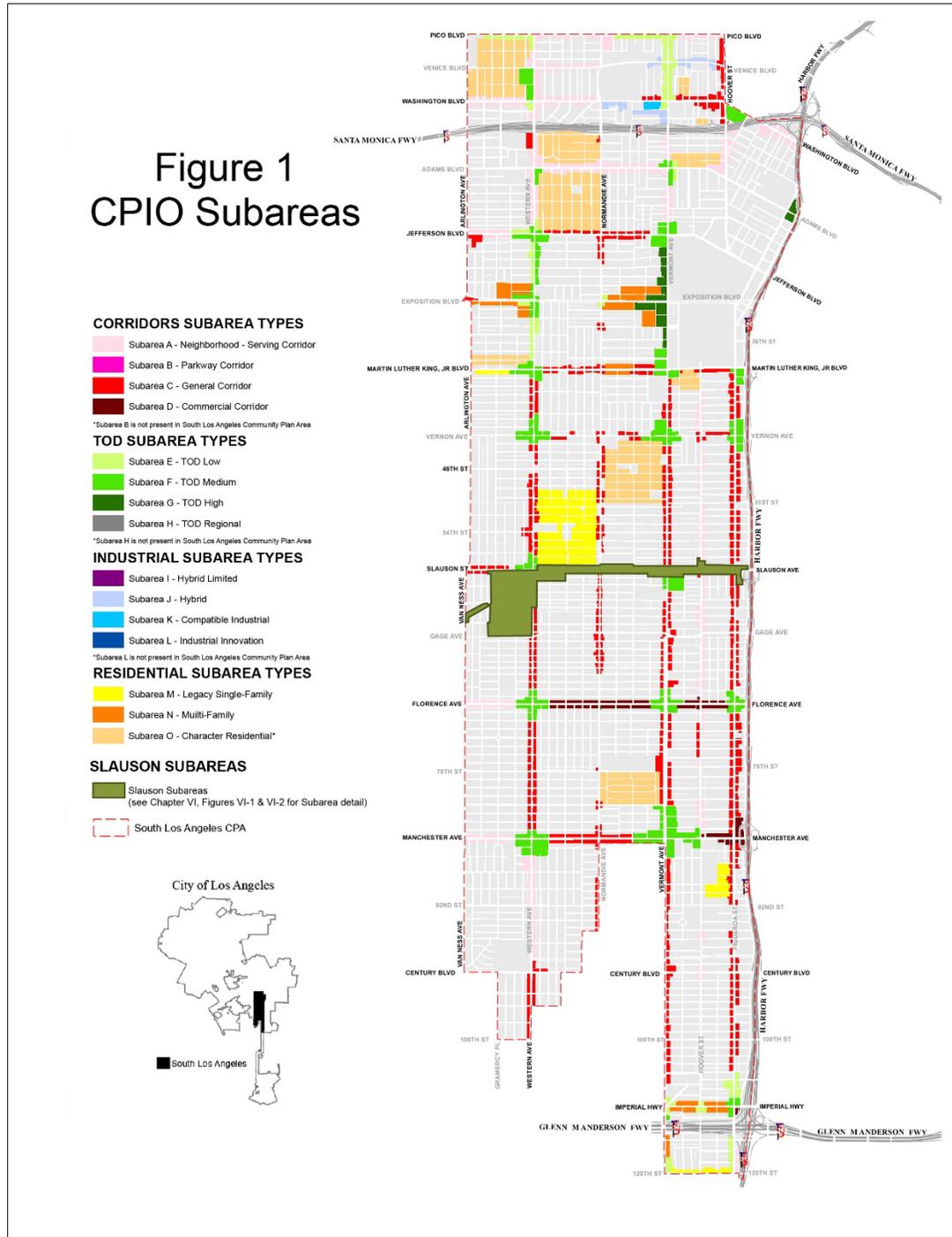
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Chapter I – FUNCTION OF THE CPIO

The following is proposed to replace **Chapter 1 - Figure I. "CPIO District Boundaries"**:



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Chapter I – FUNCTION OF THE CPIO

Section 2. PURPOSES

Section I-2. is proposed to be amended to include the following new purpose for the Slauson Subareas:

O. To promote and facilitate affordable housing, green employment uses, and path-oriented building design proximate to the Active Transportation Corridor multi-use bicycle and pedestrian path along Slauson Ave.

Chapter I – FUNCTION OF THE CPIO

Section 3. SUBAREAS

Section I-3 is proposed to be amended to include the following new Slauson Subarea summaries:

Slauson Subareas SI, SJ1, SJ1, SK1, SK2, SL, SN1, SN2, SC, SF

Slauson Subareas seek to create opportunities for green jobs, expand areas for affordable housing, and facilitate new building designs that complement the Active Transportation Corridor.

The intent of the supplemental development regulations in this Chapter is to incentivize Green Employment Uses in industrial areas in order to: encourage industry as a better neighbor to residences and other surrounding uses; protect against incompatible residential, retail, and commercial uses; prevent future industrial blight; improve the aesthetic character and quality of building facades and the edges of industrial areas; establish building design standards to complement the Active Transportation Corridor that primarily spans Slauson Ave. By employing design sensitivity, these CPIO subareas strive to improve the aesthetics of industrial buildings and quality of life for neighborhoods next to industrial uses.

The intent of the supplemental development regulations in this Chapter is to also expand opportunities for affordable dwelling units in projects that are well-designed, pedestrian-oriented, and are appropriate to the scale and context of each neighborhood located next to the Active Transportation Corridor that primarily spans Slauson Ave. Use regulations incentivize 100 percent affordable housing and mixed-income housing projects to be built near transit and the Active Transportation Corridor.

The ten Slauson Subareas are shown on Figure VI-1, VI-2 and VI-3 and are summarized as follows:

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Slauson Subarea SI ("Slauson - Hybrid Limited")

The Slauson Hybrid Limited Subarea retains a focus on jobs by allowing for a diversity of light industrial and commercial uses. Mixed-use projects may include live/work uses or limited residential with no more than 50 percent of the building's floor area for residential uses. The Slauson Hybrid Limited Subarea is distinguished from the Slauson Hybrid Industrial Subarea by its limits on residential floor area. CPIO Affordable Housing Projects are incentivized in this Subarea through increases in density and floor area ratio in exchange for setting aside affordable dwelling units.

Slauson Subarea SJ1 ("Slauson - Hybrid Industrial 1")

The Slauson Hybrid Industrial 1 Subarea allows for a mix of uses, including light industrial and commercial uses, as well as live/work and residential uses. The Slauson Hybrid Industrial Subarea 1 does not include limits on residential floor area. CPIO Affordable Housing Projects are incentivized in this Subarea through increases in density and floor area ratio in exchange for setting aside affordable dwelling units.

Slauson Subarea SJ2 ("Slauson - Hybrid Industrial 2")

The Slauson Hybrid Industrial 2 Subarea allows for a mix of uses, including light industrial and commercial uses, as well as live/work and residential uses. The Hybrid Industrial Subarea 2 does not include limits on residential floor area. CPIO Affordable Housing Projects are incentivized in this Subarea through increases in density and floor area ratio in exchange for setting aside affordable dwelling units. Non-CPIO Affordable Housing Projects are limited to a base density that reflects the existing neighborhood environment.

Slauson Subarea SK1 ("Slauson - Compatible Industrial Hub")

The Slauson Compatible Industrial Hub Subarea is applied to a concentrated area of industrial land uses located near the Active Transportation Corridor and nearby residential neighborhoods, which therefore require greater sensitivity through development standards and limitations on allowed uses. This Subarea allows light industrial and commercial uses, while restricting noxious and other incompatible uses. This Subarea is intended to serve as a dense employment area and is thus incentivized to provide Green Employment Uses.

Slauson Subarea SK2 ("Slauson - Compatible Industrial Corridor")

The Slauson Compatible Industrial Corridor Subarea is applied to industrial land uses located adjacent to the Active Transportation Corridor and residential neighborhoods, which therefore require greater sensitivity through development standards and limitations on allowed uses. This Subarea allows light industrial and commercial uses, while restricting noxious and other incompatible uses. Green employment uses, such as offices, are incentivized in this Subarea through a moderate increase in floor area ratio (FAR).

Slauson Subarea SL ("Slauson - Industrial Innovation")

The Slauson Industrial Innovation Subarea protects land for existing businesses and industry, as well as emerging businesses in clean and green technology, research and development, and food production, among others. This Subarea allows a broad range of industrial uses that support the City's employment base, and limits non-industrial uses.

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Use restrictions limit non-industrial uses from encroaching into the stable industrial districts to ensure the economic sustainability of the community and the City. This Subarea is intended to serve as dense employment area and is thus incentivized to provide Green Employment Uses.

Slauson Subarea SC ("Slauson - General Corridor")

The Slauson General Corridor Subarea allows for a broad range of commercial uses and allows multi-family residential development, with path-oriented building design for sites that abut the Active Transportation Corridor.

Slauson Subarea SF ("TOD Medium")

The Slauson TOD Medium Subarea is located in close proximity to Metro light rail stations or major Metro Rapid bus intersections. This Subarea offers moderate incentives for projects that include affordable housing, with path-oriented building design for sites that abut the Active Transportation Corridor.

Slauson Subarea SN1 ("Slauson - Multi-Family 1")

The Slauson Multi-Family 1 Subarea establishes development standards for higher density multi-family neighborhoods in order to ensure that new development projects are well-designed to enhance their respective neighborhoods. CPIO Affordable Housing Projects are incentivized in this Subarea through increases in density and floor area ratio in exchange for setting aside affordable dwelling units.

Slauson Subarea SN2 ("Slauson - Multi-Family 2")

The Slauson Multi-Family 2 Subarea establishes development standards for lower-density multi-family neighborhoods in order to ensure that new development projects are well-designed to enhance their respective neighborhoods. CPIO Affordable Housing Projects are incentivized in this Subarea through increases in density and floor area ratio in exchange for setting aside affordable dwelling units.

Chapter I – FUNCTION OF THE CPIO

Section 4. DEFINITIONS

Section I-4 is proposed to be amended to include the following new definitions for the Slauson Subareas:

Active Transportation Corridor – The multi-use bicycle and pedestrian path that primarily spans Slauson Avenue within the South Los Angeles and Southeast Los Angeles Community Plan areas.

Green Employment Use – An employment use that may involve either jobs in businesses that produce green goods or services, or jobs in traditional businesses that are responsible for making their establishment’s production process more environmentally friendly. The following uses may include but are not limited to: Office

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Building; Office, business or professional; Office, corporate headquarters; Professional Office; Architect's Office; Engineering Office; Research and Development Center; Food Products Manufacturing; Hydroponic Agricultural Enterprise; Laboratory (experimental, film, motion picture, research or testing.); Scientific Instrument and Equipment Manufacturing; Solar Energy System Structures; or any use otherwise deemed reasonably similar by the Director of Planning.

Path-Facing Frontage – The building façade, or portion thereof, of a Project that fronts the Active Transportation Corridor.

Path-Oriented Building Entrance – A building entrance located on the Path-Facing Frontage of a Project that abuts the Active Transportation Corridor.

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CHAPTER VI - SLAUSON SUBAREAS

SLAUSON SUBAREAS

SI	Slauson – Hybrid Limited
SJ1	Slauson – Hybrid Industrial 1
SJ2	Slauson – Hybrid Industrial 2
SK1	Slauson – Compatible Industrial Hub
SK2	Slauson – Compatible Industrial Corridor
SL	Slauson – Industrial Innovation
SN1	Slauson – Multi-Family 1
SN2	Slauson – Multi-Family 2
SC	Slauson – Corridor
SF	Slauson – TOD Med

OVERVIEW

Slauson Subareas seek to create opportunities for green jobs, expand areas for affordable housing, and facilitate new building designs that complement the Active Transportation Corridor.

The intent of the supplemental development regulations in this Chapter is to incentivize Green Employment Uses in industrial areas in order to: encourage industry as a better neighbor to residences and other surrounding uses; protect against incompatible residential, retail, and commercial uses; prevent future industrial blight; improve the aesthetic character and quality of building facades and the edges of industrial areas; establish building design standards to complement the Active Transportation Corridor that primarily spans Slauson Ave. By employing design sensitivity, these CPIO subareas strive to improve the aesthetics of industrial buildings and quality of life for neighborhoods next to industrial uses.

The intent of the supplemental development regulations in this Chapter is to also expand opportunities for affordable dwelling units in projects that are well-designed, pedestrian-oriented, and are appropriate to the scale and context of each neighborhood located next to the Active Transportation Corridor that primarily spans Slauson Ave. Use regulations incentivize 100 percent affordable housing and mixed-income housing projects to be built near transit and the Active Transportation Corridor.

Projects within a Slauson Subarea (See Figures VI-1, VI-2) shall comply with the applicable supplemental development regulations in this Chapter.

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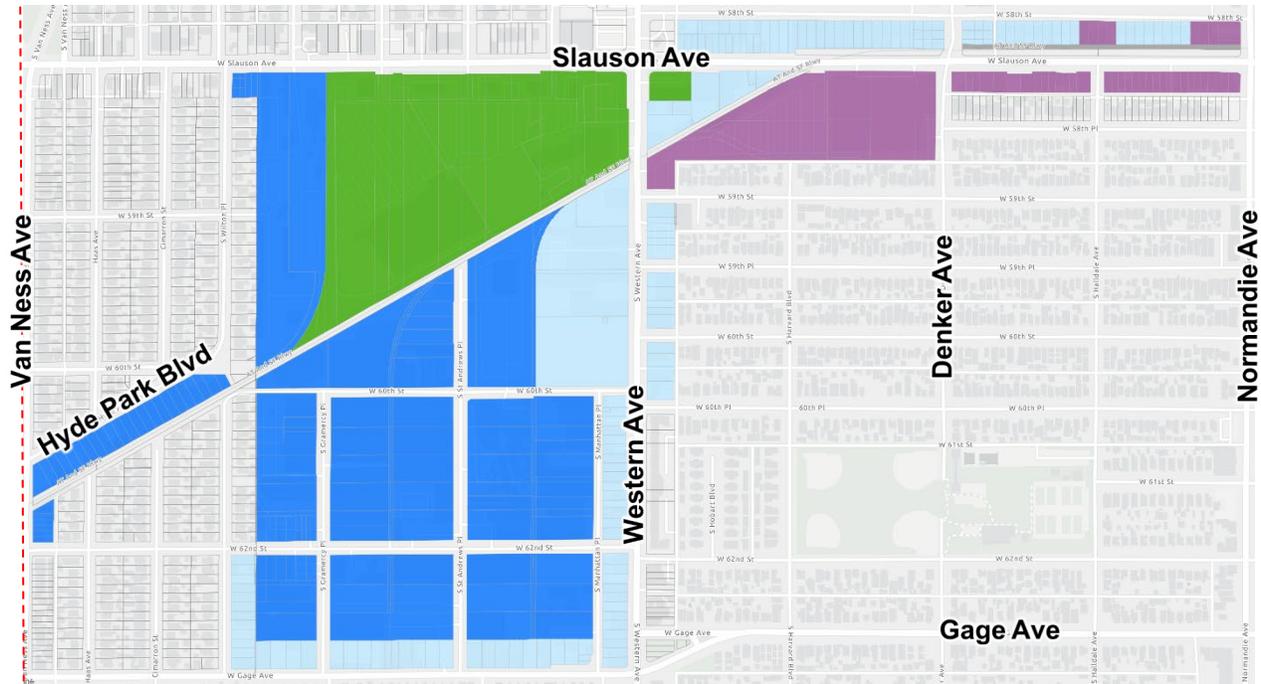


Figure VI-1 South Los Angeles CPIO - Slauson Subareas (continues on Figure VI-2)

- Slauson - Hybrid Limited (SI)
- Slauson - Hybrid Industrial 1 (SJ1)
- Slauson - Hybrid Industrial 2 (SJ2)
- Slauson - Compatible Industrial Hub (SK1)
- Slauson - Industrial Innovation (SL)
- Slauson - TOD Medium (SF)
- Community Plan Boundary

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Figure VI-2 South Los Angeles CPIO - Slauson Subareas (continues on Figure VI-3)

- Slauson - Hybrid Limited (SI)
- Slauson - Hybrid Industrial 1 (SJ1)
- Slauson - Multi-Family 1 (SN1)
- Slauson - General Corridor (SC)
- Slauson - TOD Medium (SF)
- Public Facilities (for reference)
- Community Plan Boundary

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Section VI-1. APPLICABILITY FOR PROJECTS ELIGIBLE FOR BONUSES

- A. Purpose.** The purposes of this section are (1) to encourage the construction of 100 percent affordable housing projects, mixed-income housing projects by providing specific bonuses and streamlined procedures to approve said projects; (2) to encourage the construction of projects that comprise Green Employment Use(s) by providing specific bonuses and streamlined procedures to approve said projects; (3) to foster project designs that are oriented toward and complement the Active Transportation Corridor; and (4) to improve the quality of new development as well as its compatibility with existing neighborhoods through the implementation of supplemental development regulations. By providing bonuses and streamlined procedures for specified affordable housing projects the section intends to provide additional tools to promote affordable housing while not undermining the implementation of the state density bonus law codified in Government Code Sections 65915-65918 and LAMC Section 12.22.A.25.
- B. Density, Height, and FAR Bonuses.** Projects that obtain density, height or FAR bonuses, incentives, waivers, or concessions pursuant to LAMC Sections 12.22.A.25, 12.22.A.31 or any other State or local program, including Government Code Sections 65915-65918, may not use any CPIO Bonus or incentive unless otherwise expressly provided in this CPIO District.
- C. TOC Projects or Density Bonus Projects.**
- 1. Base.** The Base density, Base height, and Base FAR for TOC Projects or Density Bonus Projects are set forth in Section VI-3.
 - 2. CPIO Bonuses.** Unless expressly provided otherwise in this CPIO District, no CPIO Bonuses are available for TOC Projects or Density Bonus Projects.
- D. CPIO Affordable Housing Projects for Subareas SI, SJ1, SJ2, SN1, SN2.**
- 1. Base.** The applicable Base density, Base height, and Base FAR for all CPIO Affordable Housing Projects are as set forth in Section VI-3.
 - 2. Bonuses.** CPIO Affordable Housing Projects may utilize CPIO Bonuses as provided in Section VI-3.
 - 3. Additional Incentives.** If eligible for CPIO Bonuses, then, in addition to the CPIO Bonuses above, a CPIO Affordable Housing Project may utilize up to two additional incentives from the menu of options listed below, provided that the landscaping for the Project is sufficient to qualify for the number of landscape points equivalent to 10 percent or more than otherwise required by LAMC Section 12.40 and Landscape Ordinance Guidelines “0”:
 - (a) Yard/Setback.** Up to 20 percent decrease in the required width or depth of any individual yard or setback except along any property line that abuts a R1 or more restrictively zoned property.

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- (b) Lot Coverage. Up to 20 percent increase in lot coverage limits.
 - (c) Lot Width. Up to 20 percent decrease from a lot width requirement.
 - (d) Open Space. Up to 20 percent decrease from an open space requirement.
4. **Administrative Clearance.** CPIO Affordable Housing Projects that utilize CPIO Bonuses and incentives in Subsections 2 and 3, above, and that comply with all other requirements of the CPIO, shall be approved with an Administrative Clearance pursuant to Section I-6.C.2 of this ordinance.
5. **Replacement Housing.** Projects that qualify as a CPIO Affordable Housing Project must meet any applicable housing replacement requirements of Government Code Section 65915(c)(3), (as it may be amended from time to time), subject to verification by the Los Angeles Housing Department prior to the issuance of any building permit. Replacement housing units required per this subsection may also count towards any required Restricted Affordable Units.
6. **Affordability Covenants.** Prior to issuance of an Administrative Clearance for a CPIO Affordable Housing Project, the following shall apply:
- (a) For Projects that provide Lower, Very Low and Extremely Low Income Housing, a covenant shall be recorded in a form and manner approved by the Los Angeles Housing Department, guaranteeing that the affordability criteria will be observed for at least 55 years from the issuance of the certificate of occupancy or for a longer period of time if required by the construction or mortgage financing assistance program, mortgage assistance program, or rental subsidy program, or any other government requirement. **The length of the Affordable Housing covenant and agreement is subject to change consistent with State Law or as updated by City Affordable Housing covenant requirements.**
 - (b) Any covenant described in this paragraph must provide for a private right of enforcement by the City, any tenant, or owner of any building to which a covenant and agreement applies.
7. **Unit Quality.** Affordable dwelling units within CPIO Mixed-Income Housing Projects shall be no less than 90 percent of the average square footage of market-rate dwelling units with the same number of bedrooms, be interspersed throughout the development, and shall have access to the same amenities and use of the same entrances. Building materials shall be consistent throughout.

E. Green Employment Uses for Subareas SK1, SK2, SL.

1. **Base.** The Base height and Base FAR for Green Employment Uses are set forth in Section VI-3.

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2. **Bonuses.** One hundred (100) percent non-residential Projects that comprise Green Employment Use(s) may use CPIO Bonuses for FAR as provided in Sections VI-3.
3. **Administrative Clearance.** One hundred (100) percent non-residential Projects that comprise Green Employment Use(s) that comply with all applicable supplemental development regulations, and that comply with all other requirements of the CPIO, shall be approved with an Administrative Clearance pursuant to Section I-6.C.2.
4. **Green Employment Use Covenants.** Prior to issuance of an Administrative Clearance for a 100 percent non-residential Project that proposes a Green Employment Use, the following shall apply:
 - (a) A covenant acceptable to the City Administrative Officer and the Department of City Planning shall be recorded guaranteeing that the subject Green Employment Use, or another Green Employment Use, or combination of Green Employment Uses, applicable to the subarea and with the commensurate Bonus increase, will remain for at least 30 years from the issuance of the certificate of occupancy.
 - (b) If the duration of covenants provided for in Section VI-1.E.4(a) directly above conflicts with the duration for any other government requirement, the longest duration shall control.
 - (c) Any covenant described in this paragraph must provide for a private right of enforcement by the City, any tenant, or owner of any building to which a covenant and agreement applies.
 - (d) Any covenant shall be prepared and recorded in a form and manner approved by the Department of City Planning to ensure that the obligations are binding against all successors in interest to the real property.

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Section VI-2. LAND USE REGULATIONS

A. Use Regulations. Any new use or change of use shall be subject to and limited by the use restrictions below.

1. Allowed Uses.

(a) In Slauson Subareas SC, SF, SN1, and SN2, all Projects shall refer to and comply with the use regulations applicable to the CPIO Subareas listed in Chart VI-1 below:

CHART VI-1. APPLICABLE USE REGULATIONS FOR SC, SF, SN1, SN2	
Slauson Subarea	CPIO Reference for Land Use Regulations
SC – Slauson General Corridor	Chapter 2 – Corridors Subareas Section II-1 LAND USE REGULATIONS for “General Corridor (C)”
SF – Slauson TOD Medium	Chapter 3 – TOD Subareas Section III-2 LAND USE REGULATIONS for “TOD Medium (F)”
SN1 – Slauson Multi-Family 1	Chapter 5 – Residential Subareas Section V-1 LAND USE REGULATIONS for “Multi-Family (N)”
SN2 – Slauson Multi-Family 2	

(b) In Subareas SI, SJ1, SJ2, SK1, or SK2, any new use or any change of use shall be limited only to the uses listed in Table VI-1, and as may be further regulated by Table VI-2.

(c) In Subarea SL, all uses allowed by the underlying zone shall be permitted except as set forth in Table VI-2.

B. Existing Uses. Legal non-conforming uses, including uses made non-conforming by this CPIO, shall comply with LAMC Section 12.23, except as follows:

1. Residential Uses - Maintenance/Expansion. An existing residential use in Subareas SK1, SK2, or SL may be repaired, maintained and/or expanded to a maximum of 20% of the building’s legally permitted gross floor area but may not create an additional dwelling unit.

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TABLE VI-1: ALLOWED USES IN SUBAREAS SI, SJ1, SJ2, SK1, SK2

Subareas: SI: Slauson Hybrid Limited, SJ1: Slauson Hybrid Industrial 1, SJ2: Slauson Hybrid Industrial 2, SK1: Slauson Compatible Industrial Hub, SK2: Slauson-Compatible Industrial Corridor			
Use ¹	Regulations ²	Applicable Subarea	Exemptions/ Clarifications/ Regulations
Commercial Uses	Allowed.	SI, SJ1, SJ2, SK1, SK2	Commercial Uses subject to any additional limitations by the underlying zone.
Community Facilities	Allowed.	SI, SJ1, SJ2, SK1, SK2	
Light Manufacturing and Assembly	Allowed.	SI, SJ1, SJ2, SK1, SK2	
Media Production	Allowed.	SI, SJ1, SJ2, SK1, SK2	
Multipurpose Cultural Facilities	Allowed.	SI, SJ1, SJ2, SK1, SK2	
Professional Office Uses	Allowed.	SI, SJ1, SJ2, SK1, SK2	
Research and Development	Allowed.	SI, SJ1, SJ2, SK1, SK2	
Residential Uses	Allowed, except as limited below. In Subarea SI, Residential Uses shall comply with the limitations set forth in Section VI-3 D.2(b))	SI, SJ1, SJ2	
	Prohibited.	SK1, SK2	
Vocational School	Allowed.	SI, SJ1, SJ2, SK1, SK2	
Warehouse/Storage Building	Allowed	SI, SJ1, SJ2, SK1, SK2	All storage shall be within an enclosed building.
¹ Uses are defined in Chapter 1 of this CPIO or LAMC Section 12.03.			

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TABLE VI-2: USE REGULATIONS IN SUBAREAS SI, SJ1, SJ2, SK1, SK2, SL

Subareas: SI: Slauson Hybrid Limited, SJ1: Slauson Hybrid Industrial 1, SJ2: Slauson Hybrid Industrial 2, SK1: Slauson Compatible Industrial Hub, SK2: Slauson-Compatible Industrial Corridor, SL: Slauson Industrial Innovation			
Use ¹	Regulation	Applicable Subarea	Exemptions/ Clarifications
Alcohol Sales, Off-Site	Not more than one establishment is permitted within a ½ mile (2,640 linear foot) radius of another Off-Site Alcohol Sales use. ³	SI, SJ1, SJ2, SK1, SK2, SL	<ul style="list-style-type: none"> • Full-Service Grocery Stores are exempt. • Full-Service Grocery Stores that sell alcohol shall still be included in the ½ mile radius calculation when other new Off-Site Alcohol Sales requests are made in ½ mile proximity. • This term is also expressed as Off-Site Alcohol Sales.
Auto-Related Use	Not more than one establishment is permitted within a ½ mile (2,640 linear foot) radius of another Auto-Related Use. ³	SI, SJ1, SJ2, SK1, SK2, SL	<ul style="list-style-type: none"> • Expansion, re-modeling, replacement of existing Auto-Related Uses, or inclusion of other accessory uses shall be allowed provided that such changes comply with the development standards of this CPIO and are allowed by the underlying zone. • Multiple Auto-Related Uses or accessory Auto-Related Uses are allowed when combined within the same lot or parcel of an existing Auto-Related Use.
Crate and Assembly Uses	Not more than one establishment is permitted within a ½ mile (2,640 linear foot) radius of another Crate and Assembly Use. ³	SI, SJ1, SJ2, SK1, SK2	<ul style="list-style-type: none"> • Includes pallet storage uses
Freestanding Restaurant with Drive-Through	Not more than one establishment is permitted within a ½ mile (2,640 linear foot) radius of another Freestanding	SI, SJ1, SJ2, SK1, SK2, SL	<ul style="list-style-type: none"> • Expansion, re-modeling, or replacement of existing establishments shall be permitted provided that such change complies with the development standards of this CPIO.

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Use ¹	Regulation	Applicable Subarea	Exemptions/ Clarifications
	Restaurant with Drive-Through use. ³		
Gun Shop	Not more than one establishment is permitted within a ½ mile (2,640 linear foot) radius of another Gun Shop use. ³	SI, SJ1, SJ2, SK1, SK2, SL	
Pawn Shop	Not more than one establishment is permitted within a ½ mile (2,640 linear foot) radius of another Pawn Shop use. ³	SI, SJ1, SJ2, SK1, SK2, SL	
Noxious Uses	These uses are prohibited within 2,500 feet of any Sensitive Land Uses.	SL	
Office Uses	Allowed.	SL	<ul style="list-style-type: none"> Includes Creative Office Uses.
Recycling Collection	Prohibited.	SI, SJ1, SJ2, SK1, SK2	
Public Self Storage	Not more than one establishment is permitted within a ½ mile (2,640 linear foot) radius of another Public Self Storage use. ³	SI, SJ1, SJ2, SK1, SK2, SL	
Restaurants	Not more than two establishments are permitted per blockface ⁴	SL	Cafes/restaurants constructed as an accessory use to the primary use are exempt.

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Use ¹	Regulation	Applicable Subarea	Exemptions/ Clarifications
Retail Sales (including Major Retailers)	Prohibited, except as exempted.	SL	Retail Sales constructed as an accessory use to the primary use are exempt.
Smoke/Vapor Shops	Not more than one establishment is permitted within a ½ mile (2,640 linear foot) radius of another Smoke/Vapor Shop use. ⁴	SI, SJ1, SJ2, SK1, SK2, SL	
Residential Uses	Limited.	SI	<ul style="list-style-type: none"> Projects involving construction of a new building shall limit any residential floor area (excluding live/work units) to a maximum of 30% 50% of the total floor area of the building.
	Prohibited.	SK1, SK2, SL	

¹ Uses are defined in Chapter 1 of this CPIO or LAMC Section 12.03.

² Permitted if applicable distance requirements are met.

³ Distance shall be measured from the center point of the front lot line of the subject parcel to the nearest property line of any parcel containing the same use.

⁴ A blockface constitutes the side of a block that comprises the Primary Frontage of a building(s) that faces a given street

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Section VI-3. DEVELOPMENT STANDARDS

A. Development Standards

1. Projects in Slauson Subareas SN1, SN2, SC and SF shall comply with the development standards applicable to the corresponding CPIO Subareas listed in Chart VI-2 below.
 - (a) If a Project abuts the Active Transportation Corridor, then the following additional development standards in this Section VI-3 shall also apply:

CHART VI-2. APPLICABLE DEVELOPMENT STANDARDS FOR SC, SF, SN1, SN2	
Slauson Subarea	CPIO Reference for Development Standards
SC – Slauson General Corridor	<p>Chapter 2 – Corridors Subareas Section II-2 DEVELOPMENT STANDARDS for “General Corridor (C)”</p> <p>Chapter 6 – Slauson Subareas Section VI-3 DEVELOPMENT STANDARDS for Subsections: F.2(d) “Path-Oriented Building Entrance” F.2(e) “Setback from Active Transportation Corridor” F.2(f) “Mural”</p>
SF – Slauson TOD Medium	<p>Chapter 3 – TOD Subareas Section III-3 DEVELOPMENT STANDARDS for “TOD Medium (F)”</p> <p>Chapter 6 – Slauson Subareas Section VI-3 DEVELOPMENT STANDARDS for Subsections: F.2(d) “Path-Oriented Building Entrance” F.2(e) “Setback from Active Transportation Corridor” F.2(f) “Mural”</p>
SN1 – Slauson Multi-Family 1 SN2 – Slauson Multi-Family 2	<p>Chapter 5 – Residential Subareas Section V-2 DEVELOPMENT STANDARDS for “Multi-Family Residential (N)”</p> <p>Chapter 6 – Slauson Subareas Section VI-3 DEVELOPMENT STANDARDS for Subsections: F.2(d) “Path-Oriented Building Entrance” F.2(e) “Setback from Active Transportation Corridor” F.2(f) “Mural”</p>

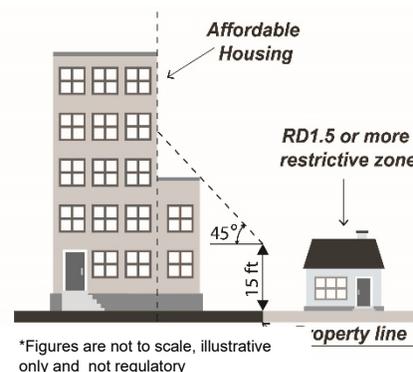
2. All Projects in Slauson Subareas SI, SJ1, SJ2, SK1, SK2, and SL are subject to the following applicable development standards in this Section VI-3.

B. Building Height. In addition to the height standards set forth by the underlying zone and the LAMC, Projects with new construction or additions shall comply with the following height regulations:

1. **Ground Floor.**
 - (a) In Subareas SI, SJ1, and SJ2:

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- (b) For Density Bonus Projects or TOC Projects, the required height transition applies only to the first 25 feet of depth as measured from the property line of the lot in the more restrictive zone.



D. Building Density and Floor Area Ratio (FAR). In addition to any regulations set forth by the underlying zone and the LAMC, Projects shall comply with the following density and FAR regulations:

1. **Residential Density.** The Base and Bonus residential density shall be as provided in Table VI-3, and as further enumerated below:
 - (a) The density regulations in this Section VI-3 D.1 shall not be eligible for a CPIO Adjustment.
2. **Floor Area Ratio (FAR).** The Base and Bonus FAR shall be as provided in Table VI-3, and as further enumerated below:
 - (a) In Subareas SI, SJ1, and SJ2, Density Bonus Projects or TOC Projects shall have a Base FAR of 2.5:1
 - i) Any FAR increase provided through those programs shall be added to the Base FAR set forth in Subsection D.2(a) above.
 - (b) In Subarea SI, Mixed-Use Projects involving the construction of new buildings or additions to existing buildings shall limit residential floor area to ~~30~~**50** percent of the total building floor area, excluding live/work dwelling units. All 100 percent residential Projects shall be prohibited.
 - (c) In Subareas SN1 and SN2, Density Bonus Projects or TOC Projects shall have a Base FAR as listed in Table VI-3.
 - i) Any FAR increase provided through those programs shall be added to the Base FAR set forth in Table VI-3.
 - (d) The FAR regulations in this Section VI-3 D.2 shall not be eligible for a CPIO Adjustment.

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Appendix A. Proposed Amendments to the South Los Angeles CPIO
Slauson Corridor Transit Neighborhood Plan (TNP)
Preliminary Draft Plan CPIO Amendments – March 2022

**TABLE VI-3
DENSITY, FAR, & HEIGHT
FOR ALL PROJECTS**

Subarea		ALL PROJECTS – BASE (including Density Bonus and TOC)			Projects seeking CPIO Approval for a CPIO Affordable Housing Project or Green Employment Use			Clarifications
		Base Density	Base Height (Limit)	Base FAR	Bonus Density	Bonus Height (up to)	Bonus FAR (up to)	
SI	Slauson Hybrid Limited	1/800	Limited by Base FAR	1.5:1	1/600	6 stories	3:1	Projects involving construction of a new building shall limit any residential floor area (excluding live/work units) to a maximum of 50% of the total floor area of the building. To utilize Bonuses, Project must qualify as a CPIO Affordable Housing Project ¹
SJ1	Slauson Hybrid Industrial 1	1/800	Limited by Base FAR	1.5:1	1/600	6 stories	3:1	To utilize Bonuses, Project must qualify as a CPIO Affordable Housing Project ¹
SJ2	Slauson Hybrid Industrial 2	1/1,500	Limited by Base FAR	1.5:1	1/600	6 stories	3:1	To utilize Bonuses, Project must qualify as a CPIO Affordable Housing Project ¹
SK1	Slauson Compatible Industrial Hub	n/a	Limited by Base FAR	1.5:1	n/a	Limited by Bonus FAR	3:1	To utilize Bonuses, Project must include and covenant a Green Employment Use Residential uses are prohibited.
SK2	Slauson Compatible Industrial Corridor	n/a	Limited by Base FAR	1.5:1	n/a	Limited by Bonus FAR	2.5:1	To utilize Bonuses, Project must include and covenant a Green Employment Use Residential uses are prohibited.
SL	Slauson Industrial Innovation	n/a	Limited by Base FAR	1.5:1	n/a	Limited by Bonus FAR	3:1	To utilize Bonuses, Project must include and covenant a Green Employment Use Residential uses are prohibited.
SN1	Slauson Multi-Family 1	1/800	45 feet	3:1	1/400	56 feet	n/a	To utilize Bonuses, Project must qualify as a CPIO Affordable Housing Project ¹
SN2	Slauson Multi-Family 2	1/2,000	45 feet	3:1	1/800	56 feet	n/a	To utilize Bonuses, Project must qualify as a CPIO Affordable Housing Project ¹

¹ CPIO Affordable Housing Project: A Project of five residential units or more, which may also include Commercial Uses, that qualifies as either a CPIO 100 Percent Affordable Housing Project or a CPIO Mixed-Income Housing Project.
- CPIO 100 Percent Affordable Housing Project: A project in which 100 percent of the residential dwelling units, excluding any manager unit(s), are Restricted Affordable Units.
- CPIO Mixed-Income Housing Project: A project comprised of a mix of market-rate and Restricted Affordable Units at the following percentages:
A minimum of 25 percent of the total units in the Project, excluding any manager unit(s), are designated for Lower Income Households, or 15 percent for Very Low Income households; or 11 percent for Extremely Low Income Households.

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E. Building Disposition. In addition to any regulations set forth by the underlying zone and the LAMC, Projects with new construction or additions shall comply with the following disposition regulations:

1. **Residential-Adjacent Setbacks.** Industrial Projects in Subareas SI, SJ1, SJ2, SK1, and SK2 shall provide a minimum 5-foot setback along any property line that is adjacent to a residentially zoned property.
 - (a) The residential-adjacent setback shall not be required when residential uses are located across a public street or alley from the Project site.
 - (b) A landscape buffer shall be provided within the residential-adjacent setback. The landscape buffer shall include a diversity of plant species, at least one of which is a hedge that grows to a minimum 10-foot height at maturity and is planted in at least 3-foot intervals.
2. **Siting and Orientation.** In Subareas SI, SJ1, SJ2, SK1, and SK2, exterior mechanical equipment, loading areas and service bays shall be sited so that they are a minimum of 15 feet from abutting residentially zoned properties in order to reduce noise, vibration, odor and glare to residential areas.

F. Building Design.

1. **Building Design for Non-Path Abutting Sites.** For Projects with new construction and major additions in Subareas SI, SJ1, SJ2, SK1, and SK2 that do not abut the Active Transportation Corridor, the following shall apply:
 - (a) **Glazing.** The Ground Floor of the Primary Frontage shall provide clear transparent glass (e.g., storefront windows and doors) on at least 30 percent of a building's street-level façade as measured 10 feet from sidewalk grade.
 - (b) **Articulation.** The street facing building façade of a Project shall feature breaks that occur, at minimum, every 30 feet in horizontal distance, by utilizing a relief, graphic pattern or change in material, color or texture that provides scale and visual interest such as:
 - i) A change in plane of at least 18 inches;
 - ii) Windows that are recessed at least 2 inches, or that project (such as bays);
 - iii) Building overhangs, such as canopies or eaves;
 - iv) Terraces, balconies, porches, or cantilevered designs;
 - v) Wood accents and wood trim for windows and doors;
 - vi) Varying roof forms and heights; and

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- vii) Other Architectural Features or building materials that create a visual break, such as stucco reveals that are a minimum of 2 inches in depth.

(c) Street-Oriented Entrance

- i) Projects shall provide a Street-Oriented Entrance. Street-Oriented Entrances need not be parallel to the Primary Lot Line, provided that they are augmented by entrance forecourts or other design features that establish a visual connection to the Primary Lot Line.
- ii) For non-residential Projects, all Street-Oriented Entrances shall be accessible during business hours. Such entrances shall be no more than three feet above or below sidewalk grade.

2. Building Design for Path-Abutting Sites. For Projects with new construction that abut the Active Transportation Corridor, the following Subareas shall be subject to the development standards outlined in Chart VI-3 below:

CHART VI-3. BUILDING DESIGN FOR PATH-ABUTTING SITES	
Slauson Subareas	Building Design for Path-Abutting Sites
SI SJ1 SJ2 SK1 SK2	Chapter 6 – Slauson Subareas Section VI-3 DEVELOPMENT STANDARDS for Subsections: F.2(a) “Glazing” F.2(b) “Articulation” F.2(c) “Street-Oriented Entrance” F.2(d) “Path-Oriented Building Entrance” F.2(e) “Setback from Active Transportation Corridor” F.2(f) “Mural”
SC SF SN1 SN2	Chapter 6 – Slauson Subareas Section VI-3 DEVELOPMENT STANDARDS for Subsections: F.2(d) “Path-Oriented Building Entrance” F.2(e) “Setback from Active Transportation Corridor” F.2(f) “Mural”

- (a) **Glazing.** The Ground Floor of both the Primary Frontage and the Path-Facing Frontage shall provide clear transparent glass (e.g., storefront windows and doors) on at least 30 percent of a building’s street-level façade as measured 10 feet from sidewalk grade.
- (b) **Articulation.** The street facing building façade of a Project, as well as the Path-Facing Frontage, shall feature breaks that occur, at minimum, every 30 feet in horizontal distance, by utilizing a relief, graphic pattern or change in material, color or texture that provides scale and visual interest such as:
 - i) A change in plane of at least 18 inches;
 - ii) Windows that are recessed at least 2 inches, or that project (such as bays);

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- iii) Building overhangs, such as canopies or eaves;
- iv) Terraces, balconies, porches, or cantilevered designs;
- v) Wood accents and wood trim for windows and doors;
- vi) Varying roof forms and heights; and
- vii) Other Architectural Features or building materials that create a visual break, such as stucco reveals that are a minimum of 2 inches in depth.

(c) Street-Oriented Entrance

- i) Projects shall provide a Street-Oriented Entrance. Street-Oriented Entrances need not be parallel to the Primary Lot Line, provided that they are augmented by entrance forecourts or other design features that establish a visual connection to the Primary Lot Line.
- ii) For non-residential Projects, all Street-Oriented Entrances shall be accessible during business hours. Such entrances shall be no more than three feet above or below sidewalk grade.

(d) Path-Oriented Building Entrance.

- i) **Projects shall provide a Path-Oriented Building Entrance in addition to a Street-Oriented Entrance. Path-Oriented Building Entrances** need not be parallel to Active Transportation Corridor, provided that they are augmented by entrance forecourts or other design features that establish a visual connection to the Active Transportation Corridor.
- ii) For non-residential Projects, all **Path-Oriented Building Entrances** shall be accessible during business hours. Such entrances shall be no more than three feet above or below the sidewalk grade of the Active Transportation Corridor.

(e) Setback from Active Transportation Corridor In addition to any regulations set forth by the underlying zone and the LAMC, Projects with new construction and additions shall provide a minimum 10-foot setback, measured from the property line of the Active Transportation Corridor to the building's Path-Facing Frontage.

- i) **The setback area shall allow space for pedestrian-related amenities such as benches, tables, native species landscaping, and/or a walkway providing access from a building's Path-Oriented Building Entrance.**

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- (f) **Mural.** If a new mural is a desired component of a Project, then it shall be placed on either the Path-Facing Frontage or side façade, so as to be visible to users of the Active Transportation Corridor.
 - i) Projects shall comply with the mural regulations per LAMC 22.119, as well as any application and approval processes administered by the Department of Cultural Affairs.

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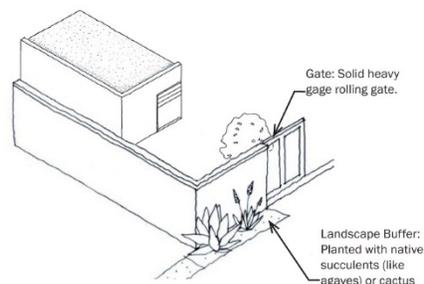
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G. Parking

1. In Subareas SI, SJ1, SJ2, SK1, SK2, and SL, the following shall apply:

- (a) **Surface Parking Screening.** Where permitted, surface parking that abuts a public sidewalk shall provide a visual screen consisting of a three-foot wide landscaped buffer, and a three and a half foot high decorative wall, hedge or a combination thereof along the property line facing the street intended to screen headlights. The wall and/or hedge shall provide pedestrian entrances (separate from vehicular entrances) from the public sidewalk.



*Figures are not to scale, illustrative only and not regulatory.

2. In Subareas SN1 and SN2, the following shall apply:

- (a) No parking areas shall be allowed between the Primary Frontage and the Primary Lot Line, except for required driveways.
- (b) Detached garages and carports associated with the construction of a new building shall be located behind **or to the side** of any main building(s).
- (c) Attached parking areas shall be located either underground (subterranean or semi-subterranean), or behind **or to the side** any main building(s).
- (d) Any semi-subterranean parking areas (i.e., parking podiums) shall include exterior facades that are integrated into the overall architecture of the building, and that are accompanied by a minimum three-foot landscape buffer that is landscaped with plants that, at maturity, adequately screen the parking area.
- (e) Driveway widths shall be the minimum allowed by the LAMC and curb cuts shall be the minimum allowed by LADOT

H. Signs. In addition to any regulations set forth by the underlying zone and the LAMC, Projects shall comply with the following signage regulations:

1. **Prohibited Signs.** The following types of signs are prohibited: pole signs; illuminated architectural canopy signs; Feather Signs; digital displays; and Canister/Can/Cabinet Sign.
2. **Required Signs.** An applicant shall provide a tenant identification sign for any non-residential uses.

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- I. Equipment, Fencing and Walls, and Utilities.** In addition to any regulations set forth by the underlying zone and the LAMC, Projects with new construction and additions shall comply with the following equipment and utility regulations:
1. **Security Devices.** For buildings fronting on Western Avenue, Figueroa Street, Gage Avenue, or Slauson Avenue, the following regulations shall apply:
 - (a) **Permitted.** Interior roll-down doors and security grilles must be at least 75 percent transparent (open), retractable, and designed to not be visible from the public right-of-way during business hours.
 - (b) **Prohibited.** The following security devices are prohibited on all Primary Frontages:
 - i) Permanently affixed exterior security grilles or bars.
 - ii) Exterior accordion (or scissor) gates.
 - iii) Exterior roll-down doors that are less than 75 percent transparent
 - iv) Exterior roll-down doors that have exterior housing that is visible from the sidewalk.
 2. **Mechanical Equipment.** For buildings fronting on Western Avenue, Figueroa Street, Gage Avenue, or Slauson Avenue, mechanical equipment shall be screened from public view using non-reflective materials or other materials consistent with or complementary to the overall design of the building.
 3. **Fencing and Walls.** In addition to any regulations set forth by the underlying zone and the LAMC, Projects with new construction and additions shall comply with the following fencing and wall regulations:
 - (a) For non-residential Projects, a solid wall with a minimum height of six feet shall be provided along any property line that is shared with a residential use, a residentially zoned lot, or any lot developed with a Community Facility. The wall shall be concrete masonry unit, brick, or other opaque, sturdy material. Wood fencing is prohibited.
 - (b) Chain link fencing (with or without slats), corrugated metal and barbed/razor wire is prohibited.
 - (c) Where a wall or fence is located adjacent to a public street or sidewalk (not including alleys), a minimum 3-foot landscaped setback shall be provided, with landscaping provided between the public street and the wall. Landscaping shall be drought-tolerant.
 4. **Refuse Enclosures.** Areas where trash and recycling containers are stored outside shall be fully enclosed, including roofing, with solid masonry walls or other materials that have been determined to prevent the release of refuse odors.

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Appendix A. Proposed Amendments to the South Los Angeles CPIO

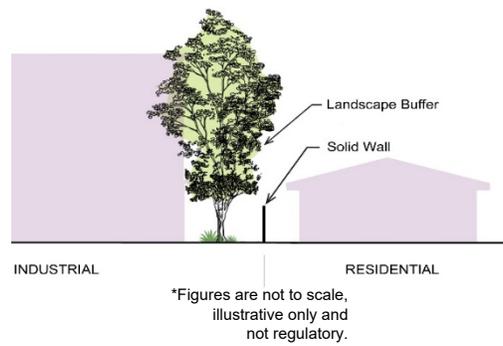
Slauson Corridor Transit Neighborhood Plan (TNP)

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J. Lighting. Provide outdoor lighting for all parking areas and pedestrian walkways for security purposes but avoid spillover impacts onto adjacent properties. Glare shields shall be provided where necessary to avoid unwanted light flooding onto residential lots.

K. Open Storage and Open Air Work Standards. For Projects that include storage and open air work areas, including pallet yards and storage yards, shall comply with the following:

- 1. Subareas SI, SJ1, SJ2, SK1, and SK2.** In Subareas SI, SJ1, SJ2, SK1, and SK2, when the site abuts a residentially-zoned property, all work and storage activities shall be performed wholly within an enclosed building.
- 2. Subarea SL.** In Subarea SL, open air storage and open work areas shall not be located within 15 feet of abutting residentially-zoned properties or existing school uses.
- 3. Fencing.** Solid perimeter fencing for outdoor storage, including storage yards and pallet yards, shall be provided consistent with materials described in Subsection G.3.(a) above, and shall be 12 feet high at side and rear only when abutting a residentially-zoned property.
- 4. Outdoor Storage.** Outdoor storage of materials, where allowed, shall not exceed the height of the exterior fence.



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APPENDIX B. PROPOSED SLAUSON CORRIDOR TNP AMENDMENTS TO THE SOUTHEAST LOS ANGELES CPIO

Southeast Los Angeles Community Plan Implementation Overlay District (Southeast LA CPIO District)

Ordinance No. 185925

Effective Date December 29, 2018

Technical Clarification April 5, 2019

Amended by Ordinance No. _____

Effective _____

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Chapter I	Function of the CPIO District
Chapter II	Corridors Subareas
Chapter III	TOD Subareas
Chapter IV	Industrial Subareas
Chapter V	Residential Subareas
Chapter VI	Slauson Subareas
Appendix A	Environmental Standards

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Appendix B. Proposed Amendments to the Southeast Los Angeles CPIO

Slauson Corridor Transit Neighborhood Plan (TNP)
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Note to Reader:

This document includes the amendments, edits, or additions that the Slauson Corridor TNP Preliminary Draft Plan is bringing forth to establish a new chapter (“Chapter VI - Slauson Subareas”) within this CPIO. As a result of establishing the new Chapter VI, this document also includes amendments to sections in Chapter I of the CPIO (e.g., Purposes, Subareas, Definitions) that reference Chapter VI. To refer to a complete copy of the existing CPIO, see [Southeast Los Angeles CPIO](#) (and [CPIO Map](#)).

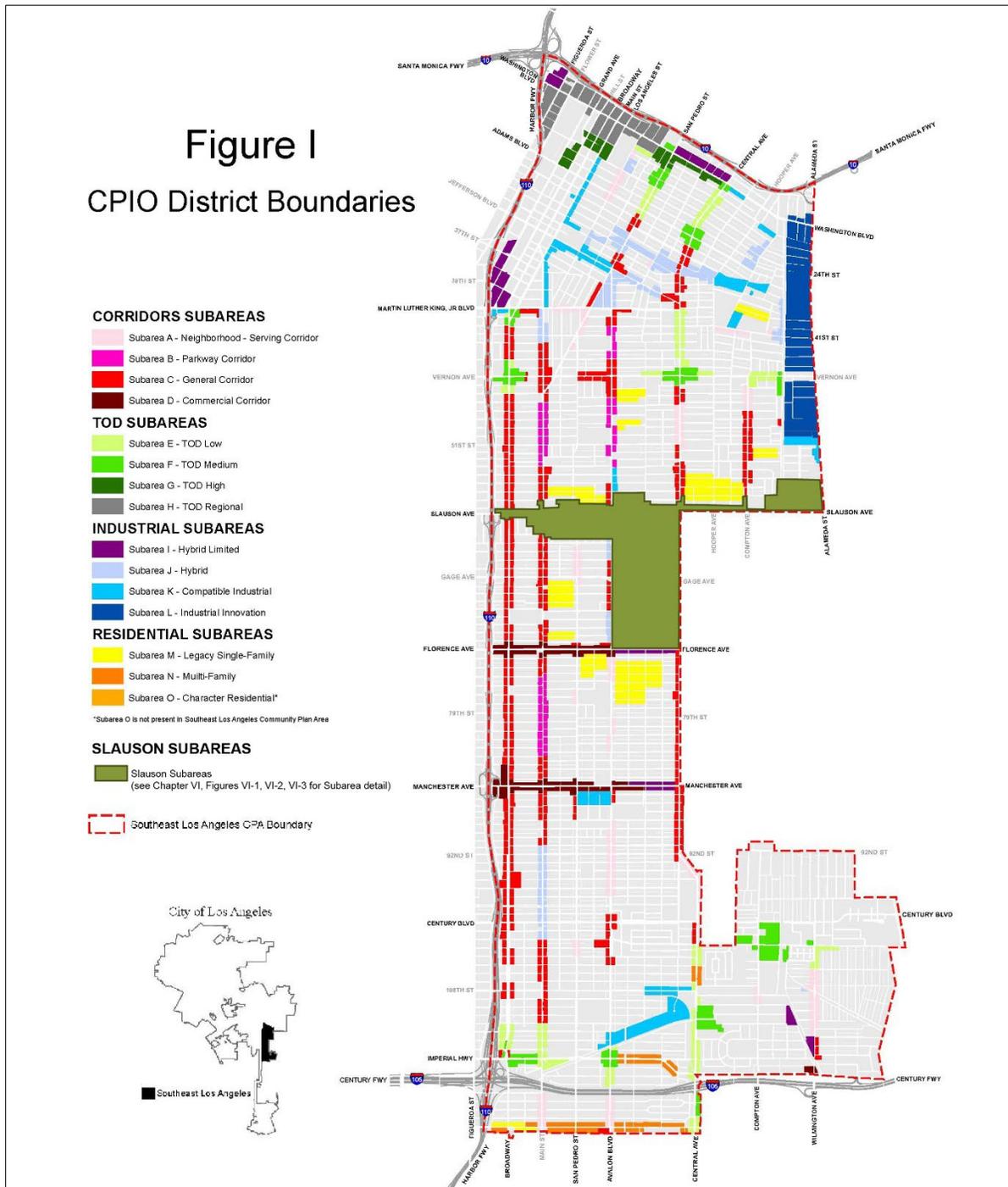
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Chapter I – FUNCTION OF THE CPIO

The following figure is proposed to replace Chapter 1 - Figure I. “CPIO District Boundaries”:



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Chapter I – FUNCTION OF THE CPIO

Section 2. PURPOSES

Section I-2. is proposed to be amended to include the following new purpose for the Slauson Subareas:

- O. To promote and facilitate affordable housing, green employment uses, and path-oriented building design proximate to the Active Transportation Corridor multi-use bicycle and pedestrian path along Slauson Ave.**
-

Chapter I – FUNCTION OF THE CPIO

Section 3. SUBAREAS

Section I-3 is proposed to be amended to include the following new Slauson Subarea summaries:

Slauson Subareas SI, SJ1, SJ1, SK1, SK2, SL, SN1, SN2, SC, SF

Slauson Subareas seek to create opportunities for green jobs, expand areas for affordable housing, and facilitate new building designs that complement the Active Transportation Corridor.

The intent of the supplemental development regulations in this Chapter is to incentivize Green Employment Uses in industrial areas in order to: encourage industry as a better neighbor to residences and other surrounding uses; protect against incompatible residential, retail, and commercial uses; prevent future industrial blight; improve the aesthetic character and quality of building facades and the edges of industrial areas; establish building design standards to complement the Active Transportation Corridor that primarily spans Slauson Ave. By employing design sensitivity, these CPIO subareas strive to improve the aesthetics of industrial buildings and quality of life for neighborhoods next to industrial uses.

The intent of the supplemental development regulations in this Chapter is to also expand opportunities for affordable dwelling units in projects that are well-designed, pedestrian-oriented, and are appropriate to the scale and context of each neighborhood located next to the Active Transportation Corridor that primarily spans Slauson Ave. Use regulations incentivize 100 percent affordable housing and mixed-income housing projects to be built near transit and the Active Transportation Corridor.

The ten Slauson Subareas are shown on Figure VI-1, VI-2 and VI-3 and are summarized as follows:

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Slauson Subarea SI ("Slauson - Hybrid Limited")

The Slauson Hybrid Limited Subarea retains a focus on jobs by allowing for a diversity of light industrial and commercial uses. Mixed-use projects may include live/work uses or limited residential with no more than 50 percent of the building's floor area for residential uses. The Slauson Hybrid Limited Subarea is distinguished from the Slauson Hybrid Industrial Subarea by its limits on residential floor area. CPIO Affordable Housing Projects are incentivized in this Subarea through increases in density and floor area ratio in exchange for setting aside affordable dwelling units.

Slauson Subarea SJ1 ("Slauson - Hybrid Industrial 1")

The Slauson Hybrid Industrial 1 Subarea allows for a mix of uses, including light industrial and commercial uses, as well as live/work and residential uses. The Slauson Hybrid Industrial Subarea 1 does not include limits on residential floor area. CPIO Affordable Housing Projects are incentivized in this Subarea through increases in density and floor area ratio in exchange for setting aside affordable dwelling units.

Slauson Subarea SJ2 ("Slauson - Hybrid Industrial 2")

The Slauson Hybrid Industrial 2 Subarea allows for a mix of uses, including light industrial and commercial uses, as well as live/work and residential uses. The Hybrid Industrial Subarea 2 does not include limits on residential floor area. CPIO Affordable Housing Projects are incentivized in this Subarea through increases in density and floor area ratio in exchange for setting aside affordable dwelling units. Non-CPIO Affordable Housing Projects are limited to a base density that reflects the existing neighborhood environment.

Slauson Subarea SK1 ("Slauson - Compatible Industrial Hub")

The Slauson Compatible Industrial Hub Subarea is applied to a concentrated area of industrial land uses located near the Active Transportation Corridor and nearby residential neighborhoods, which therefore require greater sensitivity through development standards and limitations on allowed uses. This Subarea allows light industrial and commercial uses, while restricting noxious and other incompatible uses. This Subarea is intended to serve as a dense employment area and is thus incentivized to provide Green Employment Uses.

Slauson Subarea SK2 ("Slauson - Compatible Industrial Corridor")

The Slauson Compatible Industrial Corridor Subarea is applied to industrial land uses located adjacent to the Active Transportation Corridor and residential neighborhoods, which therefore require greater sensitivity through development standards and limitations on allowed uses. This Subarea allows light industrial and commercial uses, while restricting noxious and other incompatible uses. Green employment uses, such as offices, are incentivized in this Subarea through a moderate increase in floor area ratio (FAR).

Slauson Subarea SL ("Slauson - Industrial Innovation")

The Slauson Industrial Innovation Subarea protects land for existing businesses and industry, as well as emerging businesses in clean and green technology, research and development, and food production, among others. This Subarea allows a broad range of industrial uses that support the City's employment base, and limits non-industrial uses.

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Use restrictions limit non-industrial uses from encroaching into the stable industrial districts to ensure the economic sustainability of the community and the City. This Subarea is intended to serve as dense employment area and is thus incentivized to provide Green Employment Uses.

Slauson Subarea SC ("Slauson - General Corridor")

The Slauson General Corridor Subarea allows for a broad range of commercial uses and allows multi-family residential development, with path-oriented building design for sites that abut the Active Transportation Corridor.

Slauson Subarea SF ("TOD Medium")

The Slauson TOD Medium Subarea is located in close proximity to Metro light rail stations or major Metro Rapid bus intersections. This Subarea offers moderate incentives for projects that include affordable housing, with path-oriented building design for sites that abut the Active Transportation Corridor.

Slauson Subarea SN1 ("Slauson - Multi-Family 1")

The Slauson Multi-Family 1 Subarea establishes development standards for higher density multi-family neighborhoods in order to ensure that new development projects are well-designed to enhance their respective neighborhoods. CPIO Affordable Housing Projects are incentivized in this Subarea through increases in density and floor area ratio in exchange for setting aside affordable dwelling units.

Slauson Subarea SN2 ("Slauson - Multi-Family 2")

The Slauson Multi-Family 2 Subarea establishes development standards for lower-density multi-family neighborhoods in order to ensure that new development projects are well-designed to enhance their respective neighborhoods. CPIO Affordable Housing Projects are incentivized in this Subarea through increases in density and floor area ratio in exchange for setting aside affordable dwelling units.

Chapter I – FUNCTION OF THE CPIO

Section 4. DEFINITIONS

Section I-4 is proposed to be amended to include the following new definitions for the Slauson Subareas:

Active Transportation Corridor – The multi-use bicycle and pedestrian path that primarily spans Slauson Avenue within the South Los Angeles and Southeast Los Angeles Community Plan areas.

Green Employment Use – An employment use that may involve either jobs in businesses that produce green goods or services, or jobs in traditional businesses that are responsible for making their establishment's production process more environmentally friendly. The following uses may include but are not limited to: Office

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Building; Office, business or professional; Office, corporate headquarters; Professional Office; Architect's Office; Engineering Office; Research and Development Center; Food Products Manufacturing; Hydroponic Agricultural Enterprise; Laboratory (experimental, film, motion picture, research or testing.); Scientific Instrument and Equipment Manufacturing; Solar Energy System Structures; or any use otherwise deemed reasonably similar by the Director of Planning.

Path-Facing Frontage – The building façade, or portion thereof, of a Project that fronts the Active Transportation Corridor.

Path-Oriented Building Entrance – A building entrance located on the Path-Facing Frontage of a Project that abuts the Active Transportation Corridor.

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CHAPTER VI - SLAUSON SUBAREAS

SLAUSON SUBAREAS

SI	Slauson – Hybrid Limited
SJ1	Slauson – Hybrid Industrial 1
SJ2	Slauson – Hybrid Industrial 2
SK1	Slauson – Compatible Industrial Hub
SK2	Slauson – Compatible Industrial Corridor
SL	Slauson – Industrial Innovation
SN1	Slauson – Multi-Family 1
SN2	Slauson – Multi-Family 2
SC	Slauson – Corridor
SF	Slauson – TOD Med

OVERVIEW

Slauson Subareas seek to create opportunities for green jobs, expand areas for affordable housing, and facilitate new building designs that complement the Active Transportation Corridor.

The intent of the supplemental development regulations in this Chapter is to incentivize Green Employment Uses in industrial areas in order to: encourage industry as a better neighbor to residences and other surrounding uses; protect against incompatible residential, retail, and commercial uses; prevent future industrial blight; improve the aesthetic character and quality of building facades and the edges of industrial areas; establish building design standards to complement the Active Transportation Corridor that primarily spans Slauson Ave. By employing design sensitivity, these CPIO subareas strive to improve the aesthetics of industrial buildings and quality of life for neighborhoods next to industrial uses.

The intent of the supplemental development regulations in this Chapter is to also expand opportunities for affordable dwelling units in projects that are well-designed, pedestrian-oriented, and are appropriate to the scale and context of each neighborhood located next to the Active Transportation Corridor that primarily spans Slauson Ave. Use regulations incentivize 100 percent affordable housing and mixed-income housing projects to be built near transit and the Active Transportation Corridor.

Projects within a Slauson Subarea (See Figures VI-1, VI-2, VI-3) shall comply with the applicable supplemental development regulations in this Chapter.

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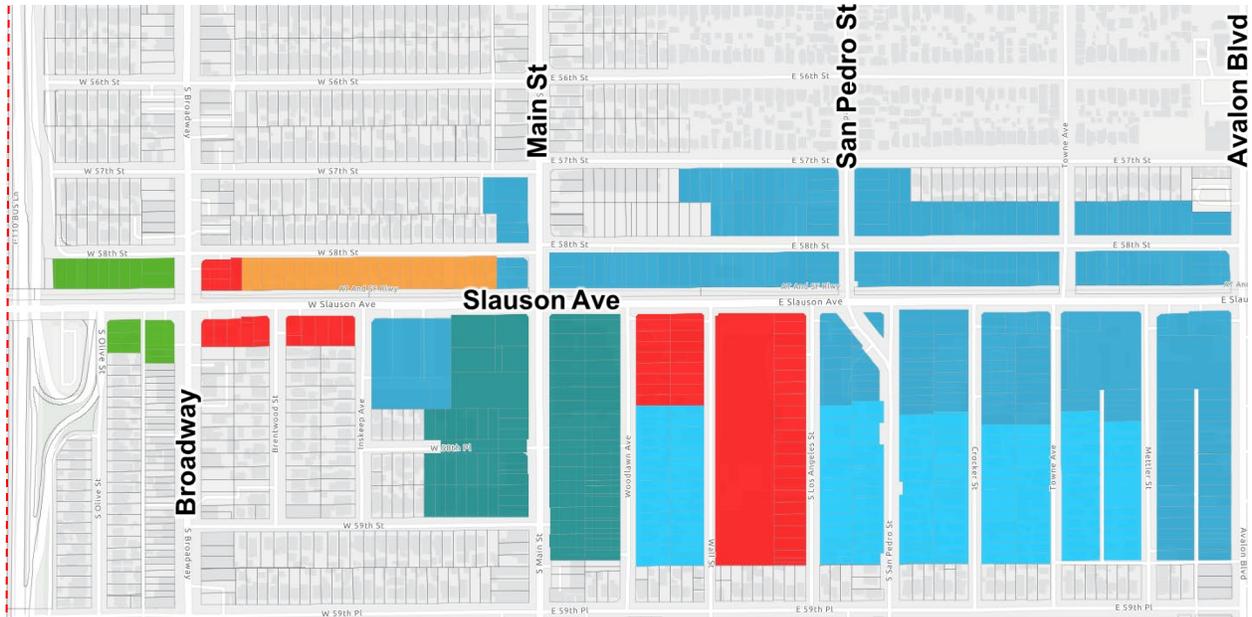


Figure VI-1 Southeast Los Angeles CPIO - Slauson Subareas (continues on Figure VI-2)

- Slauson - Hybrid Industrial 2 (SJ2)
- Slauson - Compatible Industrial Corridor (SK2)
- Slauson - Multi-Family 2 (SN2)
- Slauson - General Corridor (SC)
- Slauson - TOD Medium (SF)
- Public Facilities (for reference)
- Community Plan Boundary

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**Figure VI-3 Southeast Los Angeles CPIO - Slauson Subareas
 57th St**

- Slauson - Hybrid Limited (SI)
- Slauson - Hybrid Industrial 1 (SJ1)
- Slauson - Compatible Industrial Corridor (SK2)
- Slauson - Industrial Innovation (SL)
- Slauson - Multi-Family 2 (SN2)
- Slauson - General Corridor (SC)
- Community Plan Boundary

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Section VI-1. APPLICABILITY FOR PROJECTS ELIGIBLE FOR BONUSES

- A. Purpose.** The purposes of this section are (1) to encourage the construction of 100 percent affordable housing projects, mixed-income housing projects by providing specific bonuses and streamlined procedures to approve said projects; (2) to encourage the construction of projects that comprise Green Employment Use(s) by providing specific bonuses and streamlined procedures to approve said projects; (3) to foster project designs that are oriented toward and complement the Active Transportation Corridor; and (4) to improve the quality of new development as well as its compatibility with existing neighborhoods through the implementation of supplemental development regulations. By providing bonuses and streamlined procedures for specified affordable housing projects the section intends to provide additional tools to promote affordable housing while not undermining the implementation of the state density bonus law codified in Government Code Sections 65915-65918 and LAMC Section 12.22.A.25.
- B. Density, Height, and FAR Bonuses.** Projects that obtain density, height or FAR bonuses, incentives, waivers, or concessions pursuant to LAMC Sections 12.22.A.25, 12.22.A.31 or any other State or local program, including Government Code Sections 65915-65918, may not use any CPIO Bonus or incentive unless otherwise expressly provided in this CPIO District.
- C. TOC Projects or Density Bonus Projects.**
- 1. Base.** The Base density, Base height, and Base FAR for TOC Projects or Density Bonus Projects are set forth in Section VI-3.
 - 2. CPIO Bonuses.** Unless expressly provided otherwise in this CPIO District, no CPIO Bonuses are available for TOC Projects or Density Bonus Projects.
- D. CPIO Affordable Housing Projects for Subareas SI, SJ1, SJ2, SN1, SN2.**
- 1. Base.** The applicable Base density, Base height, and Base FAR for all CPIO Affordable Housing Projects are as set forth in Section VI-3.
 - 2. Bonuses.** CPIO Affordable Housing Projects may utilize CPIO Bonuses as provided in Section VI-3.
 - 3. Additional Incentives.** If eligible for CPIO Bonuses, then, in addition to the CPIO Bonuses above, a CPIO Affordable Housing Project may utilize up to two additional incentives from the menu of options listed below, provided that the landscaping for the Project is sufficient to qualify for the number of landscape points equivalent to 10 percent or more than otherwise required by LAMC Section 12.40 and Landscape Ordinance Guidelines “0”:
 - (a) Yard/Setback.** Up to 20 percent decrease in the required width or depth of any individual yard or setback except along any property line that abuts a R1 or more restrictively zoned property.

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- (b) Lot Coverage. Up to 20 percent increase in lot coverage limits.
 - (c) Lot Width. Up to 20 percent decrease from a lot width requirement.
 - (d) Open Space. Up to 20 percent decrease from an open space requirement.
4. **Administrative Clearance.** CPIO Affordable Housing Projects that utilize CPIO Bonuses and incentives in Subsections 2 and 3, above, and that comply with all other requirements of the CPIO, shall be approved with an Administrative Clearance pursuant to Section I-6.C.2 of this ordinance.
5. **Replacement Housing.** Projects that qualify as a CPIO Affordable Housing Project must meet any applicable housing replacement requirements of Government Code Section 65915(c)(3), (as it may be amended from time to time), subject to verification by the Los Angeles Housing Department prior to the issuance of any building permit. Replacement housing units required per this subsection may also count towards any required Restricted Affordable Units.
6. **Affordability Covenants.** Prior to issuance of an Administrative Clearance for a CPIO Affordable Housing Project, the following shall apply:
- (a) For Projects that provide Lower, Very Low and Extremely Low Income Housing, a covenant shall be recorded in a form and manner approved by the Los Angeles Housing Department, guaranteeing that the affordability criteria will be observed for at least 55 years from the issuance of the certificate of occupancy or for a longer period of time if required by the construction or mortgage financing assistance program, mortgage assistance program, or rental subsidy program, or any other government requirement. **The length of the Affordable Housing covenant and agreement is subject to change consistent with State Law or as updated by City Affordable Housing covenant requirements.**
 - (b) Any covenant described in this paragraph must provide for a private right of enforcement by the City, any tenant, or owner of any building to which a covenant and agreement applies.
7. **Unit Quality.** Affordable dwelling units within CPIO Mixed-Income Housing Projects shall be no less than 90 percent of the average square footage of market-rate dwelling units with the same number of bedrooms, be interspersed throughout the development, and shall have access to the same amenities and use of the same entrances. Building materials shall be consistent throughout.

E. Green Employment Uses for Subareas SK1, SK2, SL.

1. **Base.** The Base height and Base FAR for Green Employment Uses are set forth in Section VI-3.

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2. **Bonuses.** One hundred (100) percent non-residential Projects that comprise Green Employment Use(s) may use CPIO Bonuses for FAR as provided in Sections VI-3.
3. **Administrative Clearance.** One hundred (100) percent non-residential Projects that comprise Green Employment Use(s) that comply with all applicable supplemental development regulations, and that comply with all other requirements of the CPIO, shall be approved with an Administrative Clearance pursuant to Section I-6.C.2.
4. **Green Employment Use Covenants.** Prior to issuance of an Administrative Clearance for a 100 percent non-residential Project that proposes a Green Employment Use, the following shall apply:
 - (a) A covenant acceptable to the City Administrative Officer and the Department of City Planning shall be recorded guaranteeing that the subject Green Employment Use, or another Green Employment Use, or combination of Green Employment Uses, applicable to the subarea and with the commensurate Bonus increase, will remain for at least 30 years from the issuance of the certificate of occupancy.
 - (b) If the duration of covenants provided for in Section VI-1.E.4(a) directly above conflicts with the duration for any other government requirement, the longest duration shall control.
 - (c) Any covenant described in this paragraph must provide for a private right of enforcement by the City, any tenant, or owner of any building to which a covenant and agreement applies.
 - (d) Any covenant shall be prepared and recorded in a form and manner approved by the Department of City Planning to ensure that the obligations are binding against all successors in interest to the real property.

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Section VI-2. LAND USE REGULATIONS

A. Use Regulations. Any new use or change of use shall be subject to and limited by the use restrictions below.

1. Allowed Uses.

(a) In Slauson Subareas SC, SF, SN1, and SN2, all Projects shall refer to and comply with the use regulations applicable to the CPIO Subareas listed in Chart VI-1 below:

CHART VI-1. APPLICABLE USE REGULATIONS FOR SC, SF, SN1, SN2	
Slauson Subarea	CPIO Reference for Land Use Regulations
SC – Slauson General Corridor	Chapter 2 – Corridors Subareas Section II-1 LAND USE REGULATIONS for “General Corridor (C)”
SF – Slauson TOD Medium	Chapter 3 – TOD Subareas Section III-2 LAND USE REGULATIONS for “TOD Medium (F)”
SN1 – Slauson Multi-Family 1	Chapter 5 – Residential Subareas Section V-1 LAND USE REGULATIONS for “Multi-Family (N)”
SN2 – Slauson Multi-Family 2	

(b) In Subareas SI, SJ1, SJ2, SK1, or SK2, any new use or any change of use shall be limited only to the uses listed in Table VI-1, and as may be further regulated by Table VI-2.

(c) In Subarea SL, all uses allowed by the underlying zone shall be permitted except as set forth in Table VI-2.

B. Existing Uses. Legal non-conforming uses, including uses made non-conforming by this CPIO, shall comply with LAMC Section 12.23, except as follows:

1. Residential Uses - Maintenance/Expansion. An existing residential use in Subareas SK1, SK2, or SL may be repaired, maintained and/or expanded to a maximum of 20% of the building’s legally permitted gross floor area but may not create an additional dwelling unit.

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TABLE VI-1: ALLOWED USES IN SUBAREAS SI, SJ1, SJ2, SK1, SK2

Subareas: SI: Slauson Hybrid Limited, SJ1: Slauson Hybrid Industrial 1, SJ2: Slauson Hybrid Industrial 2, SK1: Slauson Compatible Industrial Hub, SK2: Slauson-Compatible Industrial Corridor			
Use ¹	Regulations ²	Applicable Subarea	Exemptions/ Clarifications/ Regulations
Commercial Uses	Allowed.	SI, SJ1, SJ2, SK1, SK2	Commercial Uses subject to any additional limitations by the underlying zone.
Community Facilities	Allowed.	SI, SJ1, SJ2, SK1, SK2	
Light Manufacturing and Assembly	Allowed.	SI, SJ1, SJ2, SK1, SK2	
Media Production	Allowed.	SI, SJ1, SJ2, SK1, SK2	
Multipurpose Cultural Facilities	Allowed.	SI, SJ1, SJ2, SK1, SK2	
Professional Office Uses	Allowed.	SI, SJ1, SJ2, SK1, SK2	
Research and Development	Allowed.	SI, SJ1, SJ2, SK1, SK2	
Residential Uses	Allowed, except as limited below. In Subarea SI, Residential Uses shall comply with the limitations set forth in Section VI-3 D.2(b))	SI, SJ1, SJ2	
	Prohibited.	SK1, SK2	
Vocational School	Allowed.	SI, SJ1, SJ2, SK1, SK2	
Warehouse/Storage Building	Allowed	SI, SJ1, SJ2, SK1, SK2	All storage shall be within an enclosed building.

¹ Uses are defined in Chapter 1 of this CPIO or LAMC Section 12.03.

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TABLE VI-2: USE REGULATIONS IN SUBAREAS SI, SJ1, SJ2, SK1, SK2, SL

Subareas: SI: Slauson Hybrid Limited, SJ1: Slauson Hybrid Industrial 1, SJ2: Slauson Hybrid Industrial 2, SK1: Slauson Compatible Industrial Hub, SK2: Slauson-Compatible Industrial Corridor, SL: Slauson Industrial Innovation			
Use ¹	Regulation	Applicable Subarea	Exemptions/ Clarifications
Alcohol Sales, Off-Site	Not more than one establishment is permitted within a ½ mile (2,640 linear foot) radius of another Off-Site Alcohol Sales use. ³	SI, SJ1, SJ2, SK1, SK2, SL	<ul style="list-style-type: none"> • Full-Service Grocery Stores are exempt. • Full-Service Grocery Stores that sell alcohol shall still be included in the ½ mile radius calculation when other new Off-Site Alcohol Sales requests are made in ½ mile proximity. • This term is also expressed as Off-Site Alcohol Sales.
Auto-Related Use	Not more than one establishment is permitted within a ½ mile (2,640 linear foot) radius of another Auto-Related Use. ³	SI, SJ1, SJ2, SK1, SK2, SL	<ul style="list-style-type: none"> • Expansion, re-modeling, replacement of existing Auto-Related Uses, or inclusion of other accessory uses shall be allowed provided that such changes comply with the development standards of this CPIO and are allowed by the underlying zone. • Multiple Auto-Related Uses or accessory Auto-Related Uses are allowed when combined within the same lot or parcel of an existing Auto-Related Use.
Crate and Assembly Uses	Not more than one establishment is permitted within a ½ mile (2,640 linear foot) radius of another Crate and Assembly Use. ³	SI, SJ1, SJ2, SK1, SK2	<ul style="list-style-type: none"> • Includes pallet storage uses
Freestanding Restaurant with Drive-Through	Not more than one establishment is permitted within a ½ mile (2,640 linear foot) radius of another Freestanding	SI, SJ1, SJ2, SK1, SK2, SL	<ul style="list-style-type: none"> • Expansion, re-modeling, or replacement of existing establishments shall be permitted provided that such change complies with the development standards of this CPIO.

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Subareas: SI: Slauson Hybrid Limited, SJ1: Slauson Hybrid Industrial 1, SJ2: Slauson Hybrid Industrial 2, SK1: Slauson Compatible Industrial Hub, SK2: Slauson-Compatible Industrial Corridor, SL: Slauson Industrial Innovation			
Use ¹	Regulation	Applicable Subarea	Exemptions/ Clarifications
	Restaurant with Drive-Through use. ³		
Gun Shop	Not more than one establishment is permitted within a ½ mile (2,640 linear foot) radius of another Gun Shop use. ³	SI, SJ1, SJ2, SK1, SK2, SL	
Pawn Shop	Not more than one establishment is permitted within a ½ mile (2,640 linear foot) radius of another Pawn Shop use. ³	SI, SJ1, SJ2, SK1, SK2, SL	
Noxious Uses	These uses are prohibited within 2,500 feet of any Sensitive Land Uses.	SL	
Office Uses	Allowed.	SL	<ul style="list-style-type: none"> Includes Creative Office Uses.
Recycling Collection	Prohibited.	SI, SJ1, SJ2, SK1, SK2	
Public Self Storage	Not more than one establishment is permitted within a ½ mile (2,640 linear foot) radius of another Public Self Storage use. ³	SI, SJ1, SJ2, SK1, SK2, SL	
Restaurants	Not more than two establishments are permitted per blockface ⁴ , excluding exempted properties fronting Avalon, Central, Florence, and Main.	SL	<ul style="list-style-type: none"> Properties fronting on Avalon, Central, Florence, Main, or Washington are exempt. Cafes/restaurants constructed as an accessory use to the primary use are exempt.

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Subareas: SI: Slauson Hybrid Limited, SJ1: Slauson Hybrid Industrial 1, SJ2: Slauson Hybrid Industrial 2, SK1: Slauson Compatible Industrial Hub, SK2: Slauson-Compatible Industrial Corridor, SL: Slauson Industrial Innovation

Use ¹	Regulation	Applicable Subarea	Exemptions/ Clarifications
Retail Sales (including Major Retailers)	Prohibited, except as exempted.	SL	<ul style="list-style-type: none"> Properties fronting on Avalon, Central, Florence, Main, or Washington are exempt. <p>Retail Sales constructed as an accessory use to the primary use are exempt.</p>
Smoke/Vapor Shops	Not more than one establishment is permitted within a ½ mile (2,640 linear foot) radius of another Smoke/Vapor Shop use. ⁴	SI, SJ1, SJ2, SK1, SK2, SL	
Residential Uses	Limited.	SI	<ul style="list-style-type: none"> Projects involving construction of a new building shall limit any residential floor area (excluding live/work units) to a maximum of 30% 50% of the total floor area of the building.
	Prohibited.	SK1, SK2, SL	

¹ Uses are defined in Chapter 1 of this CPIO or LAMC Section 12.03.
² Permitted if applicable distance requirements are met.
³ Distance shall be measured from the center point of the front lot line of the subject parcel to the nearest property line of any parcel containing the same use.
⁴ A blockface constitutes the side of a block that comprises the Primary Frontage of a building(s) that faces a given street

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Section VI-3. DEVELOPMENT STANDARDS

A. Development Standards

1. Projects in Slauson Subareas SN1, SN2, SC and SF shall comply with the development standards applicable to the corresponding CPIO Subareas listed in Chart VI-2 below.
 - (a) If a Project abuts the Active Transportation Corridor, then the following additional development standards in this Section VI-3 shall also apply, per

CHART VI-2. APPLICABLE DEVELOPMENT STANDARDS FOR SC, SF, SN1, SN2	
Slauson Subarea	CPIO Reference for Development Standards
SC – Slauson General Corridor	<p>Chapter 2 – Corridors Subareas Section II-2 DEVELOPMENT STANDARDS for “General Corridor (C)”</p> <p>Chapter 6 – Slauson Subareas Section VI-3 DEVELOPMENT STANDARDS for Subsections: F.2(d) “Path-Oriented Building Entrance” F.2(e) “Setback from Active Transportation Corridor” F.2(f) “Mural”</p>
SF – Slauson TOD Medium	<p>Chapter 3 – TOD Subareas Section III-3 DEVELOPMENT STANDARDS for “TOD Medium (F)”</p> <p>Chapter 6 – Slauson Subareas Section VI-3 DEVELOPMENT STANDARDS for Subsections: F.2(d) “Path-Oriented Building Entrance” F.2(e) “Setback from Active Transportation Corridor” F.2(f) “Mural”</p>
SN1 – Slauson Multi-Family 1 SN2 – Slauson Multi-Family 2	<p>Chapter 5 – Residential Subareas Section V-2 DEVELOPMENT STANDARDS for “Multi-Family Residential (N)”</p> <p>Chapter 6 – Slauson Subareas Section VI-3 DEVELOPMENT STANDARDS for Subsections: F.2(d) “Path-Oriented Building Entrance” F.2(e) “Setback from Active Transportation Corridor” F.2(f) “Mural”</p>

- (b) the chart below:

2. All Projects in Slauson Subareas SI, SJ1, SJ2, SK1, SK2, and SL are subject to the following applicable development standards in this Section VI-3.

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B. Building Height. In addition to the height standards set forth by the underlying zone and the LAMC, Projects with new construction or additions shall comply with the following height regulations:

1. **Ground Floor.**

(a) In Subareas SI, SJ1, and SJ2:

- i) For Mixed-Use or 100% non-residential Projects involving the construction of a new building or additions, the Ground Floor shall have a minimum height of 14 feet, **measured from the top of finished ground story floor to the top of the finished floor above.** ~~Measured from the finished floor to the underside of the structural floor or roof above.~~
- ii) **For 100% residential Projects involving the construction of a new building or additions, the Ground Floor shall have a minimum height of 12 feet, measured from the top of finished ground story floor to the top of the finished floor above.**

2. **Base Height.** The Base height shall be set forth in **Table VI-3**, and as further enumerated below:

(a) In Subareas SI, SJ1 and SJ2:

- i) TOC Projects or Density Bonus Projects shall have a Base height of 5 stories.

3. **Bonuses for Height.** The following Bonuses shall be set forth in Table VI-3, and as further enumerated below:

- (a) For a Density Bonus Project or TOC Project, any incentive for height provided through the Density Bonus or TOC program shall be in addition to the Base height set forth in Table VI-3, but shall not exceed the Bonus height listed in Table VI-3.
- (b) A live/work **(joint living and work quarters)** Project shall not exceed a maximum height of 6 stories.

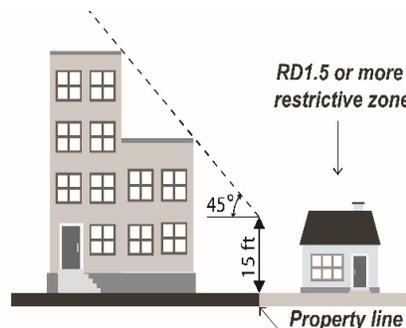
C. Transition to Residential. In Subareas SI, SJ1, SJ2, SK1, SK2, and SL, the following height restrictions apply:

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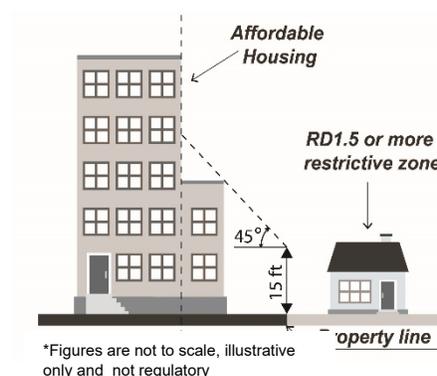
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- (a) The building height shall be stepped-back within a 45 degree angle as measured 15 feet above grade at the property line of the lot in the more restrictive zone.



- (b) For Density Bonus Projects or TOC Projects, the required height transition applies only to the first 25 feet of depth as measured from the property line of the lot in the more restrictive zone.



D. Building Density and Floor Area Ratio (FAR). In addition to any regulations set forth by the underlying zone and the LAMC, Projects shall comply with the following density and FAR regulations:

1. **Residential Density.** The Base and Bonus residential density shall be as provided in Table VI-3, and as further enumerated below:
 - (a) The density regulations in this Section VI-3 D.1 shall not be eligible for a CPIO Adjustment.
2. **Floor Area Ratio (FAR).** The Base and Bonus FAR shall be as provided in Table VI-3, and as further enumerated below:
 - (a) In Subareas SI, SJ1, and SJ2, Density Bonus Projects or TOC Projects shall have a Base FAR of 2.5:1
 - i) Any FAR increase provided through those programs shall be added to the Base FAR set forth in Subsection D.2(a) above.

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- (b) In Subarea SI, Mixed-Use Projects involving the construction of new buildings or additions to existing buildings shall limit residential floor area to ~~30~~**50** percent of the total building floor area, excluding live/work dwelling units. All 100 percent residential Projects shall be prohibited.
- (c) In Subareas SN1 and SN2, Density Bonus Projects or TOC Projects shall have a Base FAR as listed in Table VI-3.
 - i) Any FAR increase provided through those programs shall be added to the Base FAR set forth in Table VI-3.
- (d) The FAR regulations in this Section VI-3 D.2 shall not be eligible for a CPIO Adjustment.

**TABLE VI-3
DENSITY, FAR, & HEIGHT
FOR ALL PROJECTS**

Subarea		ALL PROJECTS – BASE (including Density Bonus and TOC)			Projects seeking CPIO Approval for a CPIO Affordable Housing Project or Green Employment Use			Clarifications
		Base Density	Base Height (Limit)	Base FAR	Bonus Density	Bonus Height (<u>up</u> to)	Bonus FAR (<u>up</u> to)	
SI	Slauson Hybrid Limited	1/800	Limited by Base FAR	1.5:1	1/600	6 stories	3:1	Projects involving construction of a new building shall limit any residential floor area (excluding live/work units) to a maximum of 50% of the total floor area of the building. To utilize Bonuses, Project must qualify as a CPIO Affordable Housing Project ¹
SJ1	Slauson Hybrid Industrial 1	1/800	Limited by Base FAR	1.5:1	1/600	6 stories	3:1	To utilize Bonuses, Project must qualify as a CPIO Affordable Housing Project ¹
SJ2	Slauson Hybrid Industrial 2	1/1,500	Limited by Base FAR	1.5:1	1/600	6 stories	3:1	To utilize Bonuses, Project must qualify as a CPIO Affordable Housing Project ¹
SK1	Slauson Compatible Industrial Hub	n/a	Limited by Base FAR	1.5:1	n/a	Limited by Bonus FAR	3:1	To utilize Bonuses, Project must include and covenant a Green Employment Use Residential uses are prohibited.
SK2	Slauson Compatible Industrial Corridor	n/a	Limited by Base FAR	1.5:1	n/a	Limited by Bonus FAR	2.5:1	To utilize Bonuses, Project must include and covenant a Green Employment Use Residential uses are prohibited.
SL	Slauson Industrial Innovation	n/a	Limited by Base FAR	1.5:1	n/a	Limited by Bonus FAR	3:1	To utilize Bonuses, Project must include and covenant a Green Employment Use Residential uses are prohibited.
SN1	Slauson Multi-Family 1	1/800	45 feet	3:1	1/400	56 feet	n/a	To utilize Bonuses, Project must qualify as a CPIO Affordable Housing Project ¹
SN2	Slauson Multi-Family 2	1/2,000	45 feet	3:1	1/800	56 feet	n/a	To utilize Bonuses, Project must qualify as a CPIO Affordable Housing Project ¹

¹ CPIO Affordable Housing Project: A Project of five residential units or more, which may also include Commercial Uses, that qualifies as either a CPIO 100 Percent Affordable Housing Project or a CPIO Mixed-Income Housing Project.
 -CPIO 100 Percent Affordable Housing Project: A project in which 100 percent of the residential dwelling units, excluding any manager unit(s), are Restricted Affordable Units.
 -CPIO Mixed-Income Housing Project: A project comprised of a mix of market-rate and Restricted Affordable Units at the following percentages:
 A minimum of 25 percent of the total units in the Project, excluding any manager unit(s), are designated for Lower Income Households, or 15 percent for Very Low Income households; or 11 percent for Extremely Low Income Households.

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E. Building Disposition. In addition to any regulations set forth by the underlying zone and the LAMC, Projects with new construction or additions shall comply with the following disposition regulations:

1. **Residential-Adjacent Setbacks.** Industrial Projects in Subareas SI, SJ1, SJ2, SK1, and SK2 shall provide a minimum 5-foot setback along any property line that is adjacent to a residentially zoned property.
 - (a) The residential-adjacent setback shall not be required when residential uses are located across a public street or alley from the Project site.
 - (b) A landscape buffer shall be provided within the residential-adjacent setback. The landscape buffer shall include a diversity of plant species, at least one of which is a hedge that grows to a minimum 10-foot height at maturity and is planted in at least 3-foot intervals.
2. **Siting and Orientation.** In Subareas SI, SJ1, SJ2, SK1, and SK2, exterior mechanical equipment, loading areas and service bays shall be sited so that they are a minimum of 15 feet from abutting residentially zoned properties in order to reduce noise, vibration, odor and glare to residential areas.

F. Building Design.

1. **Building Design for Non-Path Abutting Sites.** For Projects with new construction and major additions in Subareas SI, SJ1, SJ2, SK1, and SK2 that do not abut the Active Transportation Corridor; and for Projects with new construction in Subarea SL that front on Avalon Boulevard, Central Avenue, Florence Ave, Gage Avenue, Slauson Avenue, the following shall apply:
 - (a) **Glazing.** The Ground Floor of the Primary Frontage shall provide clear transparent glass (e.g., storefront windows and doors) on at least 30 percent of a building's street-level façade as measured 10 feet from sidewalk grade.
 - (b) **Articulation.** The street facing building façade of a Project shall feature breaks that occur, at minimum, every 30 feet in horizontal distance, by utilizing a relief, graphic pattern or change in material, color or texture that provides scale and visual interest such as:
 - i) A change in plane of at least 18 inches;
 - ii) Windows that are recessed at least 2 inches, or that project (such as bays);
 - iii) Building overhangs, such as canopies or eaves;
 - iv) Terraces, balconies, porches, or cantilevered designs;
 - v) Wood accents and wood trim for windows and doors;

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- vi) Varying roof forms and heights; and
- vii) Other Architectural Features or building materials that create a visual break, such as stucco reveals that are a minimum of 2 inches in depth.

(c) Street-Oriented Entrance

- i) Projects shall provide a Street-Oriented Entrance. Street-Oriented Entrances need not be parallel to the Primary Lot Line, provided that they are augmented by entrance forecourts or other design features that establish a visual connection to the Primary Lot Line.
- ii) For non-residential Projects, all Street-Oriented Entrances shall be accessible during business hours. Such entrances shall be no more than three feet above or below sidewalk grade.

2. Building Design for Path-Abutting Sites. For Projects with new construction that abut the Active Transportation Corridor, the following Subareas shall be subject to the development standards outlined in Chart VI-3 below:

CHART VI-3. BUILDING DESIGN FOR PATH-ABUTTING SITES	
Slauson Subareas	Building Design for Path-Abutting Sites
SI SJ1 SJ2 SK1 SK2	Chapter 6 – Slauson Subareas Section VI-3 DEVELOPMENT STANDARDS for Subsections: F.2(a) “Glazing” F.2(b) “Articulation” F.2(c) “Street-Oriented Entrance” F.2(d) “Path-Oriented Building Entrance” F.2(e) “Setback from Active Transportation Corridor” F.2(f) “Mural”
SC SF SN1 SN2	Chapter 6 – Slauson Subareas Section VI-3 DEVELOPMENT STANDARDS for Subsections: F.2(d) “Path-Oriented Building Entrance” F.2(e) “Setback from Active Transportation Corridor” F.2(f) “Mural”

- (a) **Glazing.** The Ground Floor of both the Primary Frontage and the Path-Facing Frontage shall provide clear transparent glass (e.g., storefront windows and doors) on at least 30 percent of a building’s street-level façade as measured 10 feet from sidewalk grade.
- (b) **Articulation.** The street facing building façade of a Project, as well as the Path-Facing Frontage, shall feature breaks that occur, at minimum, every 30 feet in horizontal distance, by utilizing a relief, graphic pattern or change in material, color or texture that provides scale and visual interest such as:
 - i) A change in plane of at least 18 inches;

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Appendix B. Proposed Amendments to the Southeast Los Angeles CPIO

Slauson Corridor Transit Neighborhood Plan (TNP)

Preliminary Draft Plan CPIO Amendments – March 2022

- ii) Windows that are recessed at least 2 inches, or that project (such as bays);
 - iii) Building overhangs, such as canopies or eaves;
 - iv) Terraces, balconies, porches, or cantilevered designs;
 - v) Wood accents and wood trim for windows and doors;
 - vi) Varying roof forms and heights; and
 - vii) Other Architectural Features or building materials that create a visual break, such as stucco reveals that are a minimum of 2 inches in depth.
- (c) **Street-Oriented Entrance**
- i) Projects shall provide a Street-Oriented Entrance. Street-Oriented Entrances need not be parallel to the Primary Lot Line, provided that they are augmented by entrance forecourts or other design features that establish a visual connection to the Primary Lot Line.
 - ii) For non-residential Projects, all Street-Oriented Entrances shall be accessible during business hours. Such entrances shall be no more than three feet above or below sidewalk grade.
- (d) **Path-Oriented Building Entrance.**
- i) **Projects shall provide a Path-Oriented Building Entrance in addition to a Street-Oriented Entrance. Path-Oriented Building Entrances** need not be parallel to Active Transportation Corridor, provided that they are augmented by entrance forecourts or other design features that establish a visual connection to the Active Transportation Corridor.
 - ii) For non-residential Projects, all **Path-Oriented Building Entrances** shall be accessible during business hours. Such entrances shall be no more than three feet above or below the sidewalk grade of the Active Transportation Corridor.
- (e) **Setback from Active Transportation Corridor** In addition to any regulations set forth by the underlying zone and the LAMC, Projects with new construction and additions shall provide a minimum 10-foot setback, measured from the property line of the Active Transportation Corridor to the building's Path-Facing Frontage.
- i) **The setback area shall allow space for pedestrian-related amenities such as benches, tables, native species landscaping, and/or a**

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walkway providing access from a building's Path-Oriented Building Entrance.

- (f) **Mural.** If a new mural is a desired component of a Project, then it shall be placed on either the Path-Facing Frontage or side façade, so as to be visible to users of the Active Transportation Corridor.
 - i) Projects shall comply with the mural regulations per LAMC 22.119, as well as any application and approval processes administered by the Department of Cultural Affairs.

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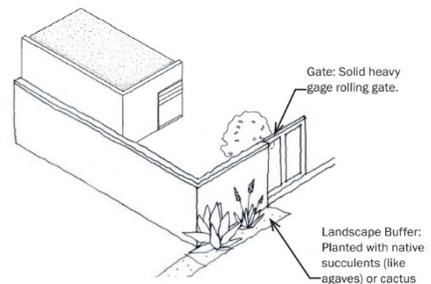
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G. Parking

1. In Subareas SI, SJ1, SJ2, SK1, SK2, and SL, the following shall apply:

- (a) **Surface Parking Screening.** Where permitted, surface parking that abuts a public sidewalk shall provide a visual screen consisting of a three-foot wide landscaped buffer, and a three and a half foot high decorative wall, hedge or a combination thereof along the property line facing the street intended to screen headlights. The wall and/or hedge shall provide pedestrian entrances (separate from vehicular entrances) from the public sidewalk.



*Figures are not to scale, illustrative only and not regulatory.

2. In Subareas SN1 and SN2, the following shall apply:

- (a) No parking areas shall be allowed between the Primary Frontage and the Primary Lot Line, except for required driveways.
- (b) Detached garages and carports associated with the construction of a new building shall be located behind **or to the side** of any main building(s).
- (c) Attached parking areas shall be located either underground (subterranean or semi-subterranean), or behind **or to the side** any main building(s).
- (d) Any semi-subterranean parking areas (i.e., parking podiums) shall include exterior facades that are integrated into the overall architecture of the building, and that are accompanied by a minimum three-foot landscape buffer that is landscaped with plants that, at maturity, adequately screen the parking area.
- (e) Driveway widths shall be the minimum allowed by the LAMC and curb cuts shall be the minimum allowed by LADOT

H. Signs. In addition to any regulations set forth by the underlying zone and the LAMC, Projects shall comply with the following signage regulations:

1. **Prohibited Signs.** The following types of signs are prohibited: pole signs; illuminated architectural canopy signs; Feather Signs; digital displays; and Canister/Can/Cabinet Sign.
2. **Required Signs.** An applicant shall provide a tenant identification sign for any non-residential uses.

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- I. Equipment, Fencing and Walls, and Utilities.** In addition to any regulations set forth by the underlying zone and the LAMC, Projects with new construction and additions shall comply with the following equipment and utility regulations:
1. **Security Devices.** For buildings fronting on Western Avenue, Figueroa Street, Gage Avenue, or Slauson Avenue, the following regulations shall apply:
 - (a) **Permitted.** Interior roll-down doors and security grilles must be at least 75 percent transparent (open), retractable, and designed to not be visible from the public right-of-way during business hours.
 - (b) **Prohibited.** The following security devices are prohibited on all Primary Frontages:
 - i) Permanently affixed exterior security grilles or bars.
 - ii) Exterior accordion (or scissor) gates.
 - iii) Exterior roll-down doors that are less than 75 percent transparent
 - iv) Exterior roll-down doors that have exterior housing that is visible from the sidewalk.
 2. **Mechanical Equipment.** For buildings fronting on Western Avenue, Figueroa Street, Gage Avenue, or Slauson Avenue, mechanical equipment shall be screened from public view using non-reflective materials or other materials consistent with or complementary to the overall design of the building.
 3. **Fencing and Walls.** In addition to any regulations set forth by the underlying zone and the LAMC, Projects with new construction and additions shall comply with the following fencing and wall regulations:
 - (a) For non-residential Projects, a solid wall with a minimum height of six feet shall be provided along any property line that is shared with a residential use, a residentially zoned lot, or any lot developed with a Community Facility. The wall shall be concrete masonry unit, brick, or other opaque, sturdy material. Wood fencing is prohibited.
 - (b) Chain link fencing (with or without slats), corrugated metal and barbed/razor wire is prohibited.
 - (c) Where a wall or fence is located adjacent to a public street or sidewalk (not including alleys), a minimum 3-foot landscaped setback shall be provided, with landscaping provided between the public street and the wall. Landscaping shall be drought-tolerant.
 4. **Refuse Enclosures.** Areas where trash and recycling containers are stored outside shall be fully enclosed, including roofing, with solid masonry walls or other materials that have been determined to prevent the release of refuse odors.

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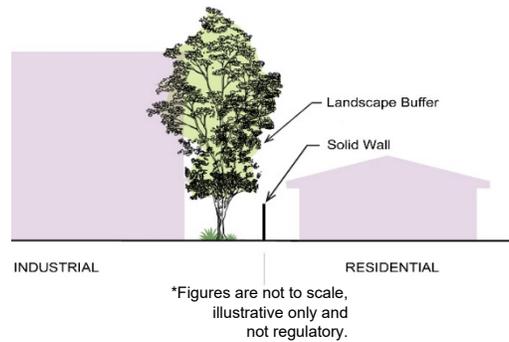
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- J. Lighting.** Provide outdoor lighting for all parking areas and pedestrian walkways for security purposes but avoid spillover impacts onto adjacent properties. Glare shields shall be provided where necessary to avoid unwanted light flooding onto residential lots.
- K. Open Storage and Open Air Work Standards.** For Projects that include storage and open air work areas, including pallet yards and storage yards, shall comply with the following:
- 1. Subareas SI, SJ1, SJ2, SK1, and SK2.** In Subareas SI, SJ1, SJ2, SK1, and SK2, when the site abuts a residentially-zoned property, all work and storage activities shall be performed wholly within an enclosed building.
 - 2. Subarea SL.** In Subarea SL, open air storage and open work areas shall not be located within 15 feet of abutting residentially-zoned properties or existing school uses.
 - 3. Fencing.** Solid perimeter fencing for outdoor storage, including storage yards and pallet yards, shall be provided consistent with materials described in Subsection G.3.(a) above, and shall be 12 feet high at side and rear only when abutting a residentially-zoned property.
 - 4. Outdoor Storage.** Outdoor storage of materials, where allowed, shall not exceed the height of the exterior fence.



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APPENDIX C. PROPOSED SLAUSON CORRIDOR TNP AMENDMENTS TO THE HYDE PARK INDUSTRIAL CORRIDOR SUBAREA OF THE WEST ADAMS-BALDWIN HILLS-LEIMERT CPIO

West Adams-Baldwin Hills-Leimert Community Plan Implementation Overlay District (CPIO)

Ordinance No. 184794
Effective Date April 19, 2017
Amended Date August 25, 2019

Amended by Ordinance No. _____
 Effective _____

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Chapter II	Commercial Corridors Subarea
Chapter III	Major Intersection Nodes Subarea
Chapter IV	La Brea/Farmdale TOD Subarea
Chapter V	Jefferson/La Cienega TOD Subarea
Chapter VI	Venice/National TOD Subarea
Chapter VII	Hyde Park Industrial Corridor Subarea
Chapter VIII	Character Residential Subarea
Appendix A	Streetscape, Mobility, and Open Space
Appendix B	Environmental Standards
Appendix C	Washington Boulevard Design Guidelines
Appendix D	Robertson Boulevard Design Guidelines

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Note to Reader:

This document includes the amendments, edits, or additions that the Slauson Corridor TNP Preliminary Draft Plan is bringing forth to update Chapter VII (Hyde Park Industrial Corridor Subarea) within this CPIO. As a result of updating Chapter VII, this document also includes amendments to sections in Chapter I of the CPIO (e.g., Purposes, Subareas, Definitions, Review Procedures) that reference Chapter VII. To refer to a complete copy of the existing CPIO, see [West Adams-Baldwin Hills-Leimert CPIO](#) (and [CPIO Map](#)).

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CHAPTER I – FUNCTION OF THE CPIO

Section 2. SUBAREAS

The Hyde Park Industrial Corridor Subarea summary is proposed to be amended as follows:

Hyde Park Industrial Corridor. This Subarea identifies specific parcels adjacent to the **Active Transportation Corridor and Metro K Line (Crenshaw/LAX Line)** Harbor Subdivision Railroad right-of-way from Van Ness Avenue to the Metro **K Line Crenshaw/LAX Line**, Fairview Heights Station, and provides specific use limitations, development standards, and streetscape guidelines for Projects. This Subarea identifies parcels where a range of development heights and intensities would be permitted in order to foster industrial revitalization, ~~and~~ **and to facilitate access to emerging open space opportunities, and to facilitate a future off-street continuation of the Active Transportation Corridor.** This Subarea is shown on Figure VII-1.:

CHAPTER I – FUNCTION OF THE CPIO

Section 3. PURPOSES

Section I-3.E. is proposed to be amended to include the following new text for the Hyde Park Industrial Corridor Subarea:

- E. To foster the industrial revitalization of properties located directly adjacent to the **Active Transportation Corridor and Metro K Line (Crenshaw/LAX Line)** Harbor Subdivision Railroad right-of-way between Van Ness Avenue and West Boulevard:

CHAPTER I – FUNCTION OF THE CPIO

Section 4. DEFINITIONS

Section I-4. is proposed to be amended to include the following new definitions for the Hyde Park Industrial Corridor Subarea:

Active Transportation Corridor – The multi-use bicycle and pedestrian path that primarily spans the former Harbor Subdivision right-of-way within the West Adams-Baldwin Hills-Leimert Community Plan area.

Green Employment Use – An employment use that may involve either jobs in businesses that produce green goods or services, or jobs in traditional businesses that are responsible for making their establishment's production process more environmentally friendly. The following uses may include but are not limited to: Office Building; Office, business or professional; Office, corporate headquarters; Professional Office; Architect's Office; Engineering Office; Research and Development Center; Food Products Manufacturing; Hydroponic Agricultural Enterprise; Laboratory (experimental,

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film, motion picture, research or testing.); Scientific Instrument and Equipment Manufacturing; Solar Energy System Structures; or any use otherwise deemed reasonably similar by the Director of Planning.

Path-Facing Frontage – The building façade, or portion thereof, of a Project that fronts the Active Transportation Corridor

Path-Oriented Building Entrance – A building entrance located on the Path-Facing Frontage of a Project that abuts the Active Transportation Corridor.

CHAPTER I – FUNCTION OF THE CPIO

Section. 6 REVIEW PROCEDURES

Section I-6.C.7. is proposed to be amended to include the following new covenant review procedures for the Hyde Park Industrial Corridor Subarea:

- 7.(a) **Covenants for Publicly Accessible Open Space and Green Employment Use.** Prior to issuance of an Administrative Clearance for a Project that seeks to obtain bonus height or bonus FAR for providing publicly accessible open space and a Green Employment Use, the following shall apply:
1. A covenant acceptable to the City Administrative Officer and the Department of City Planning shall be recorded guaranteeing that the subject Publicly Accessible Open Space remains accessible to the public.
 2. A covenant acceptable to the City Administrative Officer and the Department of City Planning shall be recorded guaranteeing that the subject Green Employment Use, or another Green Employment Use, or combination of Green Employment Uses, applicable to the subarea and with the commensurate Bonus increase, will remain for at least 30 years from the issuance of the certificate of occupancy.
 3. If the duration of covenants provided for in Section I-6.C.7.(b)1. and Section I-6.C.7.(b)2. directly above conflicts with the duration for any other government requirement, the longest duration shall control.
 4. Any covenant described in this paragraph must provide for a private right of enforcement by the City, any tenant, or owner of any building to which a covenant and agreement applies.
 5. Any covenant shall be prepared and recorded in a form and manner approved by the Department of City Planning to ensure that the obligations are binding against all successors in interest to the real property.

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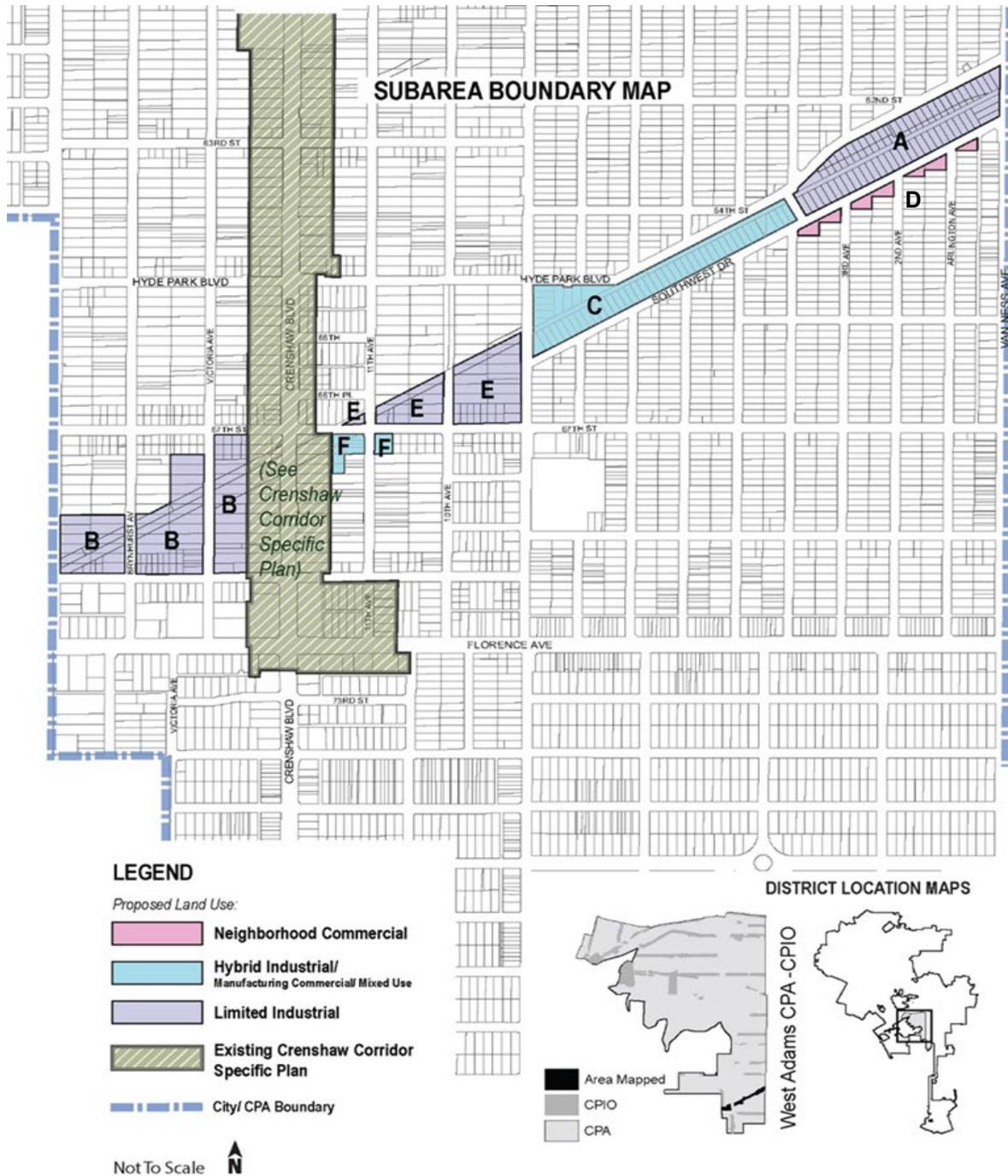
CHAPTER VII – HYDE PARK INDUSTRIAL CORRIDOR SUBAREA

OVERVIEW

The Hyde Park Industrial Corridor CPIO District Subarea seeks to facilitate the generation of high wage jobs and training for the community especially within the growing “clean-tech” and “green-tech” sectors ~~through the~~ adaptive reuse of existing structures ~~and~~; the introduction of contextual new infill development.; **By facilitating future off-street continuation of the Active Transportation Corridor directly adjacent to the Metro K Line (Crenshaw/LAX Line) right-of-way to the Fairview Heights Station of directly adjacent to LA Metro; and to encourage** physical activity by all segments of the community, particularly the youth and the elderly **is encouraged**, with increased access to both passive and active open and green space amenities.

The intent of the Supplemental Development Regulations in this Chapter is to foster industrial revitalization of properties located directly adjacent to the **Los Angeles County Metropolitan Transportation Authority Harbor Subdivision Railroad** right-of-way **and Active Transportation Corridor** between Van Ness Avenue and the Fairview Heights Station of the Metro **K Line (Crenshaw/LAX Line)**. Projects within this Hyde Park Industrial Corridor Subarea (see Figure VII-1) shall comply with the applicable Supplemental Development Regulations in this Chapter VII.

Figure VII-1
 Hyde Park Industrial Corridor Subarea Boundaries



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Section VII-1. LAND USE

- A. Any new use or change of use shall be subject to the use regulations set forth in Table VII-1, below.
- B. Uses made non-conforming by this CPIO shall comply with LAMC Section 12.23.

Table VII-1 Hyde Park Industrial Corridor Subarea Use Regulations			
Use	Regulation	Applicable Location	Exemptions/ Clarifications
Off-Site Alcohol Sales	In addition to compliance with the South Los Angeles Alcohol Sales Specific Plan, not more than one (1) establishment is permitted within a ½ mile (2640 linear foot) radius of another Off-Site Alcohol Sales use. ¹	All Parcel Groups	<ul style="list-style-type: none"> • Full Service Grocery Stores shall be exempt. • Convenience Food Stores and other Off-Site Alcohol Sales establishments shall be exempt provided that they maintain the following dedicated sales floor area percentages enforceable by a covenant: <ul style="list-style-type: none"> • No more than 5% devoted to alcoholic beverage products; and • More than 20% devoted to the sale of fresh produce, meat, cheese, or other perishable food. <p>Sales floor area, includes, but is not limited to, shelving, refrigerators, and display cases.</p>
Automotive Uses	Not more than one (1) establishment is permitted within a ½ mile (2640 linear foot) radius of another Automotive Use. ¹	All Parcel Groups	Multiple Automotive Uses or accessory automotive uses are allowed when combined within the same lot or parcel of an existing Automotive Use.

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Table VII-1 Hyde Park Industrial Corridor Subarea Use Regulations (cont.)

Use	Regulation	Applicable Location	Exemptions/ Clarifications
Free-Standing Fast-Food Establishment	Except where prohibited, not more than one (1) establishment is permitted within a 1/2 mile (2640 linear foot) radius of another Free-Standing Fast-Food Establishment use. ¹	All Parcel Groups	<ul style="list-style-type: none"> • Applies only to Free Standing Fast Food Establishments, with or without drive-through service. • Expansion or replacement of existing uses shall be exempt.
	Prohibited	When located directly adjacent, across a street, alley or intersection from a public school.	'Public school' shall include any elementary, middle or high school, whether a public, a charter, or a magnet school.
Gun and Pawn Shops	Prohibited	All Parcel Groups	Includes storage of guns or pawned items to be sold, rented or otherwise relocated for sale.
Motels	Prohibited	All Parcel Groups	
100% Residential Developments	Prohibited	All Parcel Groups	
Open Storage	Not more than one (1) establishment is permitted within a 1/2 mile (2640 linear foot) radius of another Open Storage use. ¹	All Parcel Groups	

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Table VII-1 Hyde Park Industrial Corridor Subarea Use Regulations (cont.)

Use	Regulation	Applicable Location	Exemptions/ Clarifications
Recycling Collection or Buyback Centers	Not more than one (1) establishment is permitted within a ½ mile (2640 linear foot) radius of another Recycling Collection or Buyback Centers use. ¹	Parcel Groups C, D and F	
Storage Building for Household Goods	Not more than one (1) establishment is permitted within a ½ mile (2640 linear foot) radius of another Storage Building for Household Goods use. ¹	All Parcel Groups	Expansion of existing storage use shall be limited to a total FAR of 1.5:1.
Swap Meets	Not more than one (1) establishment is permitted within a ½ mile (2640 linear foot) radius of another Swap Meets use. ¹	All Parcel Groups	Applies to indoor and outdoor swap meets.
Vehicular Storage	Prohibited	All Parcel Groups	Includes automobiles, motorcycles, recreational vehicle, residential vehicle, trucks, trailers, buses and commercial vehicles (as defined in Section 12.03).

¹ Distance shall be measured from the center point of the front lot line of the subject parcel to the nearest property line of any parcel containing the same use.

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Section VII-2. DEVELOPMENT STANDARDS

All Projects in the Hyde Park Industrial Corridor Subarea are subject to the following development standards.

A. Building Height. In addition to any height standards set forth by the underlying zone and height district, the following height standards shall apply:

1. **Overall Height.** The maximum building height shall be as provided in Table VII-2.1 and Figure VII-2 and is subject to the following: ~~(See Figure VII-2 for illustrative map of height regulations.)~~
 - a. In Parcel Group D, the maximum building height is 30 feet.
 - b. **In Parcel Group F, the maximum building height is 45 feet.**
 - ~~c.~~ In Parcel Groups A, B, C, and E, the maximum building height is 45 feet, except that:
 1. Projects in Parcel Groups A and C, if consistent with Subsection ~~GF.~~, below, may exceed the maximum building height up to a maximum height of 60 feet by providing **a setback of 10 feet and allocating the setback area as accessible open space for public use.** ~~0.75 square feet of open space for every square foot of Building Footprint that is above the maximum building height of 45 feet.~~ The open space shall be located directly adjacent to the **Active Transportation Corridor** ~~existing Harbor Subdivision Railroad ROW to facilitate a Hyde Park Greenway~~ and shall be accessible to the public during daylight hours. A covenant shall be required to ensure that the open space remains accessible to the public.
 2. Projects in Parcel Groups ~~B and E,~~ if consistent with Subsection ~~GF.~~, below, may exceed the maximum building height up to a maximum height of 75 feet by providing **a setback of 20 feet and allocating the setback area as accessible open space for public use.** ~~0.75 square feet of open space for every square foot of Building Footprint that is above the maximum building height of 45 feet.~~ The open space shall be located directly adjacent to the **Metro K Line (Crenshaw/LAX Line) ROW** ~~existing Harbor Subdivision Railroad ROW to facilitate~~ **open space and future off-street continuation of the Active Transportation Corridor** ~~a Hyde Park Greenway and.~~ **The open space** shall be accessible to the public during daylight hours. A covenant shall be required to ensure that the open space remains accessible to the public.
 3. **Projects in Parcel Group E, if consistent with Subsection G., below, may exceed the maximum building height up to a maximum height of 75 feet by providing a setback of 10 feet and allocating the setback area as accessible open space for public use.** The open space shall be located directly adjacent to the existing Active Transportation Corridor and shall be accessible to the public during daylight hours. A covenant shall be required to

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- ensure that the open space remains accessible to the public.**
- dc. Architectural Features may exceed the maximum building height by up to 20 percent.
 - ed. **The Ground Floor shall have a minimum height of 14 feet and maximum height of 25 feet, measured from the top of the finished ground story floor to the top of the finished floor above.** Individual stories above the Ground Floor may not exceed 14 feet in height **measured from the top of the finished floor to the top of the finished floor above** ~~from finished floor to finished ceiling, except the ground floor, which shall have a maximum finished floor to finished ceiling height of 25 feet. The ground floor shall have a minimum finished floor to finished ceiling height of 11 feet.~~
 - fe. Parapet walls and guard rails utilized to enclose roof uses, such as terraces, gardens or green roofs, shall be permitted to exceed the maximum allowable building height by up to 42 inches or as required by the Building Code. Guard rails shall not be located within five feet of a lot line abutting a residential use.
 - gf. Rooftop equipment, structures, and improvements may exceed the maximum building height when authorized pursuant to LAMC Section 12.21.1.B.3(a) so long as it is screened from public view using non-reflective materials or otherwise made compatible with the overall design of the building.
 - hg. A CPIO Adjustment for relief from the maximum building height regulations in Subsections 'a' **through 'c'** shall be limited to 10 percent (or 15 percent for a Mixed-Use Project).

Table VII-2.1 Summary of Building Height Regulations - Permitted Maximums				
Parcel Group	Max. (Base)	Max. (Bonus)	Publicly Accessible Open Space Covenant Required for Bonus Height	Green Employment Use Covenant Required for Bonus Height
A	45 feet	60 feet	Yes	Yes
B	45 feet	75 feet	Yes	Yes
C	45 feet	60 feet	Yes	Yes
D	30 feet	N/A	N/A	N/A
E	45 feet	75 feet	Yes	Yes
F	45 feet	N/A	N/A	N/A

Existing language from CPIO = Black text
 Deleted language from CPIO = ~~Black strikethrough text~~
 New text = Red text

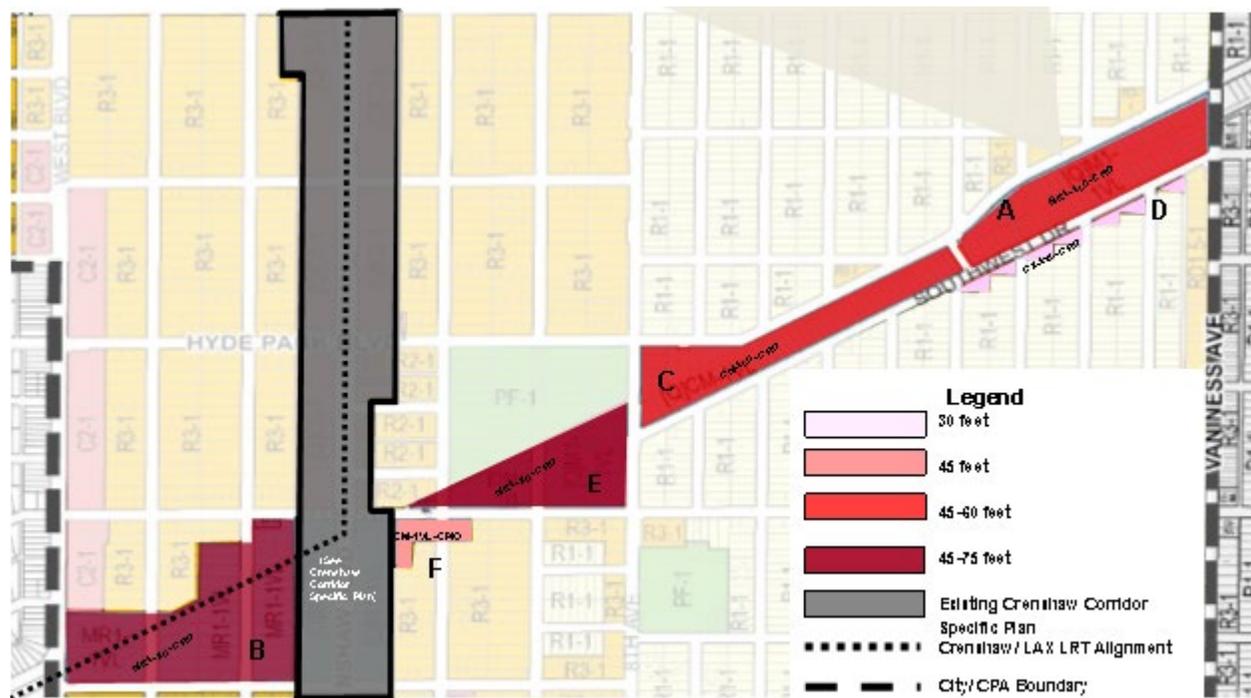


Figure VII-2

2. **Transition to Residential or School.** New construction on a lot that is designated industrial in the Community Plan that directly abuts or is directly across a street or alley from a lot that is designated residential in the Community Plan, or that is planned or used for a school, shall transition in the following manner:
 - a. Buildings shall not exceed 30 feet in height for the first 50 feet of lot depth or width as measured from the industrial lot line(s) opposite the lot planned for residential or planned or used for a school.
 - b. A CPIO Adjustment for relief from the transitional building height requirement in Subsection 'a' shall be limited to 10 percent.

B. Building Density & Intensity. In addition to the regulations set forth by the underlying zone and height district, the following building density and intensity regulations shall apply:

1. **Floor Area Ratio (FAR).** The maximum ~~and minimum~~ building FAR shall be as provided in Table VII-2.12 and is subject to the following:
 - a. Projects in Parcel Groups A, C, D and F shall have a maximum **base** FAR of 1.5:1.
 - b. Projects in Parcel Groups B and E shall have a ~~base~~**baseline** FAR of 1.5:1, and if consistent with Subsection ~~G~~**F**., below, may exceed the **base**

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 Deleted language from CPIO = ~~Black strikethrough text~~
 New text = **Red text**

baseline FAR up to a **bonus FAR of 2:14:0** if the following open space standards are met: ~~by providing publicly accessible open space at a ratio of 0.75 square feet of open space for each square foot of Building Footprint above 45 feet.~~

1. **Projects with new construction and additions in Parcel Group B shall provide a setback of 20 feet and allocate the setback area as accessible open space for public use.** The open space shall be located directly adjacent the existing **Metro K Line (Crenshaw/LAX Line) ROW Harbor Subdivision Railroad ROW** to facilitate **future off-street continuation of the Active Transportation Corridor.** ~~a Hyde Park Greenway and~~ **The open space** shall be accessible to the community during daylight hours. A covenant shall be required to ensure that the open space remains accessible to the public.
 2. **Projects with new construction and additions in Parcel Group E shall provide a setback of 10 feet and allocate the setback area as accessible open space for public use.** The open space shall be located directly adjacent the existing **Active Transportation Corridor** and shall be accessible to the community during daylight hours. A covenant shall be required to ensure that the open space remains accessible to the public.
- c. The residential component of Mixed-Use Projects shall not exceed 25 percent of the building’s total floor area.
- d. The maximum FAR in Subsections ‘a’ and ‘b’ shall not be eligible for a CPIO Adjustment.

**Table VII-2.24 Summary of Building Intensity Standards
 Floor Area Ratio (FAR) Permitted Maximums**

Parcel Group	Limited Industrial		Hybrid Industrial	100% Commercial	Mixed Use	100% Residential
	Base	Max.	Max.	Max.	Max.	Max.
A	1.5:1	1.5:1	N/A	N/A	N/A	N/A
B	1.5:1	2:1	N/A	N/A	N/A	N/A
C	N/A	N/A	1.5:1	1.5:1	1.5:1	Not Permitted
D	N/A	N/A	N/A	1.5:1	1.5:1	Not Permitted
E	1.5:1	2:1	N/A	N/A	N/A	N/A
F	N/A	N/A	1.5:1	1.5:1	1.5:1	Not Permitted

N/A (not applicable) means the maximum building FAR shall be as set forth by the underlying zone.

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 Deleted language from CPIO = ~~Black strikethrough text~~
 New text = Red text

- C. Building Disposition.** All new industrial uses (including but not limited to accessory storage, vehicular storage, and other equipment use buildings, structures or outdoor areas) that are adjacent to, across a street or alley from, or share public open space with, any planned or existing residence or school are encouraged, but not required by the CPIO District, to substantially comply with the Citywide and Community Plan Industrial Design Guidelines. At a minimum, industrial Projects shall comply with the following regulations:
1. **Residential-Adjacent Setbacks.** A minimum five-foot setback shall be provided along any property line that is adjacent to any existing residence or school or any lot zoned or planned for a residential or school use.
 - a. The setback required above shall not be required when the property zoned residential is located across a public street or alley from the Project site.
 - b. A landscape buffer shall be provided within the setback required above. The landscape buffer shall include a diversity of plant species, at least one of which is a hedge that grows to a minimum 10-foot height at maturity and is planted in at least three foot intervals.
 2. **Fencing and Walls.** Except where the main building is within three feet of any property line, a solid wall shall be provided as follows:
 - a. The solid wall shall be a minimum height of six feet and shall be provided along any property line that is adjacent to, across a street or alley from, or shares an open public space with, any existing residence or school, or any lot zoned or planned for a residential or school use. The wall shall be concrete masonry unit, brick, or other similar opaque, sturdy material. Chain link fencing (with or without slats), corrugated metal, and barbed/razor wire shall be prohibited.
 - b. Where a wall or fence is located adjacent to a public street or sidewalk (not including alleys), a minimum three foot landscaped setback shall be provided, with landscaping provided between the public street or sidewalk and the wall. Landscaping shall be drought-tolerant.
- D. Building Design for Non-Path Abutting Sites.** In addition to any regulations set forth by the underlying zone and the LAMC, the following design regulations shall apply to **Projects with new construction and additions in** Parcel Groups C, D, and F:
1. **Sidewalk Frontage.**
 - a. The maximum setback for the Primary Frontage from the sidewalk shall be two feet.
 - b. If the street facing façade is accessible to the public, the maximum Primary Frontage setback from the sidewalk may be exceeded up to 20 feet along any portion of a lot line that abuts any Pedestrian Amenities incorporated into the Project.

- c. The maximum Primary Frontage setback shall not apply to those portions of the frontage where driveways are required.
 - d. The maximum Primary Frontage setback requirement shall be waived to the extent necessary to preserve a Designated Historic Resource or Eligible Historic Resource, or a Character Defining Element of the façade consistent with Subsection I-6.C.6.
2. ***Building Façade Articulation.*** The street facing building façade of a Project with new construction and additions shall feature breaks that occur, at minimum, every 30 feet in horizontal distance, by utilizing a relief, graphic pattern or change in material, color or texture that provides scale and visual interest such as: ~~Building façades of large Projects shall be broken into a series of appropriately scaled buildings or recessed Pedestrian Amenities areas such that ground floor elevations do not exceed more than 250 feet in length.~~
- a. A change in plane of at least 18 inches.
 - b. Windows that are recessed at least 2 inches, or that project such as bays;
 - c. Building overhangs, such as canopies or eaves;
 - d. Terraces, balconies, porches or cantilevered designs;
 - e. Wood accents and wood trim for windows and doors;
 - f. Varying roof forms and heights; and
 - g. Other Architectural Features or building materials that create a visual break, such as stucco reveals that are a minimum of 2 inches in depth.
3. ***Pedestrian-Oriented Ground Floor.*** For Projects with new construction or a change of use, the ground floor of the Primary Frontage shall incorporate public interior spaces (such as, public access areas, lobbies, or spaces used for Commercial Uses or Community Facilities) and be designed in the following manner:
- a. Public interior spaces shall face the street.
 - b. Pedestrian entrances shall be no more than three feet above or below the grade of the abutting public sidewalk grade and shall face the Primary Frontage street.
 - c. Pedestrian entrances along the Primary Frontage street need not be parallel to the Primary Lot Line, provided that they are augmented by entrance forecourts or other design features that establish a visual connection to the Primary Lot Line.
 - d. For non-residential Projects, all pedestrian entrances shall be accessible during business hours.
 - e. The façade shall have a minimum of 30 percent clear and non-reflective storefront glazing, except for Commercial or Mixed-Use Projects, which shall have a minimum of 50 percent clear and non-reflective storefront glazing.
 - f. For Commercial or Mixed-Use Projects, ground floor public interior spaces shall be:
 - 1. A minimum of 75 percent of the length of the Primary Frontage, excluding areas used for vehicular access.

2. A minimum depth of 25 feet, or the total depth of the building, whichever is less.
 4. *Residential – Detached Single and Two-Family Dwellings.*
 - a. All Single and Two Family Dwellings in Parcel Groups C, D and F, including Small Lot Subdivisions authorized by LAMC Section 12.22.C.27, shall have zero side-yard setbacks with abutting or shared common walls, as permitted by the Building Code.
- E. Building Design for Path-Abutting Sites.** In addition to any regulations set forth by the underlying zone and the LAMC, the following design regulations shall apply to Projects with new construction and additions in Parcel Groups A, C, and E that about the Active Transportation Corridor, or in Parcel Group B that about the Metro K Line. For Projects in Parcel Group F only, standards in Section VII-2.D. also apply.
1. *Glazing.* The Ground Floor of the Path-Facing Frontage shall provide clear transparent glass (e.g., storefront windows and doors) on at least 30 percent of a building’s street-level façade as measured 10 feet from sidewalk grade.
 2. *Articulation.* The Path-Facing Frontage, shall feature breaks that occur, at minimum, every 30 feet in horizontal distance, by utilizing a relief, graphic pattern or change in material, color or texture that provides scale and visual interest such as:
 - a. A change in plane of at least 18 inches.
 - b. Windows that are recessed at least 2 inches, or that project such as bays;
 - c. Building overhangs, such as canopies or eaves;
 - d. Terraces, balconies, porches or cantilevered designs;
 - e. Wood accents and wood trim for windows and doors;
 - f. Varying roof forms and heights; and
 - g. Other Architectural Features or building materials that create a visual break, such as stucco reveals that are a minimum of 2 inches in depth.
 3. *Path-Oriented Building Entrance.*
 - a. Projects shall provide a Path-Oriented Building Entrance. Path-Oriented Building Entrances need not be parallel to Active Transportation Corridor, provided that they are augmented by entrance forecourts or other design features that establish a visual connection to the Active Transportation Corridor.
 - b. For non-residential Projects, all Path-Oriented Building Entrances shall be accessible during business hours. Such entrances shall be no more than three feet above or below the sidewalk grade of the Active Transportation Corridor.
 4. *Setback from Active Transportation Corridor.* If not already required by the underlying zone, then the following minimum setbacks shall be provided by a

Project, measured from the property line of the Active Transportation Corridor to the frontage of a building's Path-Facing Façade:

- a. The setback area shall allow space for pedestrian-related amenities such as benches, tables, native species landscaping, and/or a walkway providing access from a building's Path-Oriented Building Entrance.
 - b. For Parcel Groups A, C, and E, a minimum 10-foot setback shall be provided.
 - c. For Parcel Group B, a minimum 20-foot setback shall be provided.
5. *Mural.* If a new mural is a desired component of a Project, then it shall be placed on either the Path-Facing Frontage or side façade, so as to be visible to users of the Active Transportation Corridor.
- a. Projects shall comply with the mural regulations of LAMC 22.119, as well as any application and approval processes administered by the Department of Cultural Affairs.

FE. Parking. In addition to any regulations set forth by the underlying zone and the LAMC, the following parking regulations shall apply:

1. *Required Parking Spaces.* The required number of parking spaces for Projects shall be as set forth in the LAMC except as provided otherwise in Table VII-2.32 and as modified below:
 - a. A Project for the Restoration or the Rehabilitation of a Designated Historic Resource or an Eligible Historic Resource shall be exempt from all off-street parking requirements provided that it does not include an addition of more than 500 square feet or involve a demolition to more than 10 percent of the original building envelope.
 - b. A Project for the Restoration or the Rehabilitation of a Designated Historic Resource or an Eligible Historic Resource that includes a demolition or addition that is in excess of the limits listed in Subsection 'a,' or that involves the preservation of the Character Defining Elements of the façade consistent with Subsection I-6.C.6, may reduce the required parking by 25 percent.
 - c. Projects that include a new use or change of use to a Full-Service Grocery Store use or a Community Facilities use may reduce the required parking by 25 percent. Projects obtaining parking reductions under this subsection shall record a covenant guaranteeing the Full-Service Grocery Store use or Community Facilities use in connection with the reduced parking requirement.
 - d. In ~~Parcel Group Subarea B~~, the maximum amount of parking that is allowed for buildings directly adjacent to or across the street from the Mass Transit Station is 50 percent of the required parking in the LAMC for the underlying zone district.
 - e. The requirements in Subsections 'a' through 'c,' above, are not eligible for a CPIO Adjustment.

**Table VII-2.32 Summary of Vehicular Parking Standards
 Permitted Parking Reductions and Parking Maximums***

Parcel Group	Limited Industrial		Hybrid Industrial		100% Commercial		Mixed Use ^(e)	
	Reduction (%)	Maximum (%)	Reduction (%)	Maximum (%)	Reduction (%)	Maximum (%)	Reduction (%)	Maximum (%)
A	25	90	N/A	N/A	N/A	N/A	N/A	N/A
B	75	90 or 50	N/A	N/A	N/A	N/A	N/A	N/A
C	N/A	N/A	25	90	25	90	25	90
D	N/A	N/A	N/A	N/A	100	50	100	50
E	50	90	N/A	N/A	N/A	N/A	N/A	N/A
F	N/A	N/A	50	90	N/A	N/A	50	90

* The Reduction column in the table indicates the minimum amount of parking required for a Project with the identified land use type in that Parcel Group row as calculated by multiplying the number in the cell as a percentage against the amount of parking required by the underlying zoning in the LAMC. The Maximum column indicates the maximum amount of parking that is allowed for a Project with the identified land use type in that Parcel Group row as calculated by multiplying the number in the cell as a percentage against the parking required for the underlying zoning in the LAMC. For example, if the LAMC required a project to have 100 parking spaces and the project is for a Limited Industrial use and is located in Parcel Group A, under the CPIO District, the project would be required to have a minimum of 75 spaces (100 – (100 x 25%)) and have a maximum of 90 spaces (90% x 100).

2. **Parking Location and Access.** Projects are encouraged but not required, to substantially conform to the Community Plan Industrial Design Guidelines. Projects shall comply with the following parking design regulations:
 - a. Surface parking areas shall be located away from the street and or enclosed within a structure. If surface parking abuts a public sidewalk, the Project shall provide a visual screen such as a wall or hedge-grow located within a minimum three foot wide landscaped buffer area between the sidewalk and the parking area. The wall and/or hedge shall not exceed 42 inches in height and shall provide pedestrian entrances (separate from vehicular entrances) from the public sidewalk.
 - b. In areas designated Hybrid Industrial in the Community Plan, structured or podium parking located at the ground floor shall be buffered through public interior spaces in accordance with Subsection D.3, above, or a three foot wide landscaped buffer that conforms to the following standards:
 1. One 24-inch box tree or 15 gallon tree not less than 10 feet in height at the time of planting, planted at a ratio of one for every 20 lineal feet; or
 2. Ground cover with a minimum height of three feet at maturity shall be planted over the entire landscaped setback; or
 3. The landscaped setback shall contain clinging vines, oleander trees or similar vegetation capable of covering or screening the length of such wall up to a height of at least nine feet.

Existing language from CPIO = Black text
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 New text = Red text

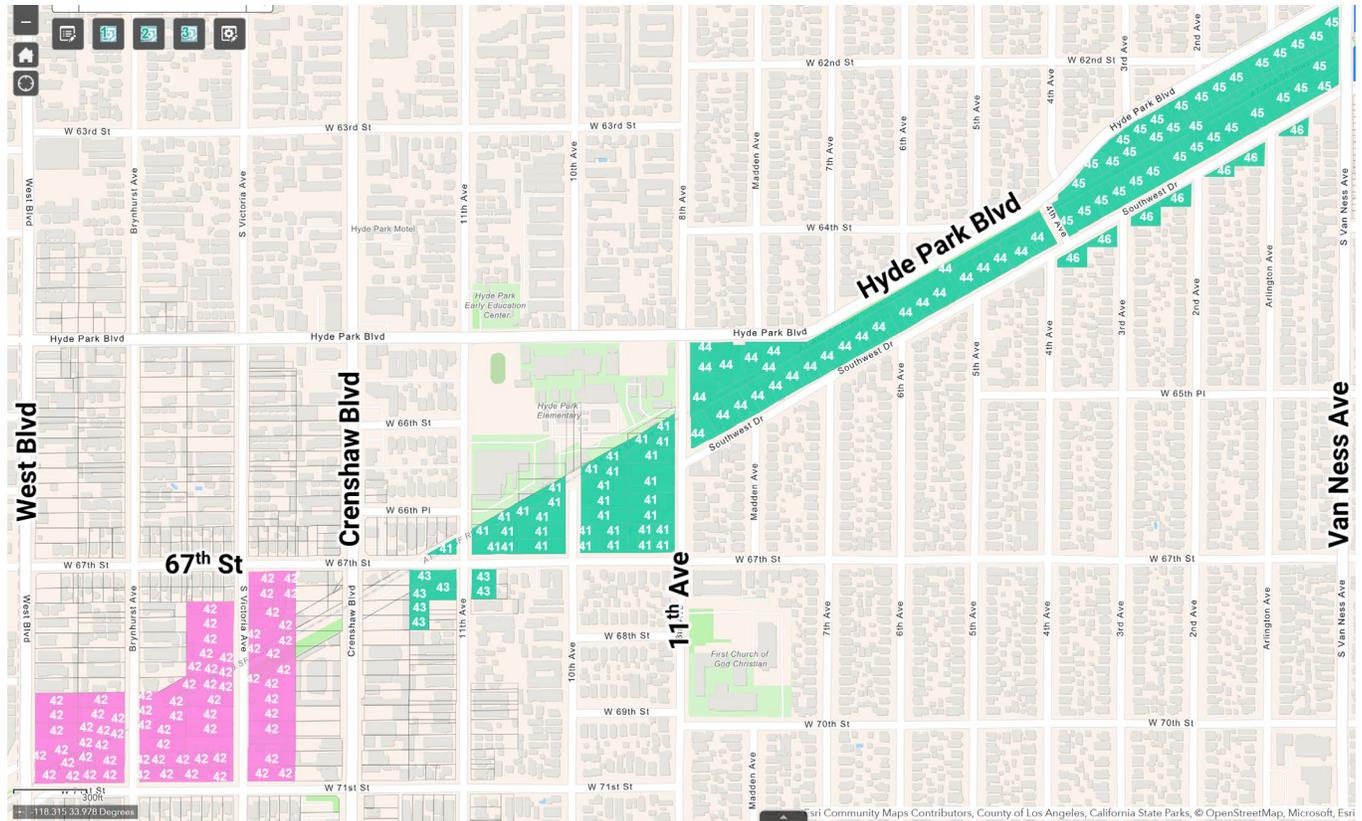
4. An automatic irrigation system shall be installed within the landscaped buffer.
- c. Parking structures can occupy the entire footprint of a building if designed in accordance with the transitional height provisions of Subsection A.2 and the buffering regulations of Subsection ‘b.’
- d. Vehicular access to parking and loading shall not occur within 15 feet of abutting residential uses or schools.
- e. Driveways for commercial uses shall not exceed 30 feet in width.

GF. **Incentives.** Whenever any provision of this Chapter VII authorizes an incentive of increased FAR or height for a Project that voluntarily provides open space and the Project contains residential units, the incentive is only available when the Project is an Affordable Housing Incentive Project.

APPENDIX D. LIST OF SPECIFIC ZONE CHANGES AND GENERAL PLAN AMENDMENTS

In this Appendix D, the Preliminary Draft Plan map is sectioned off into nine individual maps, each featuring numerical labels that represent “change areas” that correspond to zoning and land use information in a table below each map. Each change area represents a grouping of sites that have the same existing designations (i.e., zoning, land use designation, and CPIO Subarea) and is now proposed for a specific change, as part of the TNP.

MAP 1 of 9



Change Area Map Label	Existing Land Use	Existing Zone	Existing CPIO Subarea	Proposed Land Use	Proposed Zone	Proposed CPIO Subarea	Type of Change ²
42	Limited Industrial	MR1-2D-CPIO	Hyde Park Industrial Corridor	Limited Industrial	MR1-2D-CPIO	Hyde Park Industrial Corridor (Parcel Group B)	ZC (GEI, PADS)
41	Limited Industrial	MR1-2D-CPIO	Hyde Park Industrial Corridor	Limited Industrial	MR1-2D-CPIO	Hyde Park Industrial Corridor (Parcel Group E)	ZC (GEI, PADS)
43	Hybrid Industrial	CM-1VL-CPIO	Hyde Park Industrial Corridor	Hybrid Industrial	CM-1VL-CPIO	Hyde Park Industrial Corridor (Parcel Group F)	No Change
44	Hybrid Industrial	CM-1LD-CPIO	Hyde Park Industrial Corridor	Hybrid Industrial	CM-1LD-CPIO	Hyde Park Industrial Corridor (Parcel Group C)	ZC (GEI, PADS)
45	Limited Industrial	MR1-1LD-CPIO	Hyde Park Industrial Corridor	Limited Industrial	MR1-1LD-CPIO	Hyde Park Industrial Corridor (Parcel Group A)	ZC (GEI, PADS)
46	Neighborhood Commercial	C2-1VL-CPIO	Hyde Park Industrial Corridor	Neighborhood Commercial	C2-1VL-CPIO	Hyde Park Industrial Corridor (Parcel Group D)	No Change

² Type of Change Coding Glossary:

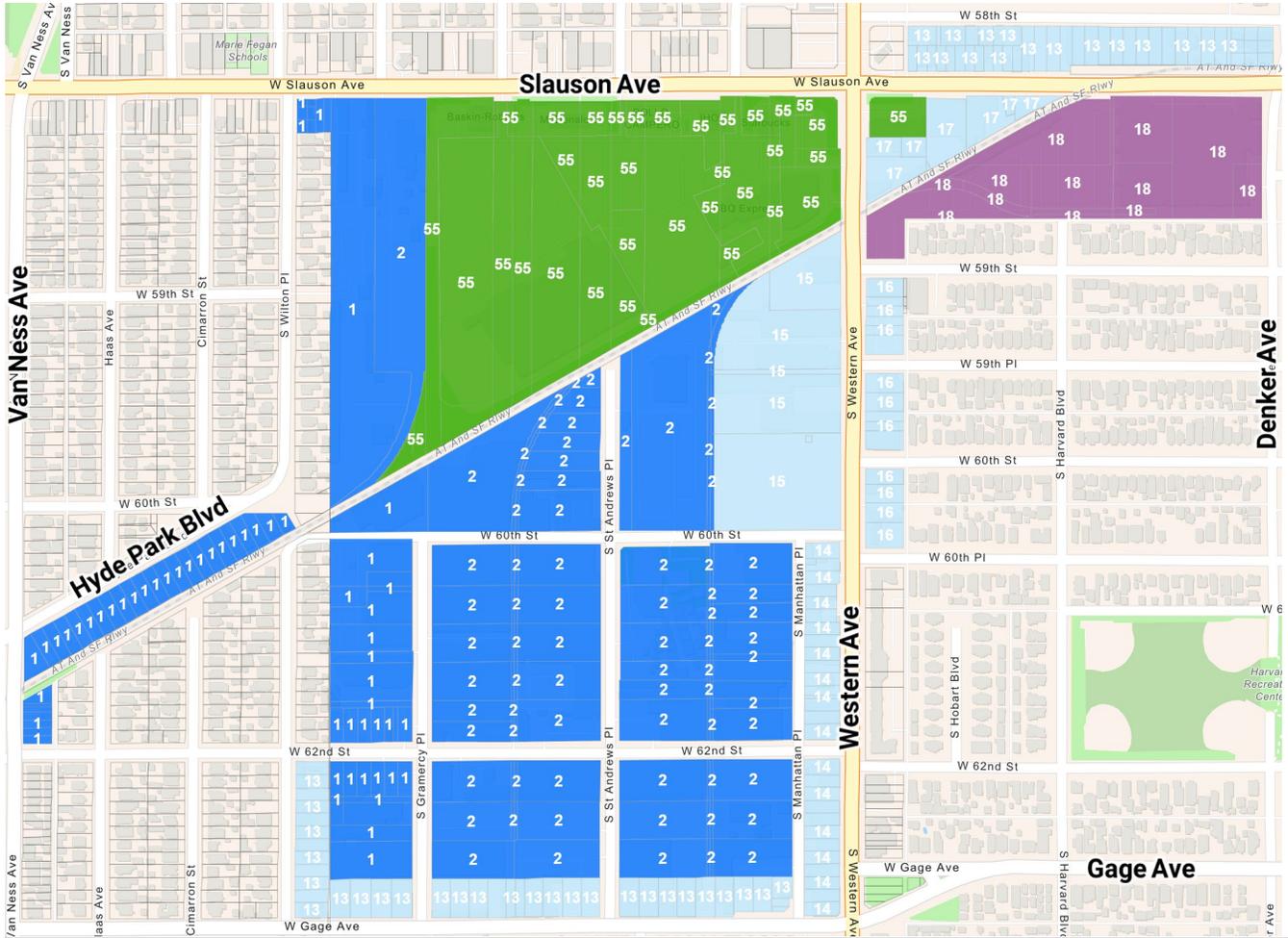
- ZC= Zone Change
- (SUB) = CPIO Subarea
- (AHI)= TNP Affordable Housing Incentive
- (GEI) = TNP Green Employment Incentive
- (PADS) = Path-Abutting Design Standards

GPA = General Plan Amendment

HD= Height District Change



MAP 2 of 9



Change Area Map Label	Existing Land Use	Existing Zone	Existing CPIO Subarea	Proposed Land Use	Proposed Zone	Proposed CPIO Subarea	Type of Change ³
1	Limited Industrial	M1-1-CPIO	Compatible Industrial (K)	Limited Industrial	M1-2D-CPIO	Slauson - Compatible Industrial Hub (SK1)	ZC (SUB, GEI, PADS), HD
2	Light Industrial	M2-1-CPIO	Compatible Industrial (K)	Limited Industrial	M1-2D-CPIO	Slauson - Compatible Industrial Hub (SK1)	ZC (SUB, GEI, PADS), HD
13	Hybrid Industrial	CM-1-CPIO	Hybrid Industrial (J)	Hybrid Industrial	CM-2D-CPIO	Slauson - Hybrid Industrial 1 (SJ1)	ZC (SUB, AHI, PADS), HD
14	Limited Industrial	M1-1-CPIO	Compatible Industrial (K)	Hybrid Industrial	CM-2D-CPIO	Slauson - Hybrid Industrial 1 (SJ1)	ZC (SUB, AH), GPA, HD
15	Limited Industrial	M2-1-CPIO	Compatible Industrial (K)	Hybrid Industrial	CM-2D-CPIO	Slauson - Hybrid Industrial 1 (SJ1)	ZC (SUB, AHI, PADS), GPA, HD
16	Hybrid Industrial	CM-1-CPIO	Hybrid Limited (I)	Hybrid Industrial	CM-2D-CPIO	Slauson - Hybrid Industrial 1 (SJ1)	ZC (SUB, AH), HD
17	Limited Industrial	M1-1-CPIO	n/a	Hybrid Industrial	CM-2D-CPIO	Slauson - Hybrid Industrial 1 (SJ1)	ZC (SUB, AHI, PADS), GPA, HD
18	Limited Industrial	M1-1-CPIO	Compatible Industrial (K)	Hybrid Industrial	CM-2D-CPIO	Slauson - Hybrid Limited (SI1)	ZC (SUB, AHI), GPA, HD
55	Community Commercial	C2-2D-CPIO	TOD Medium (F)	Community Commercial	C2-2D-CPIO	Slauson - TOD Medium (SF)	ZC (SUB)

³ Type of Change Coding Glossary:

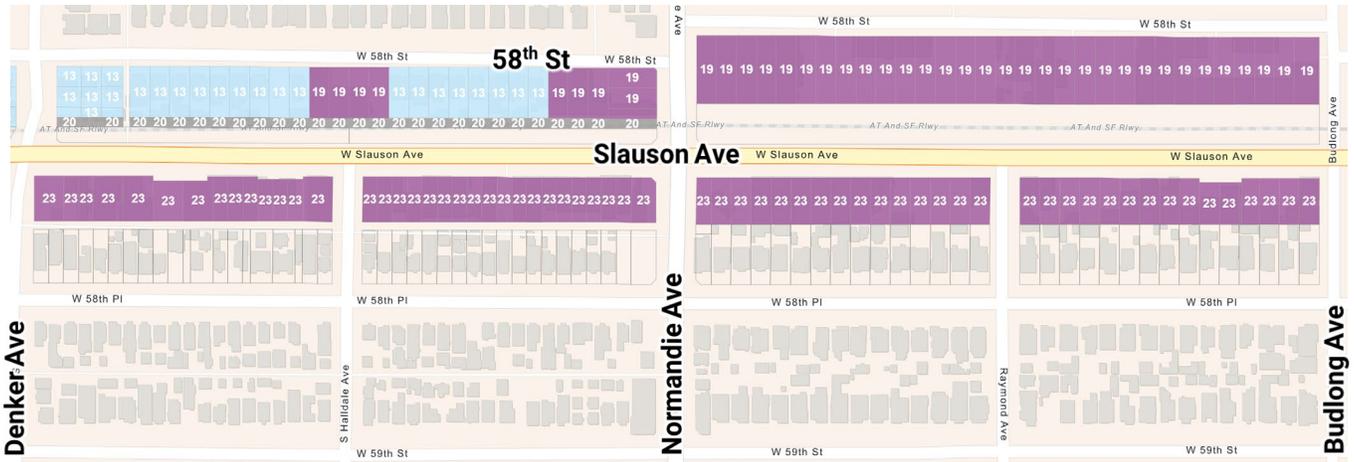
- ZC= Zone Change
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GPA = General Plan Amendment

HD= Height District Change



MAP 3 of 9



Change Area Map Label	Existing Land Use	Existing Zone	Existing CPIO Subarea	Proposed Land Use	Proposed Zone	Proposed CPIO Subarea	Type of Change ⁴
13	Hybrid Industrial	CM-1-CPIO	Hybrid Industrial (J)	Hybrid Industrial	CM-2D-CPIO	Slauson - Hybrid Industrial 1 (SJ1)	ZC (SUB, AHI, PADS), HD
19	Hybrid Industrial	CM-1-CPIO	Hybrid Limited (I)	Hybrid Industrial	CM-2D-CPIO	Slauson - Hybrid Limited (SI1)	ZC (SUB, AHI, PADS), HD
23	Hybrid Industrial	CM-1-CPIO	Hybrid Limited (I)	Hybrid Industrial	CM-2D-CPIO	Slauson - Hybrid Limited (SI1)	ZC (SUB, AHI), HD
20 (Administrative Correction)	Hybrid Industrial	[Q] CM-1	n/a	Public Facilities	PF-1	n/a	ZC, GPA

⁴ Type of Change Coding Glossary:

ZC= Zone Change
 (SUB) = CPIO Subarea
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 (GEI) = TNP Green Employment Incentive
 (PADS) = Path-Abutting Design Standards

GPA = General Plan Amendment

HD= Height District Change



MAP 4 of 9



Change Area Map Label	Existing Land Use	Existing Zone	Existing CPIO Subarea	Proposed Land Use	Proposed Zone	Proposed CPIO Subarea	Type of Change ⁵
21	Hybrid Industrial	CM-1-CPIO	Hybrid Industrial (J)	Hybrid Industrial	CM-2D-CPIO	Slauson - Hybrid Limited (SI1)	ZC (SUB, AHI, PADS), HD
23	Hybrid Industrial	CM-1-CPIO	Hybrid Limited (I)	Hybrid Industrial	CM-2D-CPIO	Slauson - Hybrid Limited (SI1)	ZC (SUB, AHI), HD
33	Community Commercial	C2-1-CPIO	General Corridor (C)	Community Commercial	C2-1-CPIO	Slauson - General Corridor (SC)	ZC (SUB)
47	Neighborhood Commercial	C2-1VL-CPIO	General Corridor (C)	Neighborhood Commercial	C2-1VL-CPIO	Slauson - General Corridor (SC)	ZC (SUB)
48	Community Commercial	C2-2D-CPIO	TOD Medium (F)	Community Commercial	C2-2D-CPIO	Slauson - TOD Medium (SF)	ZC (SUB)
55	Community Commercial	C2-2D-CPIO	TOD Medium (F)	Community Commercial	C2-2D-CPIO	Slauson - TOD Medium (SF)	ZC (SUB, PADS)
60	Medium Residential	R3-1	n/a	Medium Residential	R3-2D-CPIO	Slauson - Multifamily 1 (SN1)	ZC (SUB, AHI, PADS), HD
22 (Administrative Correction)	Hybrid Industrial	CM-1-CPIO	Hybrid Industrial (J)	Low Medium I Residential	R2-1	n/a	ZC (SUB), GPA

⁵ Type of Change Coding Glossary:

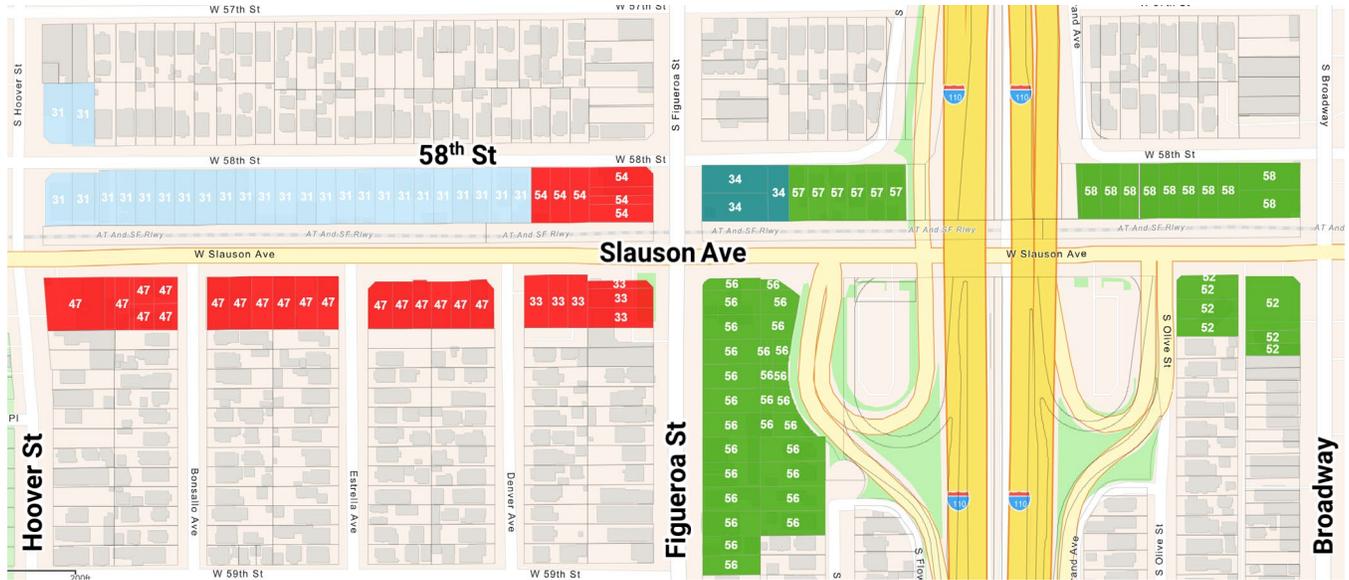
- ZC= Zone Change
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HD= Height District Change



MAP 5 of 9



Change Area Map Label	Existing Land Use	Existing Zone	Existing CPIO Subarea	Proposed Land Use	Proposed Zone	Proposed CPIO Subarea	Type of Change ⁶
31	Hybrid Industrial	CM-1-CPIO	Hybrid Industrial (J)	Hybrid Industrial	CM-2D-CPIO	Slauson - Hybrid Industrial 1 (SJ1)	ZC (SUB, AHI, PADS), HD
34	Public Facilities	PF-1	n/a	Public Facilities	PF-1	n/a	No Change
33	Community Commercial	C2-1-CPIO	General Corridor (C)	Community Commercial	C2-1-CPIO	Slauson - General Corridor (SC)	ZC (SUB)
47	Neighborhood Commercial	C2-1VL-CPIO	General Corridor (C)	Neighborhood Commercial	C2-1VL-CPIO	Slauson - General Corridor (SC)	ZC (SUB)
54	Community Commercial	C2-1-CPIO	General Corridor (C)	Community Commercial	C2-1-CPIO	Slauson - General Corridor (SC)	ZC (SUB, PADS)
52	Neighborhood Commercial	C2-1VL-CPIO	General Corridor (C)	Community Commercial	C2-2D-CPIO	Slauson - TOD Medium (SF)	ZC (SUB), HD
56	Community Commercial	C2-1-CPIO	General Corridor (C)	Community Commercial	C2-2D-CPIO	Slauson - TOD Medium (SF)	ZC (SUB), HD
57	Low Medium II Residential	RD2-1	n/a	Community Commercial	C2-2D-CPIO	Slauson - TOD Medium (SF)	ZC (SUB, PADS), GPA, HD
58	Limited Industrial	M1-1	n/a	Community Commercial	C2-2D-CPIO	Slauson - TOD Medium (SF)	ZC (SUB, PADS), GPA, HD

⁶ Type of Change Coding Glossary:

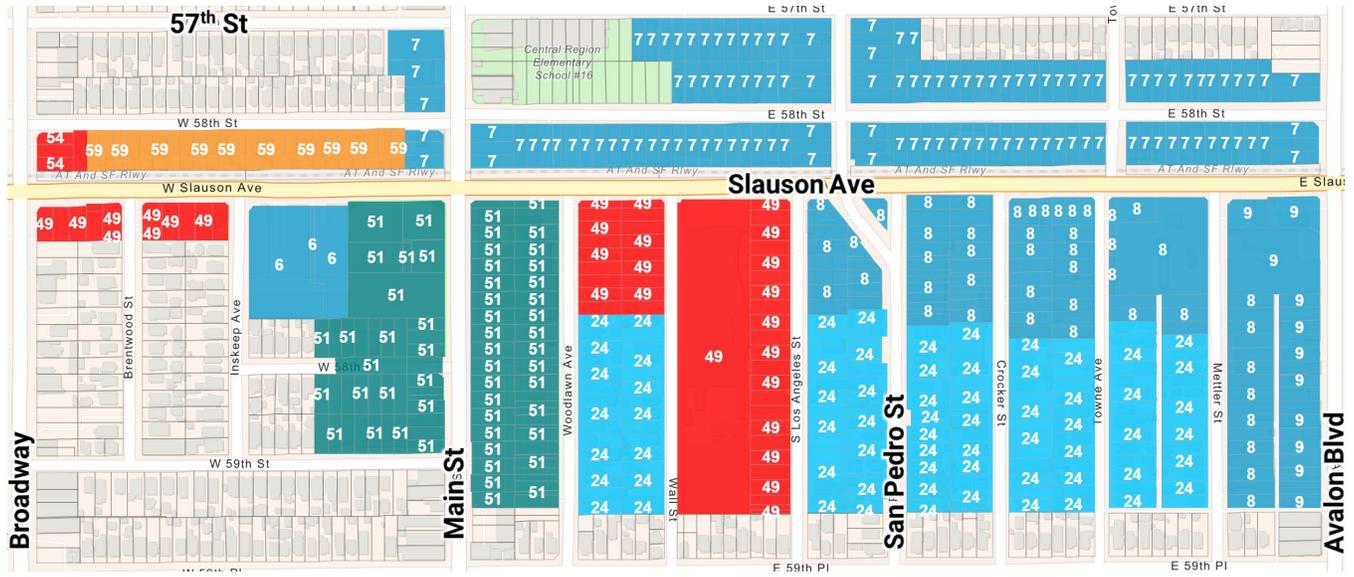
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- (AHI)= TNP Affordable Housing Incentive
- (GEI) = TNP Green Employment Incentive
- (PADS) = Path-Abutting Design Standards

GPA = General Plan Amendment

HD= Height District Change



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Change Area Map Label	Existing Land Use	Existing Zone	Existing CPIO Subarea	Proposed Land Use	Proposed Zone	Proposed CPIO Subarea	Type of Change ⁷
6	Limited Industrial	MR1-1	n/a	Limited Industrial	M1-2D-CPIO	Slauson - Compatible Industrial Corridor (SK2)	ZC (SUB, GEI), HD
7	Limited Industrial	M1-1-CPIO	Compatible Industrial (K)	Limited Industrial	M1-2D-CPIO	Slauson - Compatible Industrial Corridor (SK2)	ZC (SUB, GEI, PADS), HD
8	Limited Industrial	MR1-1-CPIO	Compatible Industrial (K)	Limited Industrial	M1-2D-CPIO	Slauson - Compatible Industrial Corridor (SK2)	ZC (SUB, GEI), HD
9	Limited Industrial	MR1-1	n/a	Limited Industrial	M1-2D-CPIO	Slauson - Compatible Industrial Corridor (SK2)	ZC (SUB, GEI), HD
24	Low Medium II Residential	RD1.5-1-CPIO	Multifamily (N)	Hybrid Industrial	CM-2D-CPIO	Slauson - Hybrid Industrial 2 (SJ2)	ZC (SUB), HD
49	Community Commercial	C2-1-CPIO	General Corridor (C)	Community Commercial	C2-1-CPIO	Slauson - General Corridor (SC)	ZC (SUB)
54	Community Commercial	C2-1-CPIO	General Corridor (C)	Community Commercial	C2-1-CPIO	Slauson - General Corridor (SC)	ZC (SUB, PADS)
59	Low Medium I Residential	R2-1	n/a	Medium Residential	R3-2D-CPIO	Slauson - Multifamily 2 (SN2)	ZC (SUB, AHI, PADS), GPA, HD
51	Public Facilities	PF-1	n/a	Public Facilities	PF-1	n/a	No Change

⁷ Type of Change Coding Glossary:

- ZC= Zone Change
- (SUB) = CPIO Subarea
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Change Area Map Label	Existing Land Use	Existing Zone	Existing CPIO Subarea	Proposed Land Use	Proposed Zone	Proposed CPIO Subarea	Type of Change. ⁸
3	Light Industrial	M2-1-CPIO	Compatible Industrial (K)	Light Industrial	M2-2D-CPIO	Slauson - Compatible Industrial Hub (SK1)	ZC (SUB, GEI), HD
4	Heavy Industrial; Light Industrial	M3-1-CPIO; M2-1-CPIO	Compatible Industrial (K)	Light Industrial	M2-2D-CPIO	Slauson - Compatible Industrial Hub (SK1)	ZC (SUB, GEI), GPA, HD
5	Public Facilities	PF-1	Compatible Industrial (K)	Light Industrial	M1-2D-CPIO	Slauson - Compatible Industrial Hub (SK1)	ZC (SUB, GEI), GPA, HD
9	Limited Industrial	MR1-1	n/a	Limited Industrial	M1-2D-CPIO	Slauson - Compatible Industrial Corridor (SK2)	ZC (SUB, GEI, PADS), HD
27	Public Facilities	PF-1	n/a	Heavy Industrial	M3-2D-CPIO	Slauson - Industrial Innovation (SL)	ZC (SUB, GEI), GPA, HD
28	Heavy Industrial	M3-1-CPIO	Industrial Innovation (L)	Heavy Industrial	M3-2D-CPIO	Slauson - Industrial Innovation (SL)	ZC (SUB, GEI), HD
29	Light Industrial	MR2-1	n/a	Light Industrial	M2-2D-CPIO	Slauson - Industrial Innovation (SL)	ZC (SUB, GEI), HD
30	Light Industrial	M2-1-CPIO	Industrial Innovation (L)	Light Industrial	M2-2D-CPIO	Slauson - Industrial Innovation (SL)	ZC (SUB, GEI), HD
51	Public Facilities	PF-1	n/a	Public Facilities	PF-1	n/a	No Change

⁸ Type of Change Coding Glossary:

ZC= Zone Change
 (SUB) = CPIO Subarea
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Change Area Map Label	Existing Land Use	Existing Zone	Existing CPIO Subarea	Proposed Land Use	Proposed Zone	Proposed CPIO Subarea	Type of Change ⁹
9	Limited Industrial	MR1-1	n/a	Limited Industrial	M1-2D-CPIO	Slauson - Compatible Industrial Corridor (SK2)	ZC (SUB, GEI, PADS), HD
10	Low Medium I Residential	R2-1	n/a	Limited Industrial	M1-2D-CPIO	Slauson - Compatible Industrial Corridor (SK2)	ZC (SUB, GEI, PADS), GPA, HD
35	Hybrid Industrial	CM-2D-CPIO	Hybrid Limited (I)	Hybrid Industrial	CM-2D-CPIO	Slauson - Hybrid Industrial 1 (SJ1)	ZC (SUB, AHI), HD
53	Limited Industrial	M1-1	n/a	Community Commercial	C2-1-CPIO	Slauson - General Corridor (SC)	ZC (SUB), GPA, HD
54	Community Commercial	C2-1-CPIO	General Corridor (C)	Community Commercial	C2-1-CPIO	Slauson - General Corridor (SC)	ZC (SUB, PADS), HD
59	Low Medium I Residential	R2-1	n/a	Medium Residential	R3-2D-CPIO	Slauson - Multifamily 2 (SN2)	ZC (SUB, AHI), HD

⁹ Type of Change Coding Glossary:

ZC= Zone Change
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Change Area Map Label	Existing Land Use	Existing Zone	Existing CPIO Subarea	Proposed Land Use	Proposed Zone	Proposed CPIO Subarea	Type of Change ¹⁰
36	Hybrid Industrial	CM-2D-CPIO	Hybrid Industrial (J)	Hybrid Industrial	CM-2D-CPIO	Slauson - Hybrid Industrial 1 (SJ1)	ZC (SUB, AHI)
37	Hybrid Industrial	[T][Q]CM-1VL	n/a	Hybrid Industrial	CM-2D-CPIO	Slauson - Hybrid Industrial 1 (SJ1)	ZC (SUB, AHI), HD
38	Hybrid Industrial	CM-2D-CPIO	Hybrid Limited (I)	Hybrid Industrial	CM-2D-CPIO	Slauson - Hybrid Industrial 1 (SJ1)	ZC (SUB, AHI)
39	Limited Industrial	M1-1-CPIO	Compatible Industrial (K)	Hybrid Industrial	CM-2D-CPIO	Slauson - Hybrid Industrial 1 (SJ1)	ZC (SUB, AHI), GPA, HD
40	Limited Industrial	M1-1-CPIO	Compatible Industrial (K)	Hybrid Industrial	CM-2D-CPIO	Slauson - Hybrid Limited (SI1)	ZC (SUB, AHI), GPA, HD
9	Limited Industrial	MR1-1	n/a	Limited Industrial	M1-2D-CPIO	Slauson - Compatible Industrial Corridor (SK2)	ZC (SUB, GEI, PADS), HD
12	Limited Industrial	M1-1-CPIO	Compatible Industrial (K)	Limited Industrial	M1-2D-CPIO	Slauson - Compatible Industrial Corridor (SK2)	ZC (SUB, GEI), HD
26	Light Industrial	M2-2	n/a	Light Industrial	M2-2D-CPIO	Slauson - Industrial Innovation (SL)	ZC (SUB, GEI), HD

¹⁰ Type of Change Coding Glossary:

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