

Plan de Vecindario del Corredor de Tránsito de Slauson (TNP)



Resumen ejecutivo y borrador preliminar del plan (borrador de audiencia pública)
agosto 2022

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INTRODUCCIÓN

Lanzado en el tercer trimestre de 2018, el Plan de Vecindario del Corredor de Tránsito de Slauson (TNP) es un programa de trabajo de Planeación de la ciudad de Los Ángeles que planifica empleos ecológicos, amplía las oportunidades de vivienda asequible y promueve el diseño de edificios orientados al camino peatonal junto al futuro Corredor de riel a riel de transporte activo a-Ferrocarril (es decir, sendero para bicicletas y peatones).

El TNP abarca las tres Áreas del Plan Comunitario de la Región Sur del Sudeste de Los Ángeles, Sur de Los Ángeles y Oeste de Adams-Baldwin Hills-Leimert.

Los objetivos del TNP apuntan a: (1) Activar el futuro carril bici de Metro en Slauson proporcionando estándares de diseño para los edificios cercanos; (2) Apoyar industrias emergentes, ecológicas y sostenibles que fomenten el desarrollo de la fuerza laboral local, y (3) Apoyar una combinación de usos de suelo compatibles alrededor de las estaciones de tránsito que satisfagan las necesidades de la comunidad en cuanto a empleo y vivienda.



En general, el Borrador del Plan Preliminar de TNP implica cambios de zona específicos y enmiendas al Plan General para las designaciones de uso de suelo con el fin de:

- Incentivar Usos de Empleos Verdes en zonas industriales
- Incentivar más viviendas asequibles mediante la expansión de áreas híbridas industriales y multifamiliares para la elegibilidad
- Establecer nuevos estándares de desarrollo para orientar la fachada de los nuevos edificios hacia el Corredor de Transporte Activo y alentar el acceso a las rutas

ALCANCE PÚBLICO

Desde 2018, el equipo del TNP ha llevado a cabo varios esfuerzos de divulgación para informar y solicitar comentarios sustantivos de la comunidad. Los esfuerzos de alcance comunitario han incluido:

- Eventos de lanzamiento
- Talleres de seminarios web sobre conceptos
- Encuestas de conceptos virtuales
- Horarios de oficina virtual
- Talleres Virtuales
- Presentaciones en reuniones comunitarias
- Presentaciones en eventos comunitarios
- Socio en la Colaboración de Comunes Climáticos del Sur de Los Ángeles

Para obtener información adicional sobre los antecedentes de los esfuerzos de divulgación anteriores, consulte la [página "Actualizaciones"](#) del TNP. Los resúmenes de divulgación anteriores incluyen el [resumen del seminario web de conceptos](#), el [resumen de la encuesta de conceptos](#) y un [resumen inicial de divulgación comunitaria](#).



RESUMEN EJECUTIVO Y BORRADOR PRELIMINAR DEL PLAN (BORRADOR DE AUDIENCIA PÚBLICA) - ACTUALIZACIONES DESDE LA PUBLICACIÓN EN MARZO DE 2022

Este documento llamado **Resumen Ejecutivo del Borrador del Plan Preliminar (Borrador de Audiencia Pública)** es una actualización del Resumen Ejecutivo del Borrador del Plan Preliminar cual se publicó para revisión pública en marzo de 2022. Para solicitar comentarios sobre el Borrador del Plan Preliminar, el Departamento de Planeación de la Ciudad organizó reuniones de horas de oficina virtuales, presentó a los Consejos Vecinales y consultó con partes interesadas que incluyeron residentes, organizaciones comunitarias, el desarrollo económico, desarrolladores y otros Departamentos de la Ciudad de Los Ángeles.

Las actualizaciones al Borrador del Plan Preliminar (Borrador de Audiencia Pública) corresponden a los comentarios del público y se resumen en la **Tabla 1**. Las actualizaciones en su totalidad se muestran en los documentos del Borrador del Plan Preliminar (Borrador de Audiencia Pública) en los Apéndices A-C.

Tabla 1. Resumen de actualizaciones al Borrador del Plan Preliminar (Borrador de Audiencia Pública)			
Actualización	Página del South LA CPIO (Apéndice A)	Página del Southeast LA CPIO (Apéndice B)	Página del West Adams CPIO (Apéndice C)
1. Nueva exención para que se permitan proyectos de vivienda asequible de 100 por ciento y vivienda de apoyo permanente en la subárea SI de Slauson ("Slauson - Hybrid Limited" en inglés).	pág. 5, 106, 109-110	pág. 5, 98, 101-102	
2. Nueva exención para que se permita viviendas conjuntas de vivienda y trabajo en la subárea SL de Slauson ("Slauson - Innovación Industrial" en inglés) para lotes con fachadas hacia Slauson Avenue.		pág. 98	
3. Nuevo requisito de superficie útil activa para sitios con fachadas hacia Slauson entre Normandie Avenue y Budlong Avenue, para todos los proyectos, excepto los proyectos 100 por ciento residenciales.	pág. 113		
4. Actualización a la bonificación de densidad de 1/600 a 1/500 para la subárea SI de Slauson ("Slauson - Hybrid Limited" en inglés) y la subárea SJI de Slauson ("Slauson - Hybrid Industrial 1" en inglés), según se refleja en la Tabla VI-3.	pág. 110	pág. 102	
5. Actualización del término servicios relacionados con los peatones al término servicios para peatones definido por el CPIO.	pág. 115	pág. 106	pág. 93
6. Actualización para incluir la fachada principal en acristalamiento y la fachada del edificio que da a la calle en la articulación en los estándares de desarrollo: diseño de edificios para sitios contiguos a caminos.			pág. 92
7. Nueva Sección VI. Regulaciones de estacionamiento para abordar el número requerido de espacios de estacionamiento para los proyectos. La sección incluye un incentivo de reducción de estacionamiento para los proyectos de Vivienda asequible del CPIO, usos de empleo verde y ciertos usos comerciales identificados, además de un estándar que requerirá que cualquier espacio de estacionamiento proporcionado más allá de los requisitos del LAMC será dedicado a espacio de carga de vehículos eléctricos.	pág. 118	pág. 110	
8. Actualización para requerir estacionamiento subterráneo o semi-subterráneo (es decir, podios de estacionamiento) en los estándares de desarrollo - estacionamiento, según corresponda para la subárea SN1 de Slauson ("Slauson - Multi-Family 1" en inglés) y la subárea SN2 de Slauson ("Slauson - Multi-Family 2" en inglés).	pág. 115	pág. 107	

RESUMEN DEL BORRADOR PRELIMINAR DEL PLAN (BORRADOR DE AUDIENCIA PÚBLICA)

El TNP se incorporará a las superposiciones de implementación del plan comunitario (CPIO) existentes para las siguientes áreas del plan comunitario: [South Los Angeles](#), [Southeast Los Angeles](#), [West Adams-Baldwin Hills-Leimert](#).

CORREDOR SLAUSON SUBÁREAS TNP

Como parte de los CPIO del sureste de Los Ángeles y el sur de Los Ángeles, el TNP dará como resultado nuevas subáreas de Slauson que se reflejarán en un nuevo capítulo del CPIO (es decir, el Capítulo VI). Las Subáreas de CPIO existentes dentro del área del proyecto TNP que fueron aprobadas previamente cuando se adoptó el CPIO, pasarán al nuevo capítulo del CPIO de las Subáreas de Slauson.

La nomenclatura y los resultados de la política de estas nuevas Subáreas de Slauson son consistentes con las Subáreas de CPIO existentes al utilizar convenciones de nombres similares, al mismo tiempo que mantienen la visión de la política y transmiten las regulaciones de uso y los estándares de desarrollo. Sin embargo, las subáreas de Slauson también incluirán nuevas disposiciones personalizadas que se alinean con la visión del TNP para fomentar empleos verdes, mayores oportunidades de viviendas asequibles y diseño de edificios orientados a caminos peatonales. La **Figura 1** muestra el mapa del Anteproyecto de Plan por Subárea del CPIO.

Como parte del CPIO de West Adams-Baldwin Hills-Leimert, el TNP se reflejará en la subárea del corredor industrial Hyde Park existente de la CPIO.

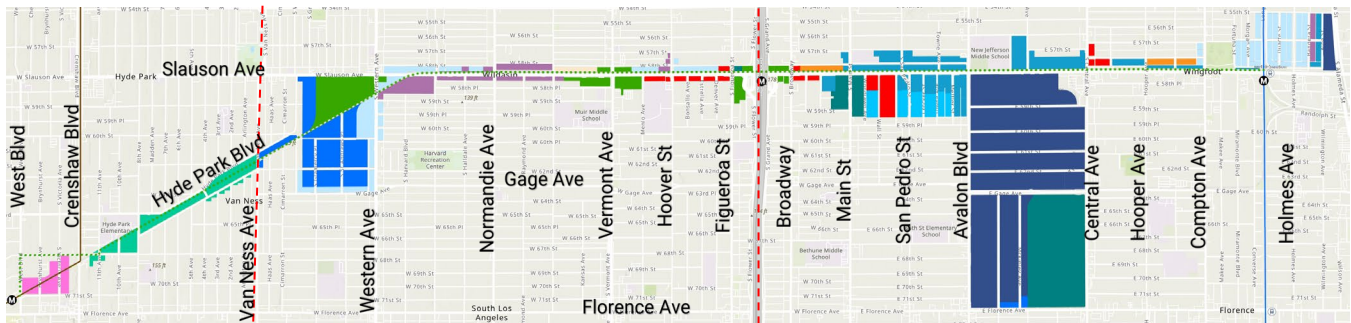
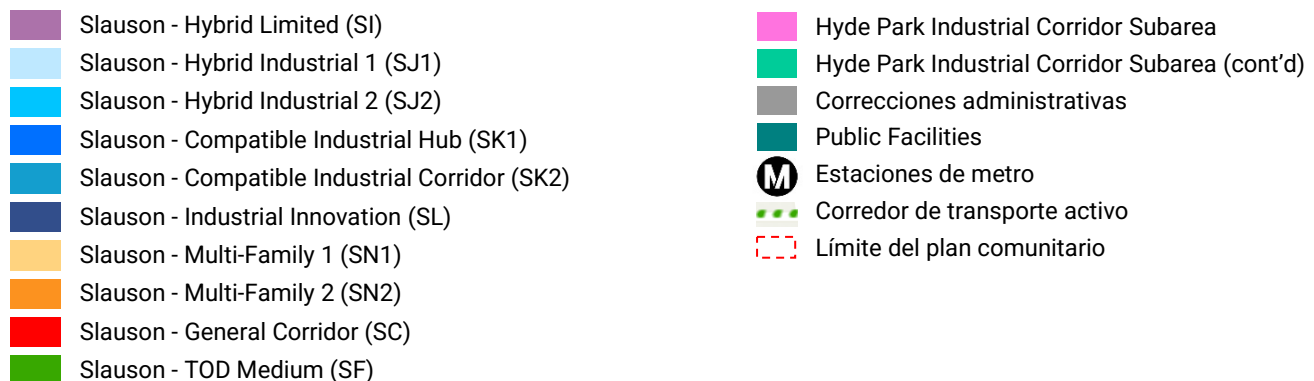


Figura 1. Anteproyecto de mapa del plan.



También puede conocer y explorar el borrador del plan preliminar de TNP en nuestro [StoryMap](#) interactivo, que le permitirá ampliar el mapa y seleccionar parcelas para ver su uso de suelo, zonificación y subárea CPIO existentes y propuestas.

La **Tabla 2** resume los nuevos reglamentos de zonificación propuestos para la Subárea del CPIO. Para revisar el texto completo del borrador de las reglamentaciones propuestas, consulte:

- [Apéndice A \(CPIO del Sur de Los Angeles\)](#)
- [Apéndice B \(CPIO del Sureste de Los Angeles\)](#)
- [Apéndice C \(CPIO de West Adams-Baldwin Hills-Leimert\)](#)

Para obtener información más detallada sobre los cambios de zona específicos y las enmiendas del Plan General a las designaciones de uso de suelo, consulte [Apéndice D](#).

Tabla 2. Resumen de las disposiciones propuestas para las subáreas de la CPIO	
Subárea CPIO aplicable	Regulaciones/Incentivos propuestos
[Todas las Subáreas CPIO en el TNP]	<p>Nuevas estándares de diseño se aplicaran a edificios colindantes a el camino con sitios colindantes al futuro corredor de transporte activo para promover el diseño de edificios que complemente el camino para bicicletas y peatones de usos múltiples.</p> <p>Los estándares propuestos incluyen la provisión de: una entrada al edificio orientada al camino; un retroceso de 10 pies del Corredor de Transporte Activo; una transparencia de ventana mínima del 30 % en la fachada que da al camino en la planta baja; y guía de colocación para murales si son un componente deseado de un proyecto.</p>
Slauson - Hybrid Limited (SI)	<p>Los usos residenciales pueden desarrollarse hasta el 50% de la superficie total del edificio, lo que representa un aumento del límite de superficie residencial del 30 % de la subárea limitada híbrida existente.</p> <p>Se proporciona una bonificación de hasta 3:1 de relación de área de piso (FAR) y una mayor densidad residencial de 1 unidad por cada 500 pies cuadrados de área de lote si un proyecto reserva viviendas asequibles.</p> <p>Si un proyecto opta por no utilizar las bonificaciones de vivienda asequible, el FAR permitido permanece en 1.5:1 y la densidad residencial siguen siendo de 1 unidad por 800 pies cuadrados de área de lote, según lo dispuesto por la densidad base de la zona subyacente.</p>
Slauson - Hybrid Industrial 1 (SJ1)	<p>Una bonificación de hasta 3:1 FAR y una mayor densidad residencial de 1 unidad por cada 500 pies cuadrados de área de lote si un Proyecto reserva Vivienda Asequible.</p> <p>Si un Proyecto opta por no utilizar la(s) bonificación(es) de Vivienda Asequible, el FAR permitido permanece en 1.5:1 y la densidad residencial permanece en 1 unidad por cada 800 pies cuadrados de área de lote, según lo dispuesto por la densidad base de la zona subyacente.</p>
Slauson - Hybrid Industrial 2 (SJ2)	<p>Se permite una bonificación de hasta 3:1 de FAR y una mayor densidad residencial de 1 unidad por cada 600 pies cuadrados de área de lote si un Proyecto reserva Vivienda Asequible.</p> <p>Si un Proyecto opta por no utilizar la(s) bonificación(es) de Vivienda Asequible, la densidad residencial permitida permanece en 1 unidad por cada 1,500 pies cuadrados de área de lote, y el FAR permitido permanece en 1.5:1 según lo dispuesto por la zona subyacente.</p>
Slauson - Compatible Industrial Hub (SK1)	Se permite una bonificación de hasta 3:1 de FAR si un Proyecto con nuevo desarrollo incluye un Uso de Empleo Verde.
Slauson - Compatible Industrial Corridor (SK2)	Se permite una bonificación de hasta 2.5:1 de FAR si un Proyecto con nuevo desarrollo incluye un Uso de Empleo Verde.

Tabla 2. Resumen de las disposiciones propuestas para las subáreas de la CPIO (continuado)

Subárea CPIO aplicable	Regulaciones/Incentivos propuestos
Slauson - Industrial Innovation (SL)	<p>Se permite una bonificación de hasta 3:1 de FAR si un Proyecto con nuevo desarrollo incluye un Uso de Empleo Verde.</p> <p>Se permiten hasta dos restaurantes aparte en cada frente-de-cuadra (si lo permite la zona subyacente y no se considera un uso accesorio).</p>
Slauson – Multi-Family 1 (SN1)	<p>Una bonificación de hasta 11 pies adicionales de altura y una mayor densidad residencial a 1 unidad por cada 400 pies cuadrados de área de lote si un Proyecto reserva viviendas asequibles.</p> <p>Si un Proyecto opta por no utilizar las bonificaciones de Vivienda Asequible, la FAR base permitida permanece en 3:1 y la densidad base permanece en 1 unidad por cada 800 pies cuadrados de área de lote.</p>
Slauson – Multi-Family 2 (SN2)	<p>Una bonificación de hasta 11 pies adicionales de altura y una densidad residencial aumentada a 1 por cada 800 pies cuadrados de área de lote si un Proyecto reserva Vivienda Asequible.</p> <p>Si un proyecto opta por no utilizar las bonificaciones de vivienda asequible, la FAR base permitida permanece en 3:1 y la densidad base permanece en 1 unidad por cada 2,000 pies cuadrados de área de lote.</p>
Slauson – General Corridor (SC)	<p>Las reglamentaciones existentes de la Subárea del Corredor General (pdf pág. 23) se aplicarán a las áreas "Slauson - General Corridor".</p> <p>Los nuevos estándares de diseño de edificios contiguos al camino también se aplicarán a los sitios con nuevos desarrollos que colindan con el corredor de transporte activo.</p>
Slauson – TOD Medium (SF)	<p>Los reglamentos existentes de la subárea TOD mediana (pdf pág. 41) se aplicarán a las áreas "Slauson - TOD Medium".</p> <p>Los nuevos estándares de diseño de edificios contiguos al camino también se aplicarán a los sitios con nuevos desarrollos que colindan con el corredor de transporte activo.</p>
Hyde Park Industrial Corridor	<p>Para los Proyectos que colindan con el Corredor de Transporte Activo, se requiere un retranqueo de 10 pies para el nuevo desarrollo a fin de facilitar espacios abiertos adicionales y oportunidades para orientar las entradas de los edificios y las pasarelas para brindar acceso al sendero.</p> <p>Si un Proyecto acuerda un uso propuesto como un Uso de Empleo Verde y acepta mantener el área de retiro de 10 pies para uso público, se puede proporcionar FAR y/o altura adicionales (consulte la sección Hyde Park Industrial Corridor para obtener más detalles).</p>
Hyde Park Industrial Corridor	<p>Para los proyectos que colindan con el derecho de paso de la Línea K de Metro (Línea Crenshaw/LAX), se requiere un retroceso de 20 pies para un nuevo desarrollo a fin de facilitar espacios abiertos adicionales y oportunidades futuras para extender la ciclovía a lo largo del derecho de paso diagonal. manera de conectarse directamente a la estación de la línea Crenshaw de Fairview Heights.</p> <p>Si un proyecto acuerda un uso propuesto como un uso de empleo ecológico y acepta mantener el área de retiro de 20 pies para uso público, se puede proporcionar una bonificación de FAR y/o altura (consulte la sección Hyde Park Industrial Corridor para obtener más detalles).</p>

INCENTIVANDO NEGOCIOS VERDES

En los CPIO del sur y sureste de Los Ángeles, el TNP tiene como objetivo promover los usos de empleos ecológicos¹, como oficinas profesionales y tecnologías de ecológica/limpia en las siguientes subáreas de Slauson:

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



Figura 2. Slauson Subáreas elegibles para un incentivo para Usos de Empleo Verde. (Ver y hacer zoom en [StoryMap interactivo](#))

Si un uso propuesto califica como un Uso de Empleo Verde y registra un convenio para seguir siendo un Uso de Empleo Verde durante al menos 30 años, entonces sería elegible para las siguientes bonificaciones de Razón de Área de Piso (FAR):

Tabla 3. Incentivo de uso de empleo verde		
	Subárea	Aumento elegible en FAR
■	Slauson - Compatible Industrial Hub (SK1)	Hasta 3.0 FAR
■	Slauson - Compatible Industrial Corridor (SK2)	Hasta 2.5 FAR
■	Slauson - Industrial Innovation (SL)	Hasta 3.0 FAR

En el CPIO de West Adams-Baldwin Hills-Leimert, el TNP también incentiva los usos de tecnología verde/tecnología limpia (consulte la [sección Hyde Park Industrial Corridor](#) para obtener más detalles).



Ilustración 1. Ejemplos de Usos de Empleo Verde (no es un proyecto real o propuesto)

¹ Uso de Empleo Verde - Un uso de empleo que puede involucrar trabajos en negocios que producen bienes o servicios verdes, o trabajos en negocios tradicionales que son responsables de hacer que el proceso de producción de su establecimiento sea más amigable con el medio ambiente. Los siguientes usos pueden incluir, entre otros: edificio de oficinas; Oficina, negocio o profesional; Oficina, sede corporativa; Oficina Profesional; Oficina del Arquitecto; Oficina de ingeniería; Centro de Investigación y Desarrollo; Fabricación de Productos Alimenticios; Empresa Agrícola Hidropónica; Laboratorio (experimental, cinematográfico, cinematográfico, de investigación o de ensayo); fabricación de instrumentos y equipos científicos; Estructuras de Sistemas de Energía Solar; o cualquier uso que el Director de Planificación considere razonablemente similar.

En la Subárea Slauson - Innovación Industrial (SL), el TNP propone permitir hasta dos restaurantes por bloque (ver **Figura 3**) para fomentar más opciones de comida para los trabajadores cercanos, mientras se mantiene la visión de la subárea de un centro de empleo denso que apoya los Usos de Empleos Verdes. Las propiedades frente a Avalon, Central, Florence y Main están exentas de la limitación, así como los restaurantes que son de uso accesorio. Actualmente, los restaurantes que no se consideran usos accesorios están restringidos en la subárea de Innovación Industrial (L) existente en el CPIO.

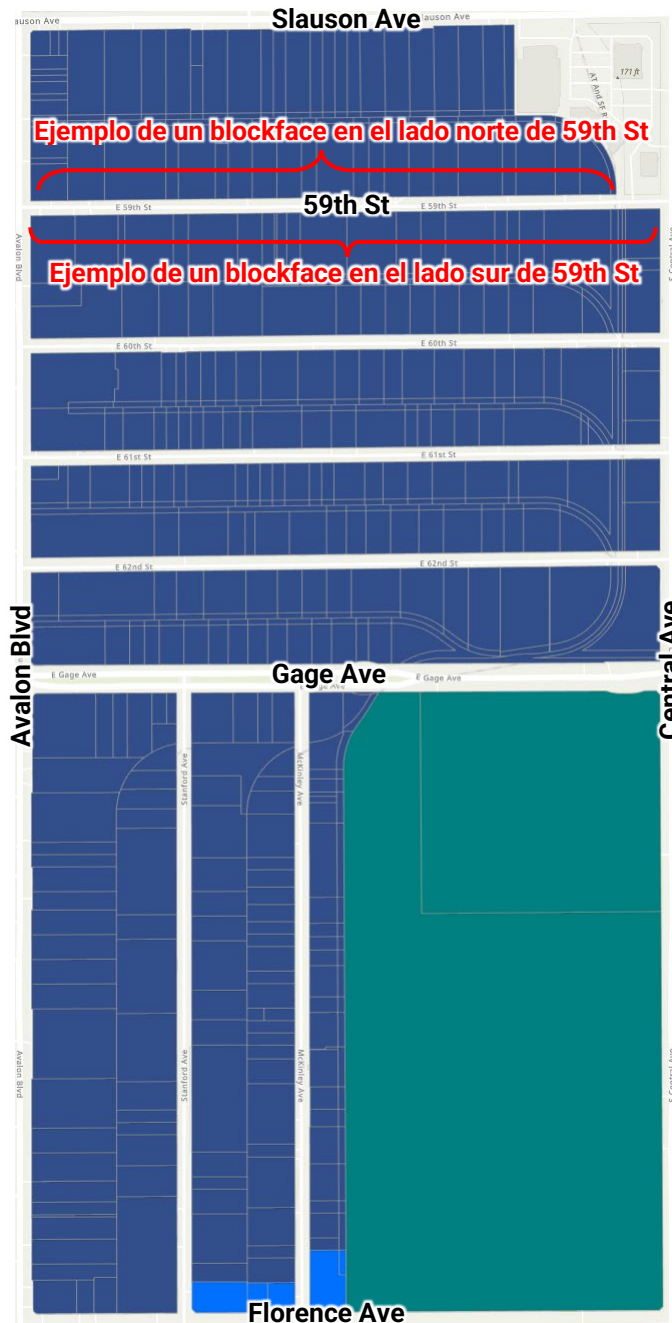


Figura 3: Diagrama de ejemplo de un blockface en Subarea SL

Ejemplo de Blockface: Usando 59th St como ejemplo, se permitirían dos restaurantes en propiedades en el blockface ubicado en el lado norte de 59th St, y se permitirían dos restaurantes en propiedades en el blockface ubicado en el lado sur de 59th St.

Las propiedades frente a Avalon, Central, Florence y Main están exentas de la limitación, así como los restaurantes que son un uso accesorio.

ÁREAS EN EXPANSIÓN PARA VIVIENDAS ASEQUIBLES

El TNP tiene como objetivo aumentar las oportunidades para proporcionar viviendas asequibles al expandir el Sistema de incentivos de viviendas asequibles del CPIO a las siguientes subáreas de Slauson:

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



Ilustración 1. Ejemplo de Proyecto de Vivienda Asequible CPIO (no es un proyecto real o propuesto)



Figura 4. Subáreas de Slauson elegibles para el incentivo FAR por proporcionar viviendas asequibles (ver y hacer zoom en [StoryMap](#) interactivo)

El TNP propone ofrecer incentivos de desarrollo del CPIO si un proyecto propuesto califica como un **CPIO Affordable Housing Project (Proyecto de Vivienda Asequible del CPIO)**, que es un Proyecto de Vivienda 100% Asequible o un proyecto de ingresos mixtos que reserva unidades Asequibles en los siguientes porcentajes:

- 11% de ingresos extremadamente bajos
- 15% Ingresos muy bajos
- 25% de bajos ingresos

La siguiente tabla describe los incentivos de desarrollo elegibles para las siguientes subáreas de Slauson:

	Subárea de Slauson	Densidad básica	Densidad adicional	Base FAR	Primo FAR	Límite de altura	Altura adicional
	Slauson - Hybrid Limited	1/800	1/500	1.5	Hasta 3.0	Limitado por Base FAR	hasta 6 pisos como máximo
	Slauson - Hybrid Industrial 1	1/800	1/500	1.5	Hasta 3.0	Limitado por Base FAR	hasta 6 pisos como máximo
	Slauson - Hybrid Industrial 2	1/1500	1/600	1.5	Hasta 3.0	Limitado por Base FAR	hasta 6 pisos como máximo
	Slauson - Multifamily 1	1/800	1/400	3.0	n/a	45 pies	11 pies adicionales hasta 56 pies
	Slauson - Multifamily 2	1/2000	1/800	3.0	n/a	45 pies	11 pies adicionales hasta 56 pies

FACILITAR EL DISEÑO DE EDIFICIOS ORIENTADOS A RUTAS

El TNP tiene como objetivo promover el diseño de edificios orientados a las rutas peatonales para complementar y promover el acceso al futuro Corredor de Transporte Activo.

- Por lo tanto, el TNP propone que los proyectos adyacentes al Corredor de Transporte Activo y que involucren nuevas construcciones proporcionen los siguientes estándares de diseño de edificios para sitios colindantes con caminos:
- Un **retroceso mínimo de 10 pies** del Corredor de transporte activo que podría permitir amenidades para peatones, como bancas, mesas, portabicicletas, jardinería, etc.
- Una **entrada del edificio orientada al camino** para facilitar el acceso a los servicios relacionados con los peatones junto al Corredor de Transporte Activo.
- Un requisito mínimo de **transparencia de ventana del 30%** en la planta baja en la fachada de un edificio que da al camino.
- Si un **mural** nuevo es un componente deseado de un Proyecto, entonces será visible para los usuarios del futuro Corredor de Transporte Activo ya sea en la fachada que da al camino o en la fachada de la calle lateral visible desde el camino.



Figura 5. Se proponen estándares de diseño de edificios contiguos a la ruta para los sitios adyacentes al futuro corredor de transporte activo

El TNP también alienta a los propietarios y solicitantes a coordinarse con el personal de LA Metro y el Departamento de Planeación para incorporar caminos de acceso desde propiedades privadas para fomentar más actividades para caminar y andar en bicicleta a lo largo del Corredor de Transporte Activo.



Ilustración 2. Ejemplo de edificio orientado al camino y acceso al camino (no es un proyecto real o propuesto)

VISIÓN CONTINUA PARA CORREDORES COMERCIALES Y TOD

El TNP tiene como objetivo mantener la visión del CPIO del Sur y Sureste de Los Ángeles para los corredores comerciales y TOD (Desarrollo Orientado al Tránsito) para las siguientes Subáreas de Slauson:

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

Las Subáreas de Slauson para el Corredor General (SC) y el Medio de TOD (SF) se beneficiarán de los nuevos Estándares de Diseño de Edificios contiguos al Camino para los sitios que colindan con el futuro Corredor de Transporte Activo. Los estándares de desarrollo actuales y los reglamentos de uso para el Corredor General existente y las Subáreas del CPIO Medianas a TOD seguirán aplicándose a estas dos nuevas subáreas de Slauson.

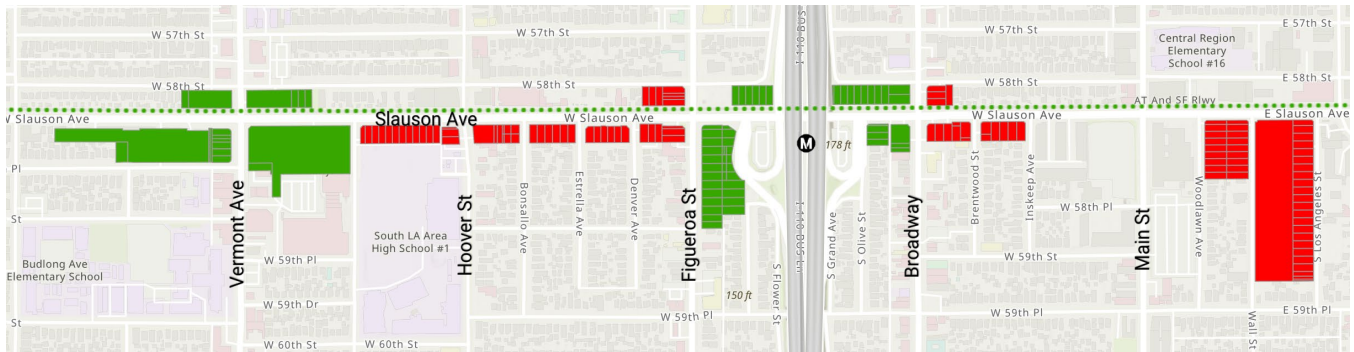


Figura 6. Subáreas CPIO para Slauson General Corridor y Slauson TOD Medium (Ver y hacer zoom en [StoryMap](#) interactivo)

Como parte del TNP, también se propone la designación de la subárea del CPIO "Slauson - TOD Medium" en los sitios centrados alrededor de la estación Metro Slauson para la vía de autobús de la Línea J (Línea Plateada).

FOMENTAR A USOS DE INDUSTRIA COMO MEJORES VECINOS

Para las zonas de fabricación industrial y comercial, el capítulo de Subáreas de Slauson también trasladará las regulaciones de uso existentes del capítulo de Subáreas Industriales del Sur de Los Ángeles y el Sureste de Los Ángeles CPIO, que incluyen prohibiciones o limitaciones de separación de distancia en usos tales como:

- Venta de alcohol
- Usos relacionados con automóviles
- Restaurantes independientes con servicio de autoservicio
- Armerías
- Casas de Empeño
- Usos nocivos
- Recolección de Reciclaje
- Autoalmacenaje público
- Tiendas de humo/vapor

El capítulo de Subáreas de Slauson también trasladará los estándares de desarrollo del capítulo de Subáreas industriales existentes que promueven la sensibilidad del diseño para usos industriales, especialmente cuando están ubicados cerca de usos residenciales. Los estándares de desarrollo que se transferirán al capítulo de las Subáreas de Slauson incluyen la altura de transición junto a los usos residenciales, la disposición del edificio (retranqueos residenciales adyacentes), el diseño del edificio (acristalamiento, articulación, entrada orientada a la calle), detección de estacionamiento en la superficie, detección de equipos mecánicos, vallas/muros, recintos de basura, iluminación y almacenamiento al aire libre/normas de trabajo al aire libre.

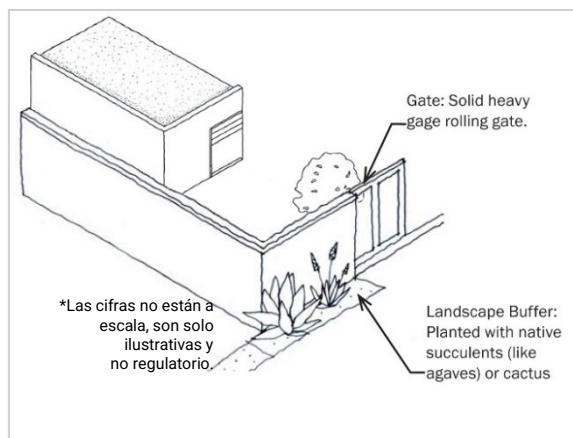


Ilustración 4. Ilustración de CPIO del búfer de paisaje

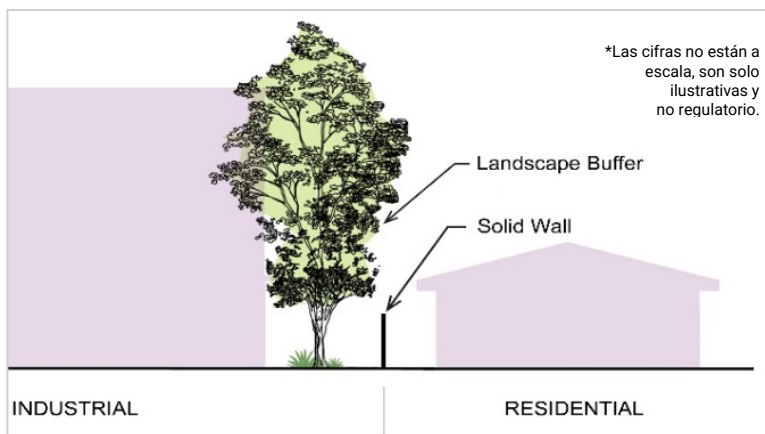


Ilustración 5. Ilustración de CPIO del amortiguador entre industrial y residencial

Además, con base en el alcance público, se propone una nueva limitación de uso para "Usos de cajones de embalaje y ensamblaje" (que incluye el almacenamiento de paletas) para fomentar usos de suelo más armoniosos junto a los vecindarios residenciales existentes.

CORREDOR INDUSTRIAL DE HYDE PARK

En el CPIO de West Adams-Baldwin Hills-Leimert, el TNP continuará impulsando la visión del Plan Comunitario de un corredor de tecnología limpia y verde que promueva espacios abiertos de acceso público. Las normas de desarrollo y los reglamentos de uso para la Subárea del Corredor Industrial de Hyde Park seguirán aplicándose e incluirán los siguientes refinamientos a continuación.

Además de los Estándares de diseño de edificios colindantes a caminos peatonales, el TNP también propone que los Proyectos en el corredor industrial de Hyde Park que involucren nuevas construcciones proporcionen:

- Un retroceso de **10 pies** si el sitio está al **este de Crenshaw Blvd** y colinda con el futuro Corredor de Transporte Activo, para facilitar el espacio abierto y crear oportunidades para servicios peatonales y posibles accesos a caminos peatonales.
- Un retroceso de **20 pies** si el sitio está al **oeste de Crenshaw Blvd** y colinda con la línea Metro K (línea Crenshaw/LAX), a fin de facilitar el espacio abierto y crear futuras oportunidades para brindar una conexión directa de transporte activo a la futura estación Metro Fairview Heights.



Figura 7. Subárea del corredor industrial de Hyde Park en el oeste Adam-Baldwin Hills-Leimert CPIO (Ver y hacer zoom en [StoryMap](#) interactivo)



Ilustración 6. Continuación potencial del sendero para bicicletas al oeste de Crenshaw Blvd, mirando al oeste (no es un proyecto real ni propuesto)

CORREDOR INDUSTRIAL DE HYDE PARK (continuado)

Un Proyecto en la Subárea del Corredor Industrial de Hyde Park puede ser elegible para bonificaciones en altura y Proporción de Área de Piso (FAR) si está ubicado dentro de un Grupo de Parcela elegible (ver **Figura 8**) y cumple con lo siguiente:

- Registrar un compromiso de que el Proyecto seguirá siendo un **Uso de Empleo Verde** durante al menos 30 años.
- Registrar un convenio estableciendo que el área de retiro que colinda con el Corredor de Transporte Activo tendrá **acceso público**.

Los grupos de parcelas elegibles para ciertas bonificaciones se describen a continuación:

Grupo de parcelas	Límite de altura de la base existente	Altura adicional	FAR existente	Bono FAR
A	45 pies	Hasta 60 pies	1.5	n/a
B	45 pies	Hasta 75 pies	1.5	Hasta 2.0
C	45 pies	Hasta 60 pies	1.5	n/a
D	30 pies	n/a	1.5	n/a
E	45 pies	Hasta 75 pies	1.5	Hasta 2.0
F	45 pies	n/a	1.5	n/a

* Nota: Los bonos en la tabla reflejan los montos de bonos existentes descritos en el CPIO existente

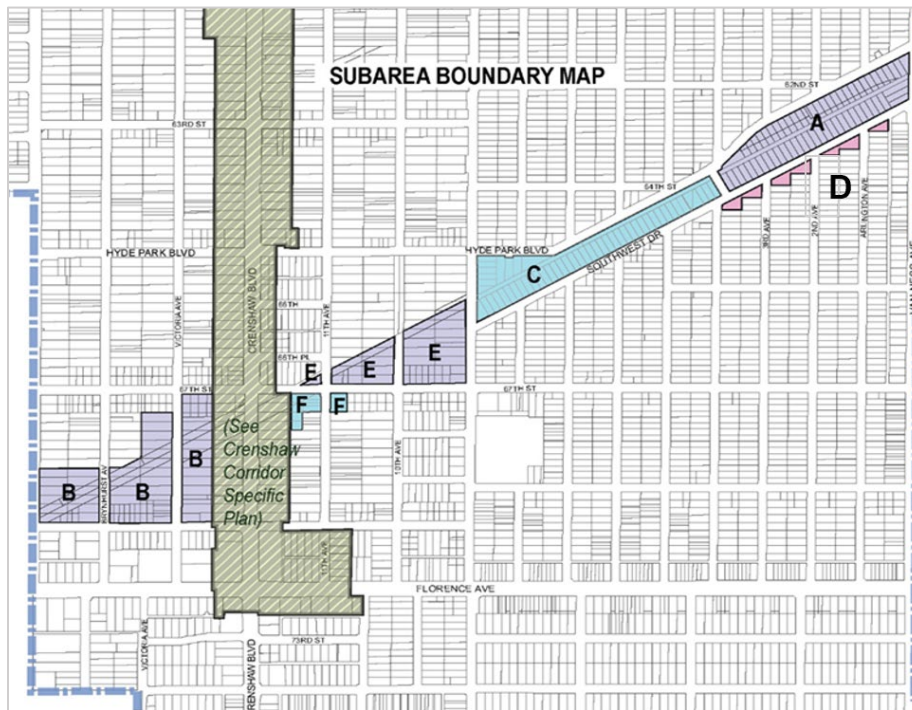
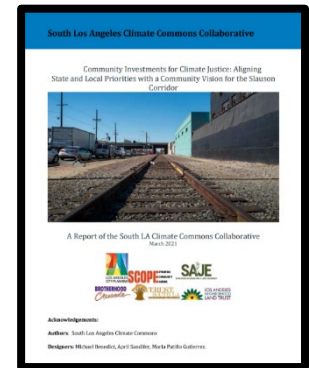


Figura 8. Mapa del grupo de parcelas para la subárea CPIO del corredor industrial de Hyde Park

SOUTH LA CLIMATE COMMONS

Formada en 2018, South LA Climate Commons Collaborative es una coalición de organizaciones y agencias que se enfocan en mejoras e inversiones en torno a los temas de justicia climática, prevención de desplazamientos y desarrollo de la fuerza laboral. El Consejo de Crecimiento Estratégico del Estado de California otorgó a South LA Climate Commons una subvención para llevar a cabo un proceso de planeación impulsado por la comunidad de un año para desarrollar recomendaciones que describan una visión para la futura implementación. A principios de 2021, el alcance integral se culminó en un [informe final](#).



El informe final de South LA Climate Commons incluye una lista de estrategias y recomendaciones que cubren una variedad de temas que incluyen el uso de suelo, los parques, el transporte, la calidad del aire, la salud comunitaria, la vivienda y los parques. Mientras que muchas de las recomendaciones ya están reflejadas como objetivos, políticas y programas en los Planes Comunitarios, Climate Commons generó ideas que reflejan nuevos pensamientos y deseos de la comunidad.

Como resultado de South LA Climate Commons, el TNP propone las siguientes nuevas actualizaciones del programa de implementación en los tres planes comunitarios del sur:

- **Cooperativas de trabajadores:** Coordinar con agencias como Economic Workforce and Development Department's de la Ciudad (o EWDD por sus siglas en inglés) y la Oficina de Sostenibilidad del Alcalde para identificar un papel para las cooperativas de trabajadores en una economía equitativa y sostenible de Los Ángeles. Examinar oportunidades para incentivar o apoyar el crecimiento de las cooperativas de trabajadores a través de programas de agencias públicas.
- **Espacio abierto en derechos de paso públicos:** Explorar métodos para incentivar o alentar el desarrollo de espacios abiertos en derecho-de-paso-público infrautilizados. Coordinar con agencias como la agencia de Transporte de Los Angeles (o LADOT por sus siglas en inglés) para ampliar e incluir potencialmente programas municipales existentes como People St, Play Streets Pilot Program y L.A. Al Fresco. Buscar inspiración en programas exitosos existentes de otras ciudades y considerar oportunidades tales como reducciones de tarifas de permisos, simplificación de permisos o promoción a través de recursos de agencias públicas.
- **Venta ambulante:** Coordinar con agencias como StreetsLA, EWDD, el Departamento de Salud Pública y el Departamento de Recreación y Parques para desarrollar continuamente el Programa de Permisos para Vendedores en Parques y Aceras para incluir a los vendedores ambulantes en la toma de decisiones comunitaria que afecta sus oportunidades de éxito y contribuye a una economía equitativa y sostenible, particularmente a medida que la ciudad se recupera de la pandemia de COVID-19.
- **Inventario de terrenos baldíos:** Coordinar con Saneamiento y Medio Ambiente de Los Ángeles (LA Sanitation & Environment) y las partes interesadas de la comunidad para identificar sitios vacantes o infrautilizados como candidatos potenciales para el Programa de terrenos baldíos de toda la ciudad.
- **Mejorar los requisitos de dedicación de espacios abiertos:** Explorar métodos para exigir, incentivar o alentar la inclusión de espacios abiertos adicionales en-sitio o en las proximidades con nuevos proyectos de desarrollo residencial. Considere mejorar los estándares existentes de dedicación de espacios abiertos del código municipal de la Ciudad de Los Angeles (o LAMC por sus siglas en inglés) para incluir requisitos en lugar de brindar actualizaciones de amenidades a los parques cercanos. Examinar los estándares de permisos de planeación que de la ciudad de Los Ángeles en busca de oportunidades para incentivar espacios abiertos adicionales en nuevos desarrollos residenciales a través de reducciones de tarifas o simplificación.
- **Agricultura Urbana:** Explorar métodos alternativos para brindar oportunidades para la siembra y cultivo de alimentos en patios delanteros, traseros, laterales, jardines en azoteas, avenidas residenciales, lotes comerciales baldíos y espacios públicos infrautilizados. Buscar cómo mejorar los programas existentes de la Ciudad, como el Programa de Zona de Incentivo para la Agricultura Urbana (UAIZ). Considerar cómo la venta ambulante y las ventas al borde de la carretera de productos de agricultura urbana pueden tener un papel en la economía local.

OTRAS INICIATIVAS DE DESARROLLO ECONÓMICO DE LA CIUDAD

Mientras la zonificación y el uso de suelo son importantes para establecer la visión comunitaria de empleos en un vecindario, el desarrollo económico equitativo también es otro componente clave que juega un papel crucial para facilitar buenos resultados laborales. El objetivo del [Economic Workforce and Development Department's de la Ciudad \(EWDD, por sus siglas en inglés\)](#) es dirigir el desarrollo económico de una manera que produzca negocios prósperos y cree acceso a capacitación laboral y oportunidades profesionales para brindar una fuerza laboral fuerte y comprometida, vecindarios sostenibles y comunidades resilientes por todo Los Ángeles.

Actualmente, EWDD participa en múltiples iniciativas que ayudan a respaldar el objetivo del TNP de planear para puestos de trabajo:

Jedi Zones. El Programa de Zonas de Incentivos para el Desarrollo Económico y el Empleo de la Ciudad de Los Ángeles (JEDI, por sus siglas en inglés) proporciona incentivos de desarrollo económico para áreas desatendidas que experimentan desempleo y subempleo persistentes, ingresos familiares bajos y moderados e inestabilidad en el vecindario. Las empresas existentes y las nuevas que están ubicadas dentro de una Zona JEDI pueden reducir los gastos operativos, aumentar las ganancias y crear más empleos al aprovechar incentivos dedicados específicamente, servicios de realzamiento y programas.



En 2021, se aprobó y estableció recientemente una Zona JEDI para The Goodyear Tract, que es un centro industrial dentro del área del proyecto TNP, delimitado por Slauson Avenue al norte, Florence Avenue al sur, Central Avenue al este y Avalon Boulevard hacia el oeste.

Para obtener más información, visite el [JEDI Zone webpage](#)

Good Foods Zone. El programa de Zona de Buena Comida o (Good Food Zones) tiene como objetivo cumplir el doble propósito de ampliar el acceso a alimentos saludables en los vecindarios del "desierto alimentario" con acceso limitado y también ofrecer oportunidades económicas y empleos para los residentes de bajos ingresos. El Ayuntamiento de Los Ángeles estableció la política Good Food Zone y aprobó el primer programa piloto para el área sur de Los Ángeles. La política crea incentivos económicos para las empresas, incluidas las tiendas minoristas y los restaurantes, que ofrecen productos saludables.



Para obtener más información, visite el [Good Food Zone Council File 18-1007](#)

Programa de préstamos para pequeñas empresas y micropréstamos. Brinda financiamiento a microempresas y pequeñas empresas viables que los prestamistas privados no pueden acomodar. Ya sea que una empresa sea una empresa nueva o una empresa existente que quisiera expandirse, los fondos del préstamo de \$ 5,000 a \$ 500,000 se pueden usar para costos operativos comerciales razonables y elegibles, que incluyen, entre otros, inventario, equipo, capital de trabajo y mejoras para arrendamiento.

Programa de Préstamo a Empresas Pequeñas: <https://ewddlacity.com/index.php/small-business-loans>

Programa de micropréstamos: <https://ewddlacity.com/index.php/microloan-program>

Asistencia de venta ambulante. Los asesores bilingües en los Centros BusinessSource de EWDD ayudan a los posibles vendedores ambulantes a completar la documentación requerida para obtener los permisos de la ciudad de Los Ángeles, el estado de California y el condado de Los Ángeles. En el área de Slauson, Vermont Slauson Economic Development Corporation (VSEDC) es el BusinessSource Center contratado ubicado en 6109 South Western Avenue, Los Ángeles, 90047. Se puede comunicar con VSEDC al (323) 789-4515.



Programa de Permisos Para Vender en la Vía Pública: <https://streetsla.lacity.org/vending>

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

SESIÓN INFORMATIVA VIRTUAL Y AUDIENCIA PÚBLICA

El equipo de TNP agradece su participación y comentarios en la audiencia púb.

martes, 23 de agosto de 2022

Presentación/Preguntas y Respuestas: 6 p.m. a 7 p.m.

Audiencia pública: 7 p.m. a 8:30 p.m.

Antes de la Audiencia Pública, el personal compartirá una presentación durante la Sesión de Información para ayudar a explicar el Borrador del Plan (borrador de audiencia pública), incluyendo las Subáreas del CPIO propuestas, y las designaciones de zonificación y de uso de suelo. La sesión informativa incluirá una sesión de preguntas y respuestas.

La audiencia pública es una oportunidad formal para proporcionar comentarios públicos sobre el borrador del plan (borrador de audiencia pública) a un funcionario de audiencias. La Audiencia Pública se utiliza para recibir comentarios sobre el Plan Preliminar (borrador de audiencia pública). No se tomarán decisiones en el momento de la Audiencia Pública. Para que se puedan presentar todos los puntos de vista, los oradores en la Audiencia Pública pueden tener una duración limitada de su testimonio. Los participantes pueden unirse a la audiencia pública en línea o por teléfono en cualquier momento durante los eventos programados para ofrecer testimonio. Los comentarios pueden enviarse alternativamente por correo electrónico o por escrito hasta el **2 de septiembre de 2022** a las 5:00 p.m.

Opciones para participar:

Por teléfono: (669) 900-9128 o (213) 338-8477

Cuando se le solicite, ingrese el ID del seminario web: 827 5855 4399

Con PC, MAC, iPad, iPhone o Android, haga clic en este URL:

<https://planning-lacity-org.zoom.us/j/82758554399>

Ingrese el ID del seminario web: 827 5855 4399 y el código de acceso: 689304

Debido a las preocupaciones sobre COVID-19, esta audiencia pública se llevará a cabo en su totalidad por Zoom (<https://zoom.us/>) o teléfono y permitirá comentarios públicos.

Para obtener más información sobre el Plan preliminar y para ver un mapa de zonificación interactivo donde puede buscar la zonificación propuesta por dirección de propiedad, visite Planning4LA.org/slauson-corridor-tnp

Para enviar preguntas, comentarios o ser incluido en la lista de interesados, comuníquese con el personal de Planeación de la ciudad por correo o correo electrónico a:

Andrew Pasillas, Department of City Planning
200 North Spring Street, Room 667
Los Angeles, CA 90012
andrew.pasillas@lacity.org

Incluya el número de caso **CPC-2019-4000-GPA-ZC-HD-CPIOA** en cualquier correspondencia enviada.

El Plan de Vecindario del Corredor de Tránsito de Slauson (TNP) está tentativamente programado para ser escuchado como tema por la Comisión de Planeación de la Ciudad el 13 de octubre de 2022 (esta fecha está sujeta a cambios y el tema puede ser continuado a una fecha posterior).

Acciones Propuestas:

Las solicitudes de servicios de traducción de idiomas u otras adaptaciones se pueden proporcionar por correo electrónico, teléfono o solicitud por escrito enviada con un mínimo de 72 horas de anticipación. Para consultas generales, incluido cómo solicitar servicios de traducción u otras adaptaciones, comuníquese con el personal de Planificación de la ciudad en andrew.pasillas@lacity.org | (213) 978-1518.

APÉNDICE A. ENMIENDAS PROPUESTAS DEL TNP DEL CORREDOR SLAUSON DEL CPIO DEL SUR DE LOS ÁNGELES

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 _____

TABLE OF CONTENTS

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

Black text = Existing language from CPIO

Black strikethrough text = Existing language proposed to be replaced/modified

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

Blue text = Updates to Preliminary Draft Plan since March 2022 version (excluding references to new Slauson Subareas)

Appendix A. Proposed Amendments to the South Los Angeles CPIO

Slauson Corridor Transit Neighborhood Plan (TNP)

Preliminary Draft Plan (Public Hearing Draft) CPIO Amendments – August 2022

Note to Reader:

This updated document includes the amendments, edits, or additions that the Slauson Corridor TNP Preliminary Draft Plan (Public Hearing Draft) 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](#)).

Black text = Existing language from CPIO

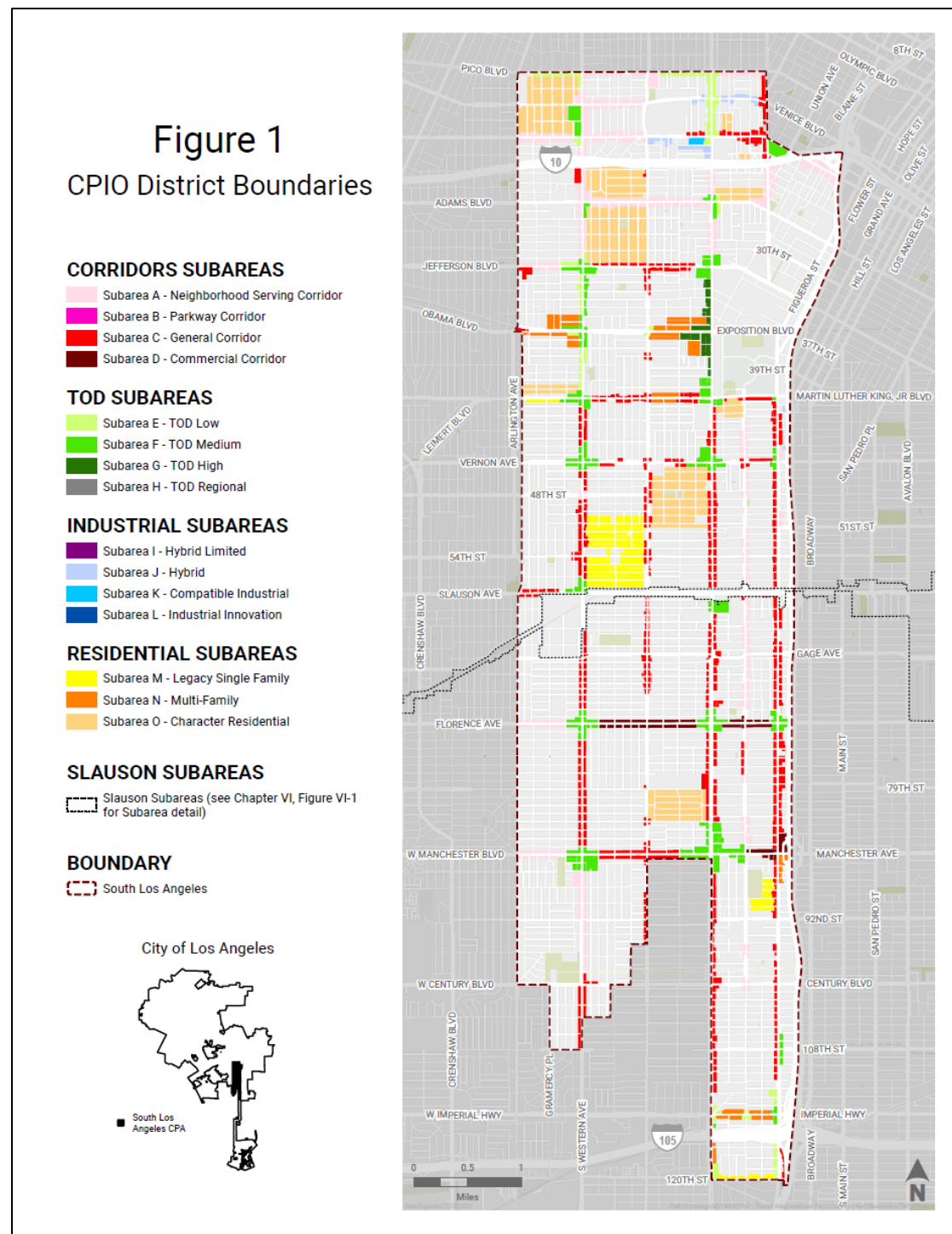
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Red text = New text (excluding references to new Slauson Subareas)

Blue text = Updates to Preliminary Draft Plan since March 2022 version (excluding references to new Slauson Subareas)

Chapter I – FUNCTION OF THE CPIO

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



Black text = Existing language from CPIO

Black strikethrough text = Existing language proposed to be replaced/modified

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

Blue text = Updates to Preliminary Draft Plan since March 2022 version (excluding references to new Slauson Subareas)

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:

Black text = Existing language from CPIO

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Blue text = Updates to Preliminary Draft Plan since March 2022 version (excluding references to new Slauson Subareas)

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 *(with an exemption for CPIO 100 Percent Affordable Housing Projects and Permanent Supportive Housing)*. 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.

(As of the date of adoption of this Ordinance, no properties are designated Slauson Subarea SJ2 in the South Los Angeles Community Plan Area.)

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).

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Appendix A. Proposed Amendments to the South Los Angeles CPIO

Slauson Corridor Transit Neighborhood Plan (TNP)

Preliminary Draft Plan (Public Hearing Draft) CPIO Amendments – August 2022

(As of the date of adoption of this Ordinance, no properties are designated Slauson Subarea SK2 in the South Los Angeles Community Plan Area.)

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. 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.

(As of the date of adoption of this Ordinance, no properties are designated Slauson Subarea SL in the South Los Angeles Community Plan Area.)

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.

(As of the date of adoption of this Ordinance, no properties are designated Slauson Subarea SN2 in the South Los Angeles Community Plan Area.)

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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 right-of-way designated for 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 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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Appendix A. Proposed Amendments to the South Los Angeles CPIO

Slauson Corridor Transit Neighborhood Plan (TNP)

Preliminary Draft Plan (Public Hearing Draft) CPIO Amendments – August 2022

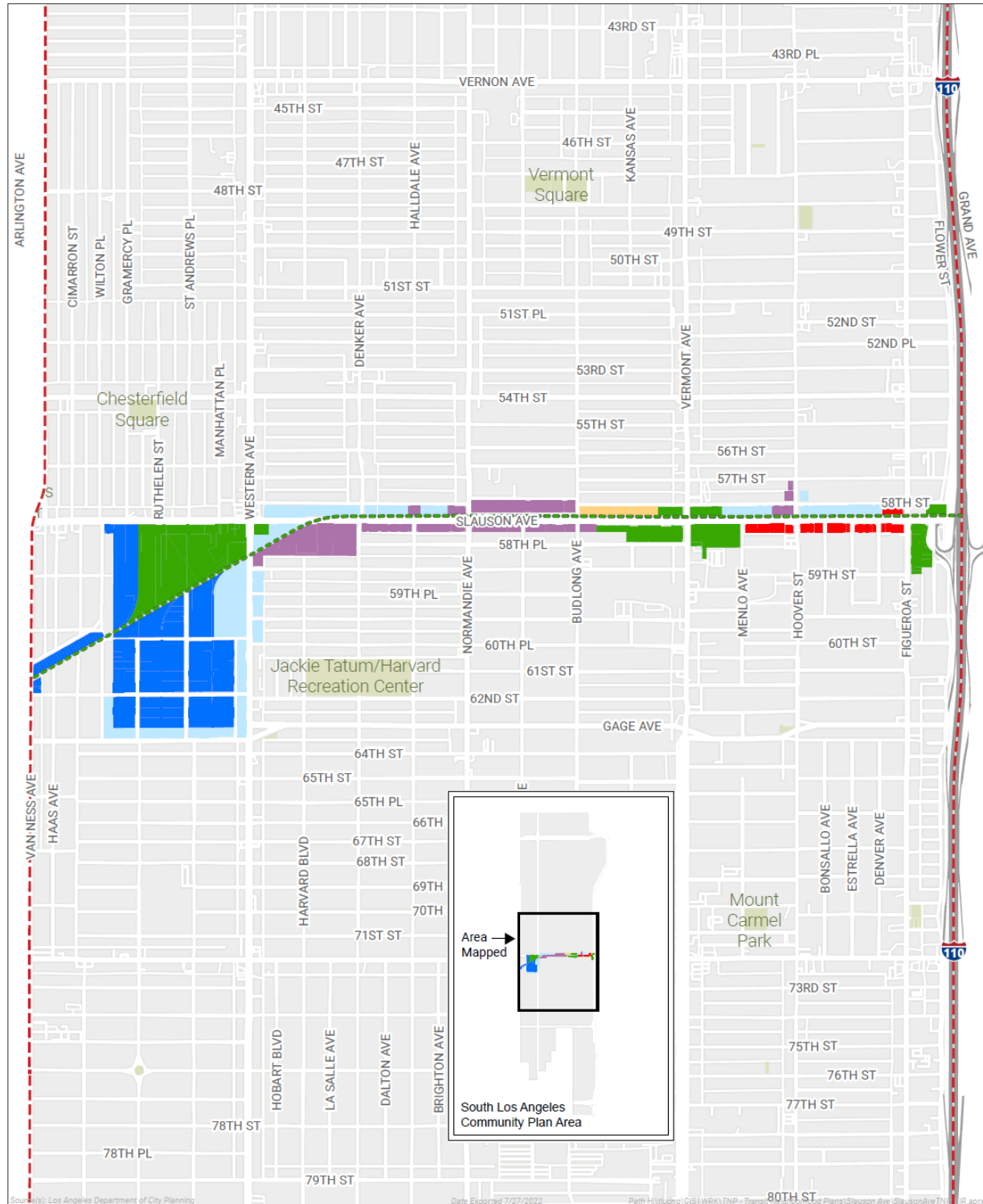


FIGURE VI-1 SLAUSON SUBAREAS



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.**
- Base.** The Base density, Base height, and Base FAR for TOC Projects or Density Bonus Projects are set forth in Section VI-3.
 - 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.**
- Base.** The applicable Base density, Base height, and Base FAR for all CPIO Affordable Housing Projects are as set forth in Section VI-3.
 - Bonuses.** CPIO Affordable Housing Projects may utilize CPIO Bonuses as provided in Section VI-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”:
 - 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.

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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.
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

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Use ¹	Regulation	Applicable Subarea	Exemptions/ Clarifications
	Restaurant with Drive-Through use. ³		complies with the development standards of this CPIO.
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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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. CPIO 100 Percent Affordable Housing Projects and Permanent Supportive Housing projects are exempt from the 50% limitation on the maximum 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. All Projects in Slauson Subareas 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 for building design in Chart VI-3 under Section VI-3.F. shall also apply:

CHART VI-2. APPLICABLE DEVELOPMENT STANDARDS FOR SLAUSON SUBAREAS		
Slauson Subareas	CPIO Reference for Development Standards	Path-Abutting Development Standards¹
SC – Slauson General Corridor	Chapter 2 – Corridors Subareas Section II-2. Development Standards for “Subarea C – General Corridor”	Chapter 6 – Slauson Subareas Section VI-3.F. Building Design for Subsections: F.2(d) “Path-Oriented Building Entrance” F.2(e) “Setback from Active Transportation Corridor” F.2(f) “Mural”
SF – Slauson TOD Medium	Chapter 3 – TOD Subareas Section III-3. Development Standards for “TOD Subareas”	Chapter 6 – Slauson Subareas Section VI-3.F. Building Design for Subsections: F.2(d) “Path-Oriented Building Entrance” F.2(e) “Setback from Active Transportation Corridor” F.2(f) “Mural”
SN1 – Slauson Multi-Family 1 SN2 – Slauson Multi-Family 2	Chapter 5 – Residential Subareas Section V-2. Development Standards for “Subarea N – Multi-Family Residential”	Chapter 6 – Slauson Subareas Section VI-3.F. Building Design for Subsections: F.2(d) “Path-Oriented Building Entrance” F.2(e) “Setback from Active Transportation Corridor” F.2(f) “Mural”
SI – Hybrid Limited SJ1 – Hybrid Industrial 1 SJ2 – Hybrid Industrial 2 SK1 – Compatible Industrial Hub 1 SK2 – Compatible Industrial Hub 2	Chapter 6 – Slauson Subareas Section VI-3.B to Section VI-3.K	Chapter 6 – Slauson Subareas Section VI-3.F. Building Design for Subsections: F.3(a) “Glazing” F.3(b) “Articulation” F.3(c) “Street-Oriented Entrance” F.3(d) “Path-Oriented Building Entrance” F.3(e) “Setback from Active Transportation Corridor” F.3(f) “Mural”
1. Path-Abutting Development Standards apply to Projects with new construction in Slauson Subareas that abut the Active Transportation Corridor.		

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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.

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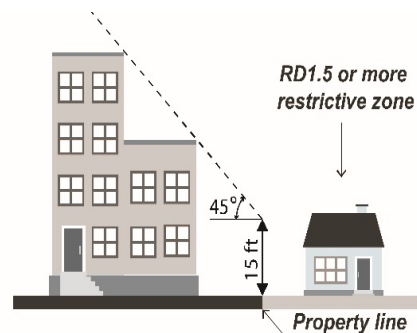
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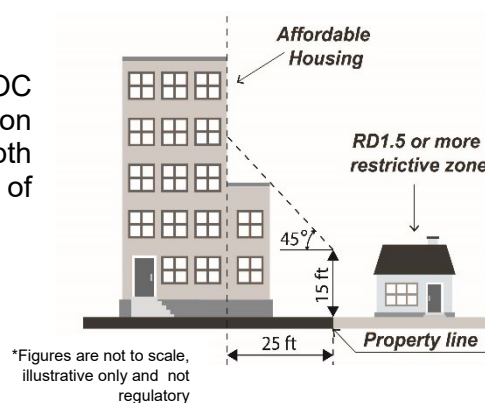
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C. Transition to Residential. In Subareas SI, SJ1, SJ2, SK1, SK2, and SL, the following height restrictions apply:

- (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.



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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, **CPIO 100 Percent Affordable Housing Projects, and Permanent Supportive Housing.** 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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**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	1/800	Limited by Base FAR	1.5:1	1/500	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 CPIO 100 Percent Affordable Housing Projects and Permanent Supportive Housing projects are exempt from the 50% limitation on the maximum total floor area of the building. To utilize Bonuses, Project must qualify as a CPIO Affordable Housing Project ¹
SJ1	1/800	Limited by Base FAR	1.5:1	1/500	6 stories	3:1	To utilize Bonuses, Project must qualify as a CPIO Affordable Housing Project ¹
SJ2	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	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	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	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	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	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.

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F. Building Design.

1. **Applicable Development Standards for Building Design.** All Projects in Slauson Subareas are subject to the following development standards for Building Design listed in Chart VI-3 below.

CHART VI-3. APPLICABLE DEVELOPMENT STANDARDS FOR BUILDING DESIGN		
Slauson Subareas	CPIO Reference for Development Standards	Path-Abutting Development Standards¹
SC – Slauson General Corridor	Chapter 2 – Corridors Subareas Section II-2.D. Building Design for “Subarea C – General Corridor”	Chapter 6 – Slauson Subareas Section VI-3.F. Building Design for Subsections: F.2(d) “Path-Oriented Building Entrance” F.2(e) “Setback from Active Transportation Corridor” F.2(f) “Mural”
SF – Slauson TOD Medium	Chapter 3 – TOD Subareas Section III-3.D. Building Design for “TOD Subareas”	Chapter 6 – Slauson Subareas Section VI-3.F. Building Design for Subsections: F.2(d) “Path-Oriented Building Entrance” F.2(e) “Setback from Active Transportation Corridor” F.2(f) “Mural”
SN1 – Slauson Multi-Family 1 SN2 – Slauson Multi-Family 2	Chapter 5 – Residential Subareas Section V-2.D. Building Design for “Subarea N – Multi-Family Residential”	Chapter 6 – Slauson Subareas Section VI-3.F. Building Design for Subsections: F.2(d) “Path-Oriented Building Entrance” F.2(e) “Setback from Active Transportation Corridor” F.2(f) “Mural”
SI – Hybrid Limited SJ1 – Hybrid Industrial 1 SJ2 – Hybrid Industrial 2 SK1 – Compatible Industrial Hub 1 SK2 – Compatible Industrial Hub 2	Chapter 6 – Slauson Subareas Section VI-3.F. Building Design for Subsections: F.2(a) “Glazing” F.2(b) “Articulation” F.2(c) “Street-Oriented Entrance” F.2(d) “Active Floor Area”	Chapter 6 – Slauson Subareas Section VI-3.F. Building Design for Subsections: F.3(a) “Glazing” F.3(b) “Articulation” F.3(c) “Street-Oriented Entrance” F.3(d) “Path-Oriented Building Entrance” F.3(e) “Setback from Active Transportation Corridor” F.3(f) “Mural”
1. Path-Abutting Development Standards apply to Projects with new construction in Slauson Subareas that abut the Active Transportation Corridor.		

2. **Building Design for Non-Path Abutting Sites.** For Projects with new construction that do not abut the Active Transportation Corridor, the following development standards, as outlined in Chart VI-3, 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

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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
- 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) **Active Floor Area.**

- i) For sites fronting Slauson between Normandie Avenue and Budlong Avenue, for all Projects except 100 percent residential Projects, the Ground Floor of the Primary Frontage shall incorporate Active Floor Area, Pedestrian Amenities, or a combination of both, along at least 75 percent of the Primary Frontage to a depth of at least 25 feet (excluding areas used for vehicular access).

3. **Building Design for Path-Abutting Sites.** For Projects with new construction that abut the Active Transportation Corridor, the following development standards, as outlined in Chart VI-3, shall apply:

- (a) **Glazing.** The Ground Floor of both the Primary Frontage and the Path-Facing Frontage shall provide clear transparent glass (e.g., storefront

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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);
- 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

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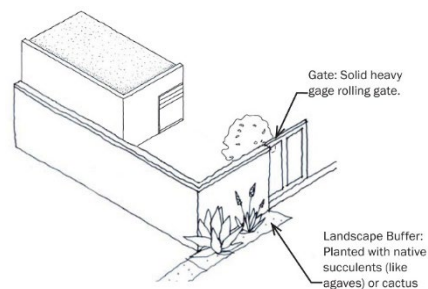
be no more than three feet above or below the sidewalk grade of the Active Transportation Corridor.

- (e) **Setback from Active Transportation Corridor.** For any individual yard or setback width or depth that abuts the Active Transportation Corridor, 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; however, a yard or setback regulation greater than 10-feet, as set forth by the underlying zone and the LAMC, would prevail.
 - i) The setback area shall allow space for **Pedestrian Amenities** ~~pedestrian-related amenities~~ such as benches, tables, native species landscaping, and/or a 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.

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.

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Appendix A. Proposed Amendments to the South Los Angeles CPIO

Slauson Corridor Transit Neighborhood Plan (TNP)

Preliminary Draft Plan (Public Hearing Draft) CPIO Amendments – August 2022

- ~~(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).~~
- (b) **Attached** Parking areas shall be **attached and** located ~~either~~ underground (subterranean) or semi-subterranean **(i.e., parking podiums)**, ~~or behind or to the side any main building(s).~~
- (c) 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 to adequately screen the parking area.~~
- (d) 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.

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.

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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.
- 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.

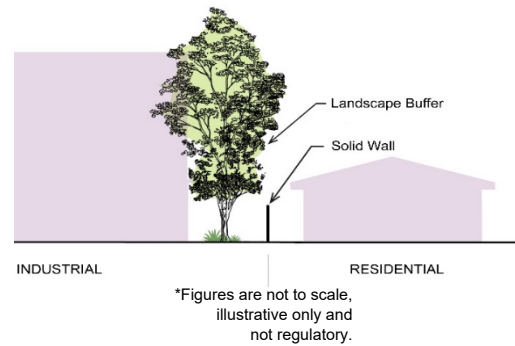
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3. **Fencing.** Solid perimeter fencing for outdoor storage, including storage yards and pallet yards, shall be provided consistent with materials described in Subsection I.3.(a) above, and shall be 12 feet high at side and rear only when abutting 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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Section VI-4. PARKING REGULATIONS

- A. Required Parking Spaces.** The required number of parking spaces for Projects shall be set forth in the applicable provisions of the LAMC except as provided in Table VI-4, and as set forth below.
- 1. Guest Parking.** Residential guest parking spaces may be provided through shared use of required commercial parking spaces in Mixed-Use Projects.
 - 2. Eligible Historic Resources.** That portion of a Project involving the Restoration or Rehabilitation of an Eligible Historic Resource shall be exempt from all off-street parking requirements so long as the existing number of parking spaces are retained.
 - 3. Parking Incentives.** CPIO Affordable Housing Projects, Green Employment Uses, and certain identified commercial uses may reduce the required parking as set forth in Table VI-4.
 - 4. Electric Vehicle Charging Spaces.** Any parking spaces provided above LAMC requirements shall be electric vehicle charging spaces to immediately accommodate electric vehicles within the parking areas.

**TABLE VI-4:
PARKING REGULATIONS**

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.	
Parking Standards	Subareas
Projects that establish a Green Employment Use may reduce the required parking for the Green Employment Use by 25%.	SK1, SK2, SL
CPIO Affordable Housing Projects may choose from the following 3 options: Options 1 and 2 – the same two options as set forth in LAMC Subsection 12.22 A.25(d). Option 3 – 25% less parking for the entire Project.	SI, SJ1, SJ2, SN1, SN2
Sit-Down Restaurants of any size may provide a minimum of 1 parking space per 500 square feet of floor area.	SI, SJ1, SJ2, SK1, SK2, SL

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APÉNDICE B. ENMIENDAS PROPUESTAS AL TNP DEL CORREDOR SLAUSON DEL CPIO DEL SURESTE DE LOS ÁNGELES

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)

Preliminary Draft Plan (Public Hearing Draft) CPIO Amendments – August 2022

Note to Reader:

This updated document includes the amendments, edits, or additions that the Slauson Corridor TNP Preliminary Draft Plan (Public Hearing Draft) 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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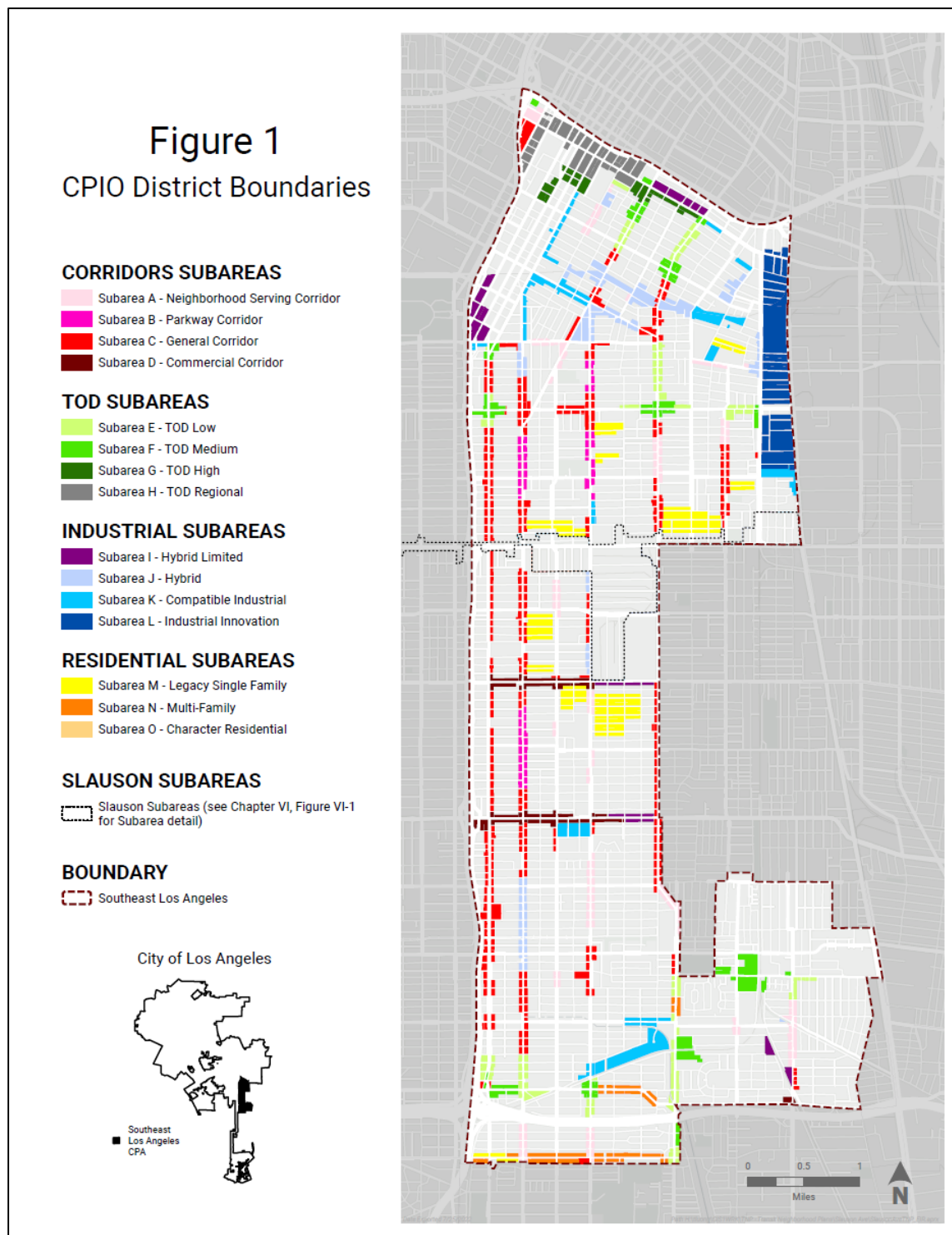
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Chapter I – FUNCTION OF THE CPIO

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 (with an exemption for CPIO 100 Percent Affordable Housing Projects and Permanent Supportive Housing). 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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Appendix B. Proposed Amendments to the Southeast Los Angeles CPIO

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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.

(As of the date of adoption of this Ordinance, no properties are designated Slauson Subarea SN1 in the Southeast Los Angeles Community Plan Area.)

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.

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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 right-of-way designated for 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 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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Slauson Corridor Transit Neighborhood Plan (TNP)

Preliminary Draft Plan (Public Hearing Draft) CPIO Amendments – August 2022

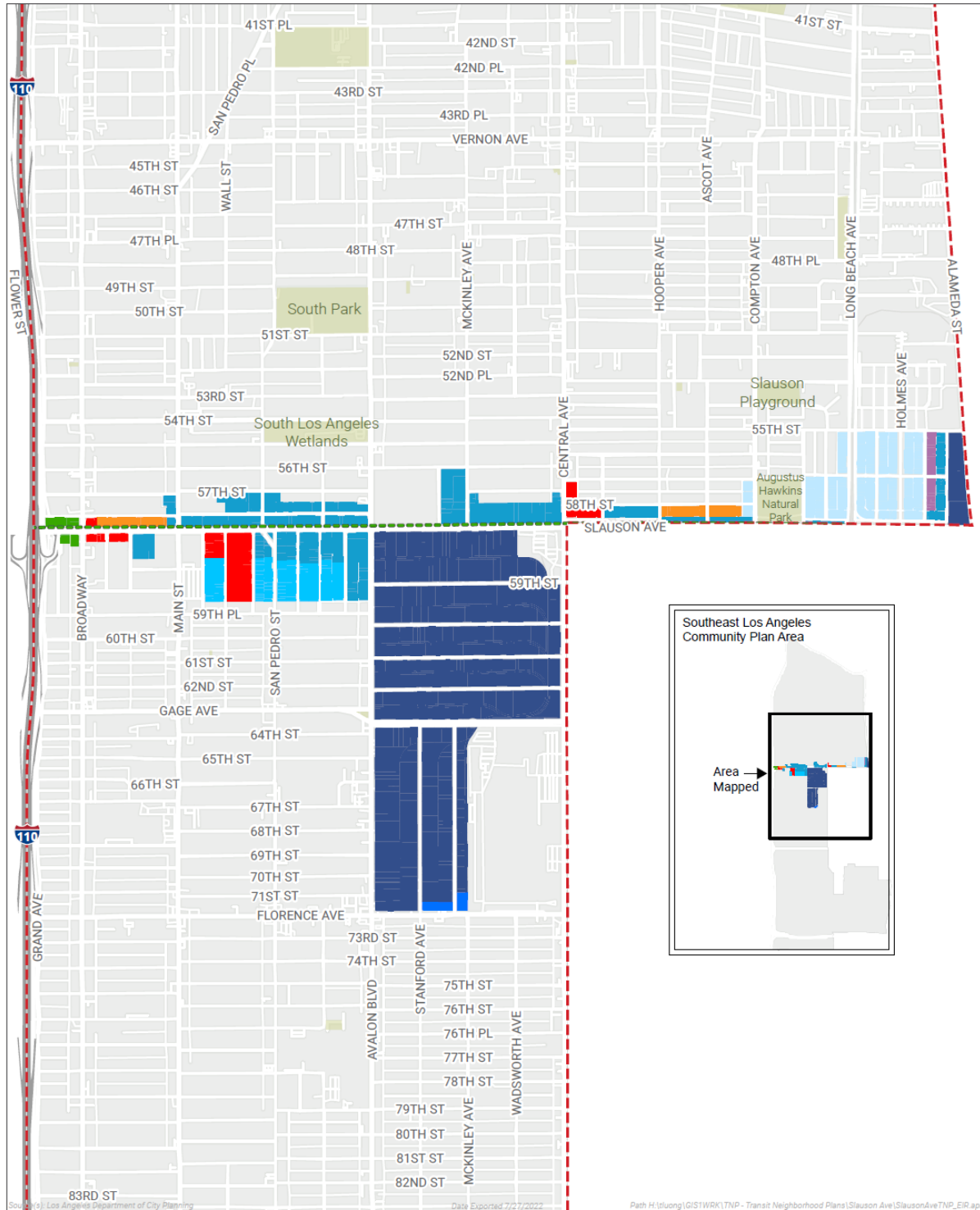
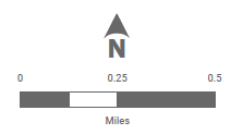


FIGURE VI-1 SLAUSON SUBAREAS

- | | |
|--|---------------------------------|
| Slauson - Hybrid Limited (SI) | Slauson - Multifamily 2 (SN2) |
| Slauson - Hybrid Industrial 1 (SJ1) | Slauson - General Corridor (SC) |
| Slauson - Hybrid Industrial 2 (SJ2) | Slauson - TOD Medium (SF) |
| Slauson - Compatible Industrial Hub (SK1) | Active Transportation Corridor |
| Slauson - Compatible Industrial Corridor (SK2) | Southeast Los Angeles CPA |
| Slauson - Industrial Innovation (SL) | |



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.**
- Base.** The Base density, Base height, and Base FAR for TOC Projects or Density Bonus Projects are set forth in Section VI-3.
 - 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.**
- Base.** The applicable Base density, Base height, and Base FAR for all CPIO Affordable Housing Projects are as set forth in Section VI-3.
 - Bonuses.** CPIO Affordable Housing Projects may utilize CPIO Bonuses as provided in Section VI-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”:
 - 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.

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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.
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 , 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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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. 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. CPIO 100 Percent Affordable Housing Projects and Permanent Supportive Housing projects are exempt from the 50% limitation on the maximum total floor area of the building.
	Prohibited, except as exempted.	SK1, SK2, SL	<ul style="list-style-type: none"> In Subarea SL, Joint Living and Work Quarters⁵ units are exempt for lots fronting Slauson Avenue.
<p>¹ Uses are defined in Chapter 1 of this CPIO or LAMC Section 12.03.</p> <p>² Permitted if applicable distance requirements are met.</p> <p>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.</p> <p>⁴ A blockface constitutes the side of a block that comprises the Primary Frontage of a building(s) that faces a given street</p> <p>⁵ Refer to Joint Living and Work Quarters procedures outlined in LAMC 12.24.X.13 and standards in LAMC 12.22.A.26.(i)</p>			

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Section VI-3. DEVELOPMENT STANDARDS

A. Development Standards

1. All Projects in Slauson Subareas 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 for building design in Chart VI-3 under Section VI-3.F. shall also apply:

CHART VI-2. APPLICABLE DEVELOPMENT STANDARDS FOR SLAUSON SUBAREAS		
Slauson Subareas	CPIO Reference for Development Standards	Path-Abutting Development Standards ¹
SC – Slauson General Corridor	Chapter 2 – Corridors Subareas Section II-2. Development Standards for "Subarea C – General Corridor"	Chapter 6 – Slauson Subareas Section VI-3.F. Building Design for Subsections: F.2(d) "Path-Oriented Building Entrance" F.2(e) "Setback from Active Transportation Corridor" F.2(f) "Mural"
SF – Slauson TOD Medium	Chapter 3 – TOD Subareas Section III-3. Development Standards for "TOD Subareas"	Chapter 6 – Slauson Subareas Section VI-3.F. Building Design for Subsections: F.2(d) "Path-Oriented Building Entrance" F.2(e) "Setback from Active Transportation Corridor" F.2(f) "Mural"
SN1 – Slauson Multi-Family 1 SN2 – Slauson Multi-Family 2	Chapter 5 – Residential Subareas Section V-2. Development Standards for "Subarea N – Multi-Family Residential"	Chapter 6 – Slauson Subareas Section VI-3.F. Building Design for Subsections: F.2(d) "Path-Oriented Building Entrance" F.2(e) "Setback from Active Transportation Corridor" F.2(f) "Mural"
SI – Hybrid Limited SJ1 – Hybrid Industrial 1 SJ2 – Hybrid Industrial 2 SK1 – Compatible Industrial Hub 1 SK2 – Compatible Industrial Hub 2	Chapter 6 – Slauson Subareas Section VI-3.B to Section VI-3.K	Chapter 6 – Slauson Subareas Section VI-3.F. Building Design for Subsections: F.3(a) "Glazing" F.3(b) "Articulation" F.3(c) "Street-Oriented Entrance" F.3(d) "Path-Oriented Building Entrance" F.3(e) "Setback from Active Transportation Corridor" F.3(f) "Mural"
1. Path-Abutting Development Standards apply to Projects with new construction in Slauson Subareas that abut the Active Transportation Corridor.		

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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.

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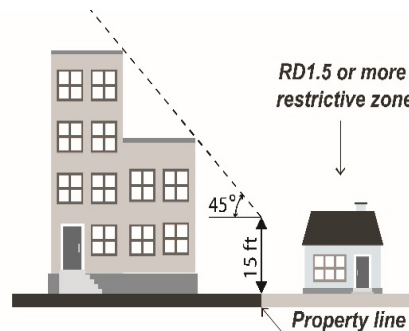
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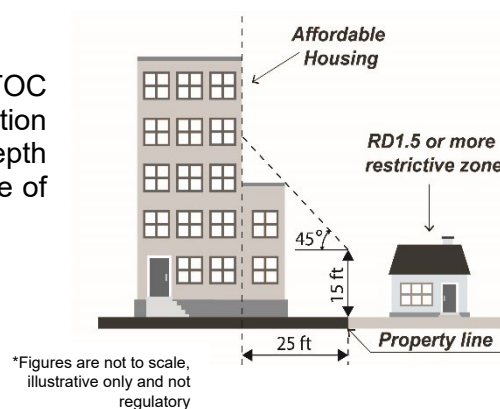
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C. Transition to Residential. In Subareas SI, SJ1, SJ2, SK1, SK2, and SL, the following height restrictions apply:

- (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.



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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, **CPIO 100 Percent Affordable Housing Projects, and Permanent Supportive Housing.** 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 B. Proposed Amendments to the Southeast Los Angeles CPIO
 Slauson Corridor Transit Neighborhood Plan (TNP)
 Preliminary Draft Plan (Public Hearing Draft) CPIO Amendments – August 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	1/800	Limited by Base FAR	1.5:1	1/500	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 CPIO 100 Percent Affordable Housing Projects and Permanent Supportive Housing projects are exempt from the 50% limitation on the maximum total floor area of the building. To utilize Bonuses, Project must qualify as a CPIO Affordable Housing Project ¹
SJ1	1/800	Limited by Base FAR	1.5:1	1/500	6 stories	3:1	To utilize Bonuses, Project must qualify as a CPIO Affordable Housing Project ¹
SJ2	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	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	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	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	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	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.

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F. Building Design.

- Applicable Development Standards for Building Design.** All Projects in Slauson Subareas are subject to the following development standards for Building Design listed in Chart VI-3 below.

CHART VI-3. APPLICABLE DEVELOPMENT STANDARDS FOR BUILDING DESIGN		
Slauson Subareas	CPIO Reference for Development Standards	Path-Abutting Development Standards¹
SC – Slauson General Corridor	Chapter 2 – Corridors Subareas Section II-2.D. Building Design for “Subarea C – General Corridor”	Chapter 6 – Slauson Subareas Section VI-3.F. Building Design for Subsections: F.2(d) “Path-Oriented Building Entrance” F.2(e) “Setback from Active Transportation Corridor” F.2(f) “Mural”
SF – Slauson TOD Medium	Chapter 3 – TOD Subareas Section III-3.D. Building Design for “TOD Subareas”	Chapter 6 – Slauson Subareas Section VI-3.F. Building Design for Subsections: F.2(d) “Path-Oriented Building Entrance” F.2(e) “Setback from Active Transportation Corridor” F.2(f) “Mural”
SN1 – Slauson Multi-Family 1 SN2 – Slauson Multi-Family 2	Chapter 5 – Residential Subareas Section V-2.D. Building Design for “Subarea N – Multi-Family Residential”	Chapter 6 – Slauson Subareas Section VI-3.F. Building Design for Subsections: F.2(d) “Path-Oriented Building Entrance” F.2(e) “Setback from Active Transportation Corridor” F.2(f) “Mural”
SI – Hybrid Limited SJ1 – Hybrid Industrial 1 SJ2 – Hybrid Industrial 2 SK1 – Compatible Industrial Hub 1 SK2 – Compatible Industrial Hub 2	Chapter 6 – Slauson Subareas Section VI-3.F. Building Design for Subsections: F.2(a) “Glazing” F.2(b) “Articulation” F.2(c) “Street-Oriented Entrance” F.2(d) “Active Floor Area”	Chapter 6 – Slauson Subareas Section VI-3.F. Building Design for Subsections: F.3(a) “Glazing” F.3(b) “Articulation” F.3(c) “Street-Oriented Entrance” F.3(d) “Path-Oriented Building Entrance” F.3(e) “Setback from Active Transportation Corridor” F.3(f) “Mural”
1. Path-Abutting Development Standards apply to Projects with new construction in Slauson Subareas that abut the Active Transportation Corridor.		

- Building Design for Non-Path Abutting Sites.** For Projects with new construction 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 Avenue, Gage Avenue, and Slauson Avenue, the following development standards, as outlined in Chart VI-3, shall apply:

- 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.

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- (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
 - 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.
- 3. **Building Design for Path-Abutting Sites.** For Projects with new construction that abut the Active Transportation Corridor, the following development standards, as outlined in Chart VI-3, shall apply:
 - (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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- 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. For any individual yard or setback width or depth that abuts the Active Transportation Corridor, 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; however, a yard or setback regulation greater than 10-feet, as set forth by the underlying zone and the LAMC, would prevail.

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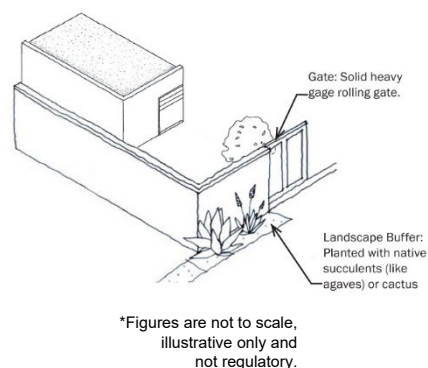
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- i) The setback area shall allow space for Pedestrian Amenities ~~pedestrian-related amenities such~~, as well as benches, tables, native species landscaping, and/or a walkway providing access from a building's Path-Oriented Building Entrance.
- (f)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

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.



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).~~
- (b) **Attached** Parking areas shall be **attached and** located either underground (subterranean) or semi-subterranean (i.e., **parking podiums**), ~~or behind or to the side any main building(s).~~
- (c) 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 to adequately screen the parking area.~~

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- (d) 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.

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

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Facility. The wall shall be concrete masonry unit, brick, or other opaque, sturdy material. Wood fencing is prohibited.

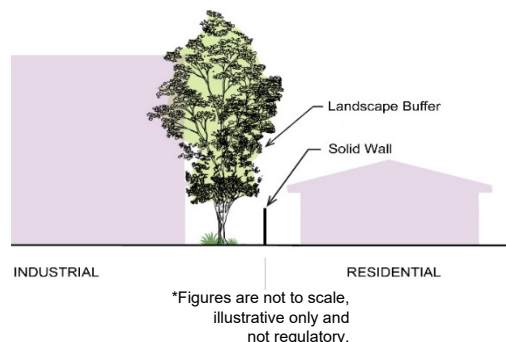
- (b) Chain link fencing (with or without slats), corrugated metal and barbed/razor wire is prohibited.
- (c) Where a wall or fence is located adjacent to a public street or sidewalk (not including alleys), a minimum 3-foot landscaped setback shall be provided, with landscaping provided between the public 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.

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 I.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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Section VI-4. PARKING REGULATIONS

- A. Required Parking Spaces.** The required number of parking spaces for Projects shall be set forth in the applicable provisions of the LAMC except as provided in Table VI-4, and as set forth below.
- 1. Guest Parking.** Residential guest parking spaces may be provided through shared use of required commercial parking spaces in Mixed-Use Projects.
 - 2. Eligible Historic Resources.** That portion of a Project involving the Restoration or Rehabilitation of an Eligible Historic Resource shall be exempt from all off-street parking requirements so long as the existing number of parking spaces are retained.
 - 3. Parking Incentives.** CPIO Affordable Housing Projects, Green Employment Uses, and certain identified commercial uses may reduce the required parking as set forth in Table VI-4.
 - 4. Electric Vehicle Charging Spaces.** Any parking spaces provided above LAMC requirements shall be electric vehicle charging spaces to immediately accommodate electric vehicles within the parking areas.

**TABLE VI-4:
PARKING REGULATIONS**

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.	
Parking Standards	Subareas
Projects that establish a Green Employment Use may reduce the required parking for the Green Employment Use by 25%.	SK1, SK2, SL
CPIO Affordable Housing Projects may choose from the following 3 options: Options 1 and 2 – the same two options as set forth in LAMC Subsection 12.22 A.25(d). Option 3 – 25% less parking for the entire Project.	SI, SJ1, SJ2, SN1, SN2
Sit-Down Restaurants of any size may provide a minimum of 1 parking space per 500 square feet of floor area.	SI, SJ1, SJ2, SK1, SK2, SL

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APÉNDICE C. ENMIENDAS PROPUESTAS AL TNP DEL CORREDOR SLAUSON A LA SUBÁREA DEL CORREDOR INDUSTRIAL HYDE PARK DEL CPIO WEST ADAMS-BALDWIN HILLS-LEIMERT

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
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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 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 right-of-way designated for 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.

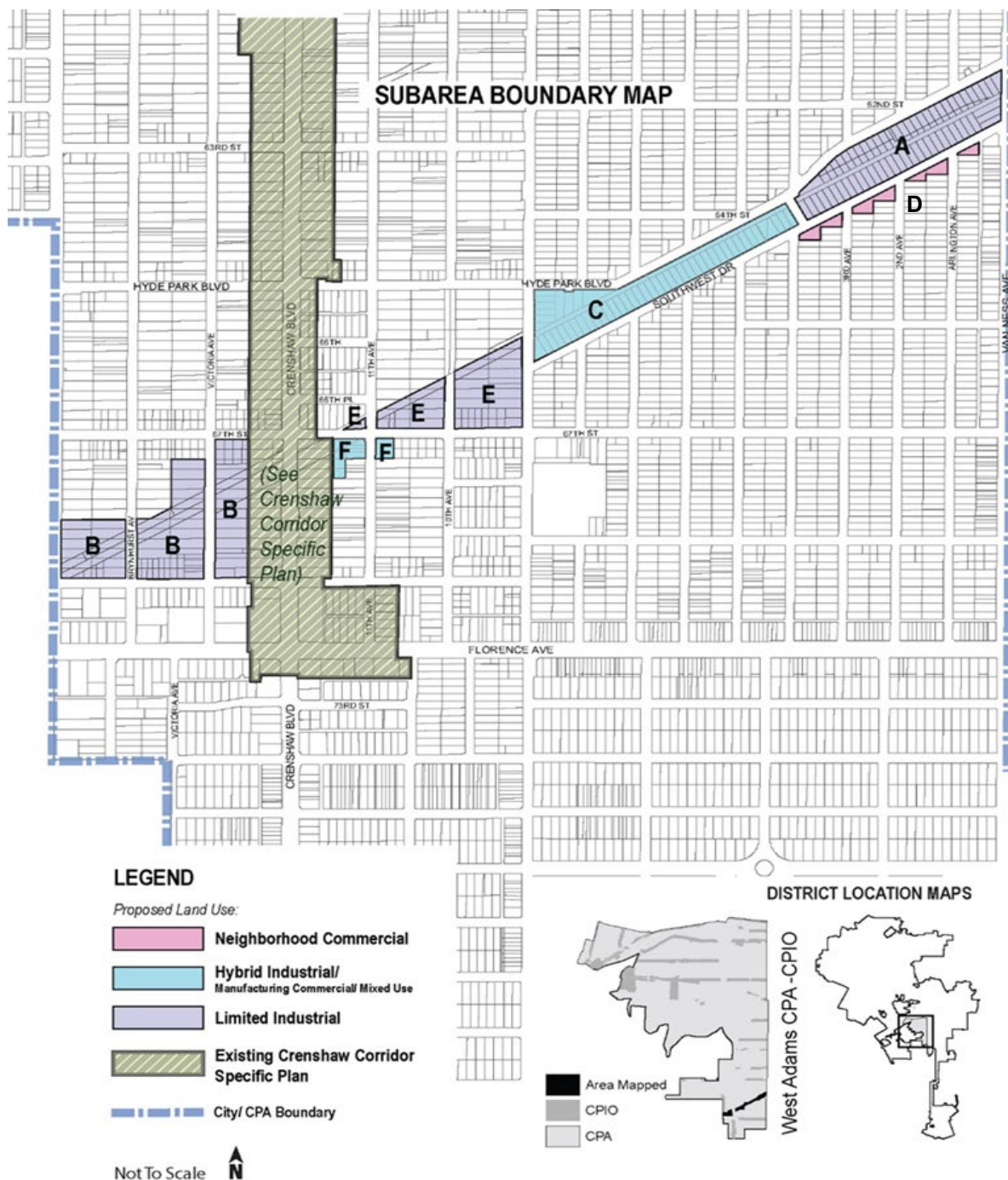
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Figure VII-1
 Hyde Park Industrial Corridor Subarea Boundaries



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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 ~~G~~**F**., 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 foot 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 ~~G~~**F**., 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 foot 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 a Hyde Park Greenway and~~ **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.
- de. 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

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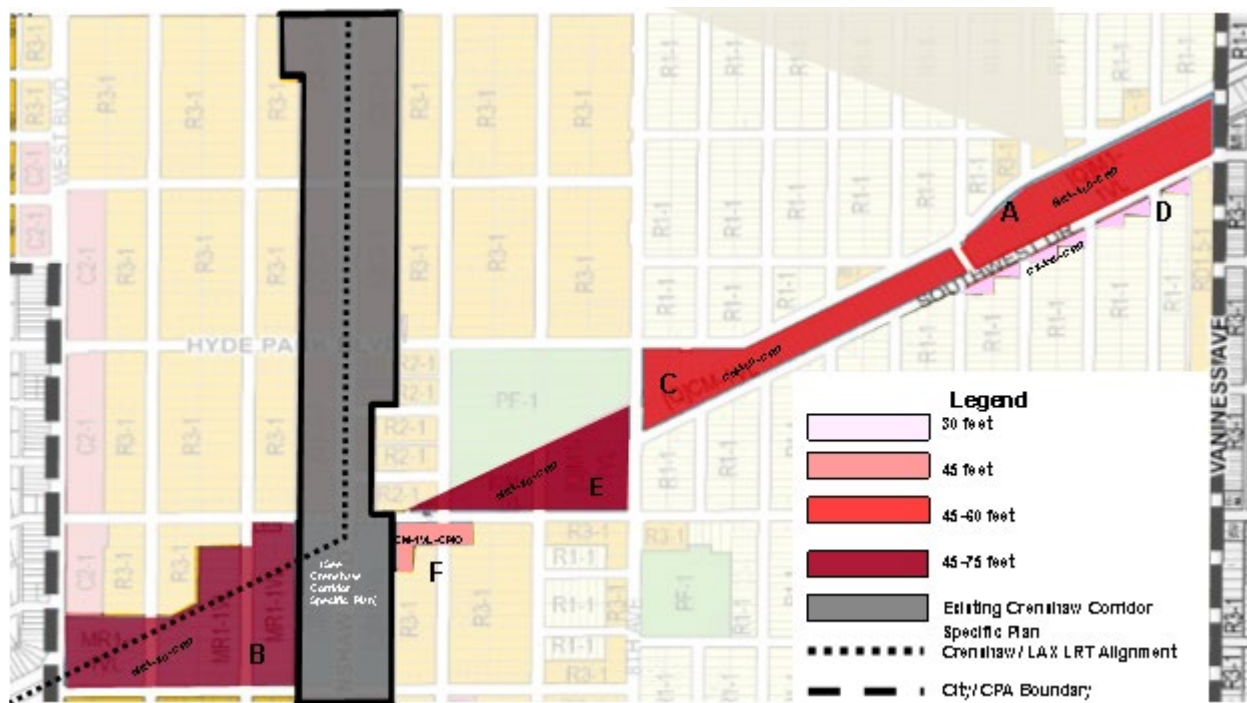


Figure VII-2

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 **GE.**, below, may exceed the **base**

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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**

	Limited Industrial		Hybrid Industrial	100% Commercial	Mixed Use	100% Residential
Parcel Group	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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- 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

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- 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.
 - ee. 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.
 - fd. For Commercial or Mixed-Use Projects, ground floor public interior spaces shall be:

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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 abut the Active Transportation Corridor, or in Parcel Group B that abut 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 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.
2. *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:
 - 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.

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4. **Setback from Active Transportation Corridor.** For any individual yard or setback width or depth that abuts the Active Transportation Corridor or the Metro K Line (Crenshaw/LAX Line), Projects with new construction and additions shall provide the following setbacks:
 - a. The setback area shall allow space for ~~Pedestrian Amenities pedestrian-related amenities such,~~ as well 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, as measured from the property line of the Active Transportation Corridor to the building's Path-Facing Frontage. A yard or setback regulation greater than 10-feet, as set forth by the underlying zone and the LAMC, would prevail.
 - c. For Parcel Group B, a minimum 20-foot setback shall be provided, as measured from the property line of the Metro K Line (Crenshaw/LAX Line) to the building's Path-Facing Frontage.
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

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- 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***

	Limited Industrial		Hybrid Industrial		100% Commercial		Mixed Use ^(e)	
Parcel Group	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

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standards:

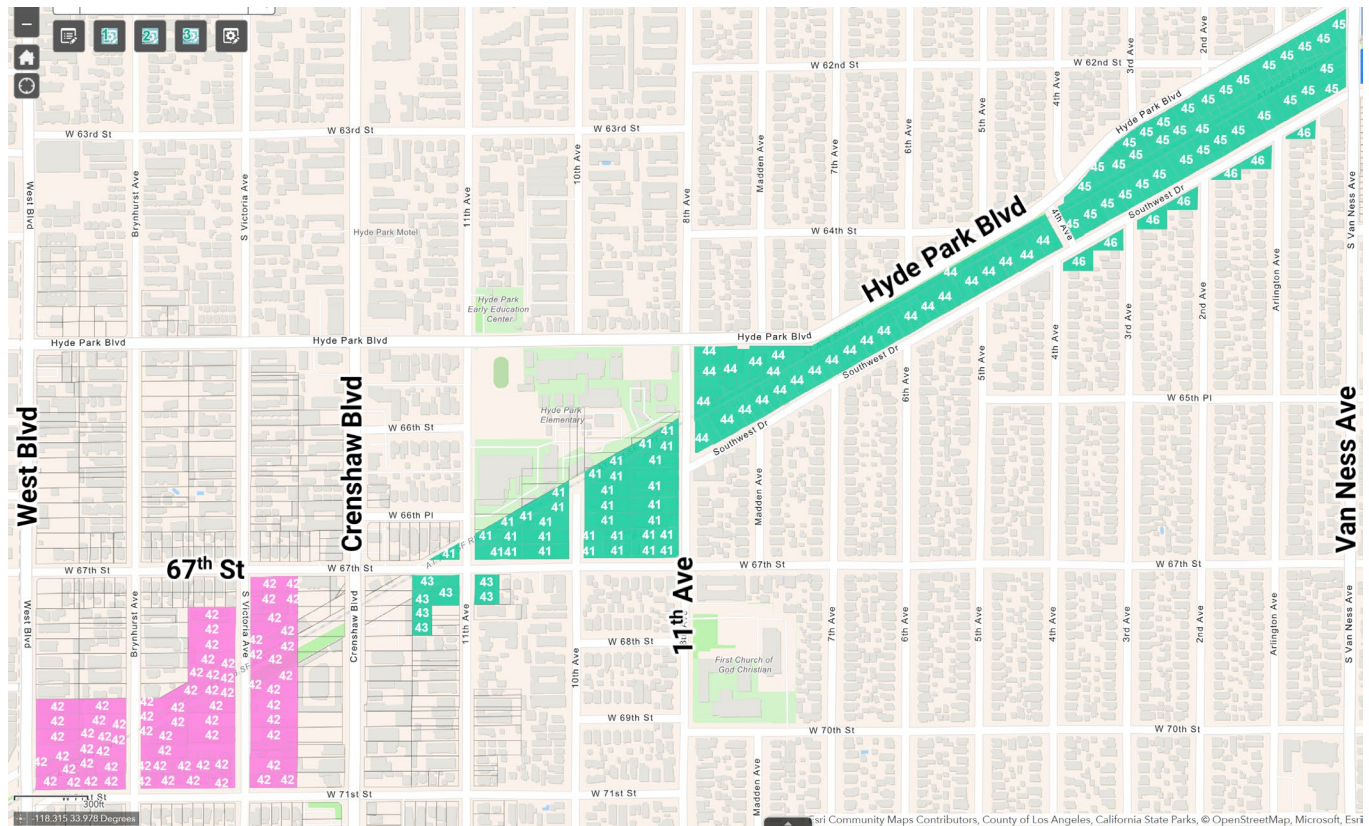
1. One 24-inch box tree or 15 gallon tree not less than 10 feet in height at the time of planting, planted at a ratio of one for every 20 lineal feet; or
 2. Ground cover with a minimum height of three feet at maturity shall be planted over the entire landscaped setback; or
 3. The landscaped setback 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.
 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.

APÉNDICE D. LISTA DE CAMBIOS DE ZONAS ESPECÍFICAS Y ENMIENDAS AL PLAN GENERAL

En este Apéndice D, el mapa del Anteproyecto del Plan se divide en nueve mapas individuales, cada uno con etiquetas numéricas que representan "áreas de cambio" que corresponden a la información de zonificación y uso del suelo en una tabla debajo de cada mapa. Cada área de cambio representa una agrupación de sitios que tienen las mismas designaciones existentes (es decir, zonificación, designación de uso de suelo y subárea del CPIO) y ahora se propone para un cambio específico, como parte del TNP.

MAPA 1 de 9



Cambiar etiqueta de mapa de área	Uso de la tierra existente	Zona existente	Subárea CPIO existente	Uso de la tierra propuesto	Zona Propuesta	Subárea CPIO propuesta	Tipo de cambio 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

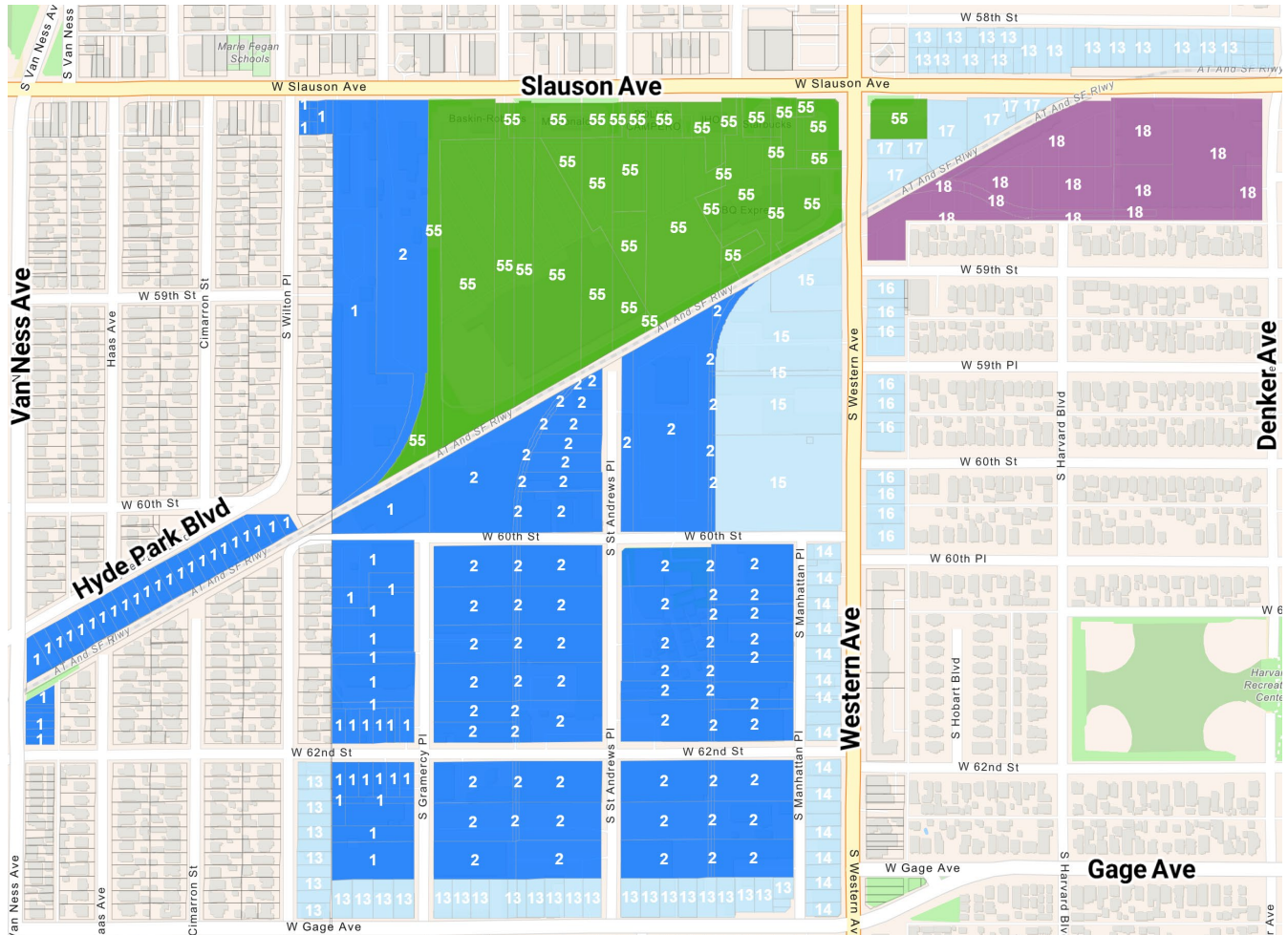
² Glosario de codificación del tipo de cambio:

ZC= Zone Change
 (SUB) = CPIO Subarea
 (AHI)= TNP Affordable Housing Incentive
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GPA = General Plan Amendment

HD= Height District Change

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Cambiar etiqueta de mapa de área	Uso de la tierra existente	Zona existente	Subárea CPIO existente	Uso de la tierra propuesto	Zona Propuesta	Subárea CPIO propuesta	Tipo de cambio 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 (SI)	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)

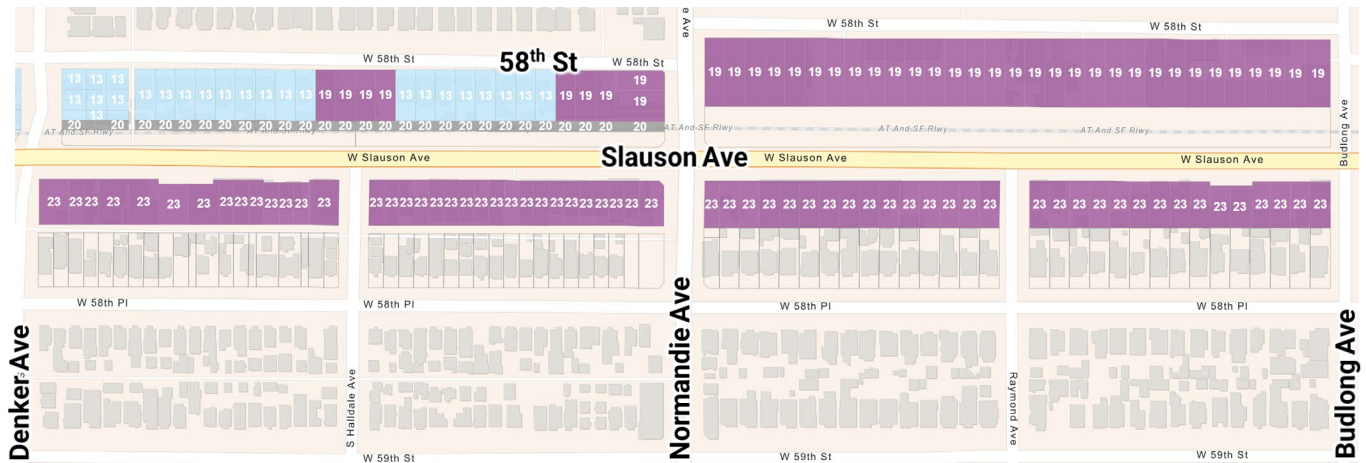
³ Glosario de codificación del tipo de cambio:

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HD= Height District Change

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Cambiar etiqueta de mapa de área	Uso de la tierra existente	Zona existente	Subárea CPIO existente	Uso de la tierra propuesto	Zona Propuesta	Subárea CPIO propuesta	Tipo de cambio 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 (SI)	ZC (SUB, AHI, PADS), HD
23	Hybrid Industrial	CM-1-CPIO	Hybrid Limited (I)	Hybrid Industrial	CM-2D-CPIO	Slauson - Hybrid Limited (SI)	ZC (SUB, AHI), HD
20 (Administrative Correction)	Hybrid Industrial	[Q] CM-1	n/a	Public Facilities	PF-1	n/a	ZC, GPA

⁴ Glosario de codificación del tipo de cambio:

ZC= Zone Change
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 (PADS) = Path-Abutting Design Standards

GPA = General Plan Amendment

HD= Height District Change

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Cambiar etiqueta de mapa de área	Uso de la tierra existente	Zona existente	Subárea CPIO existente	Uso de la tierra propuesto	Zona Propuesta	Subárea CPIO propuesta	Tipo de cambio ⁵
21	Hybrid Industrial	CM-1-CPIO	Hybrid Industrial (J)	Hybrid Industrial	CM-2D-CPIO	Slauson - Hybrid Limited (SI)	ZC (SUB, AHI, PADS), HD
23	Hybrid Industrial	CM-1-CPIO	Hybrid Limited (I)	Hybrid Industrial	CM-2D-CPIO	Slauson - Hybrid Limited (SI)	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

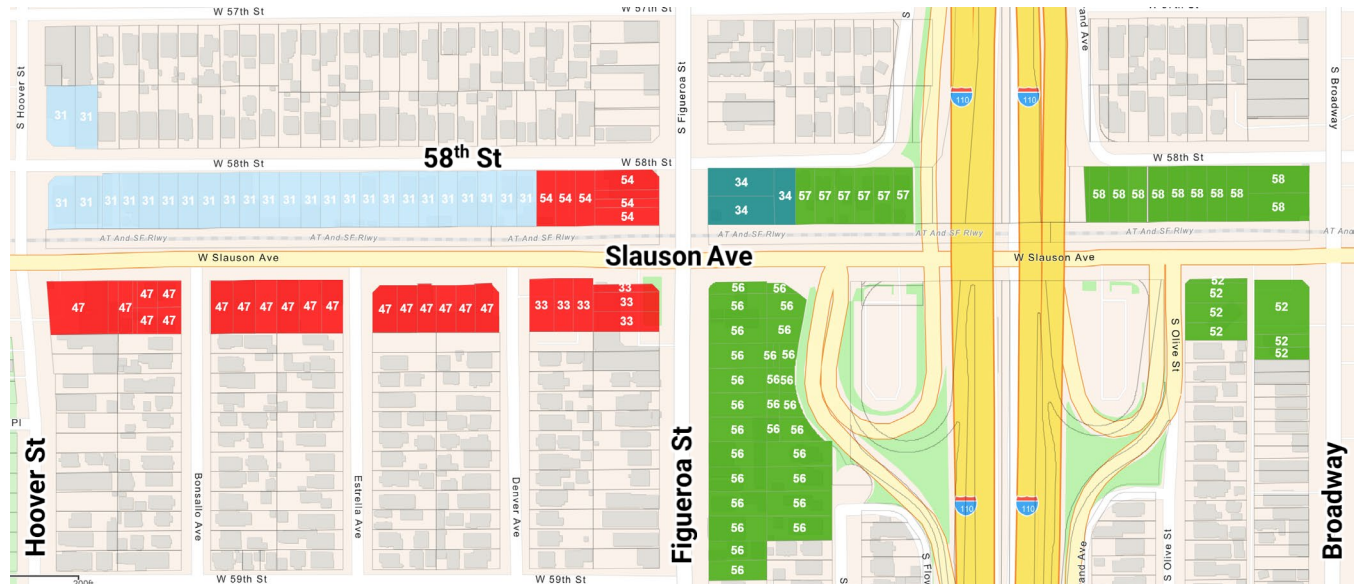
⁵ Glosario de codificación del tipo de cambio:

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 (PADS) = Path-Abutting Design Standards

GPA = General Plan Amendment

HD= Height District Change

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Cambiar etiqueta de mapa de área	Uso de la tierra existente	Zona existente	Subárea CPIO existente	Uso de la tierra propuesto	Zona Propuesta	Subárea CPIO propuesta	Tipo de cambio 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

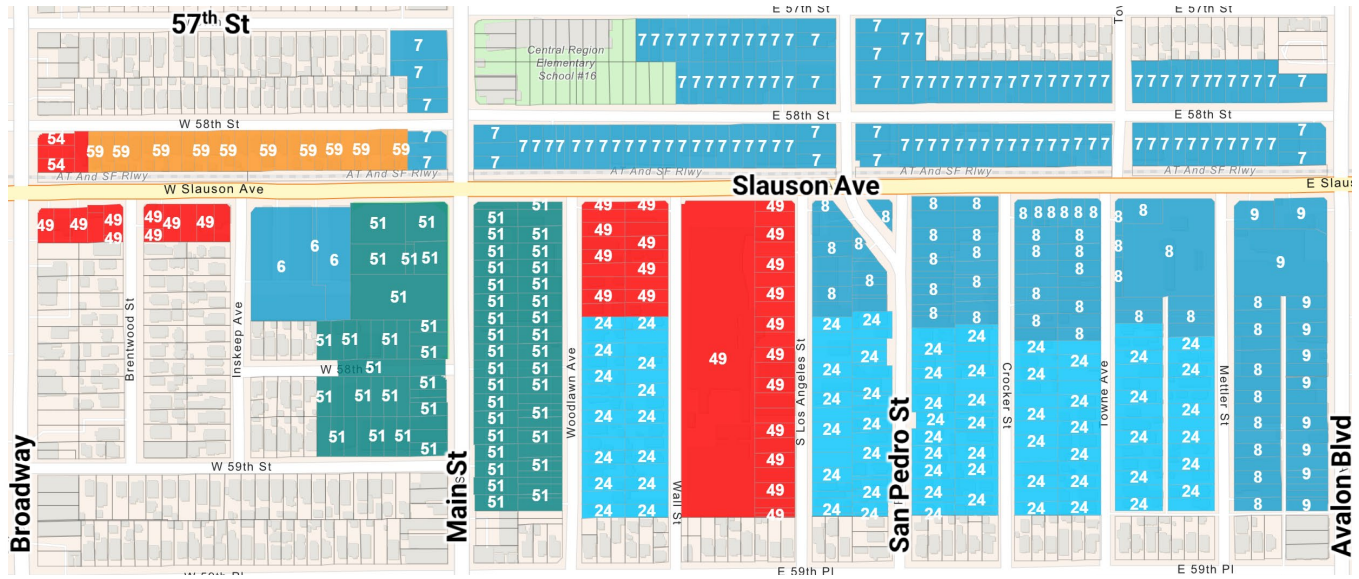
⁶ Glosario de codificación del tipo de cambio:

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 (PADS) = Path-Abutting Design Standards

GPA = General Plan Amendment

HD= Height District Change

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Cambiar etiqueta de mapa de área	Uso de la tierra existente	Zona existente	Subárea CPIO existente	Uso de la tierra propuesta	Zona Propuesta	Subárea CPIO propuesta	Tipo de cambio 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 Glosario de codificación del tipo de cambio:

ZC= Zone Change

(SUB) = CPIO Subarea

(AHI)= TNP Affordable Housing Incentive

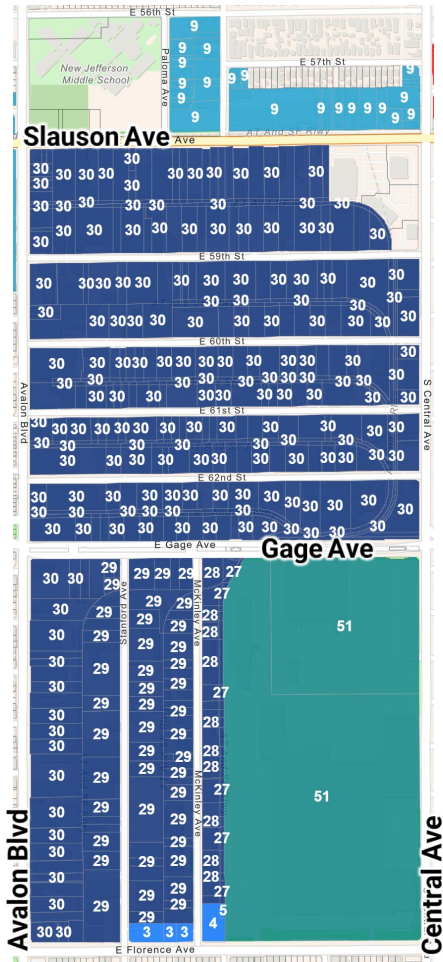
(GEI) = TNP Green Employment Incentive

(PADS) = Path-Abutting Design Standards

GPA = General Plan Amendment

HD= Height District Change

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Cambiar etiqueta de mapa de área	Uso de la tierra existente	Zona existente	Subárea CPIO existente	Uso de la tierra propuesto	Zona Propuesta	Subárea CPIO propuesta	Tipo de cambio 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

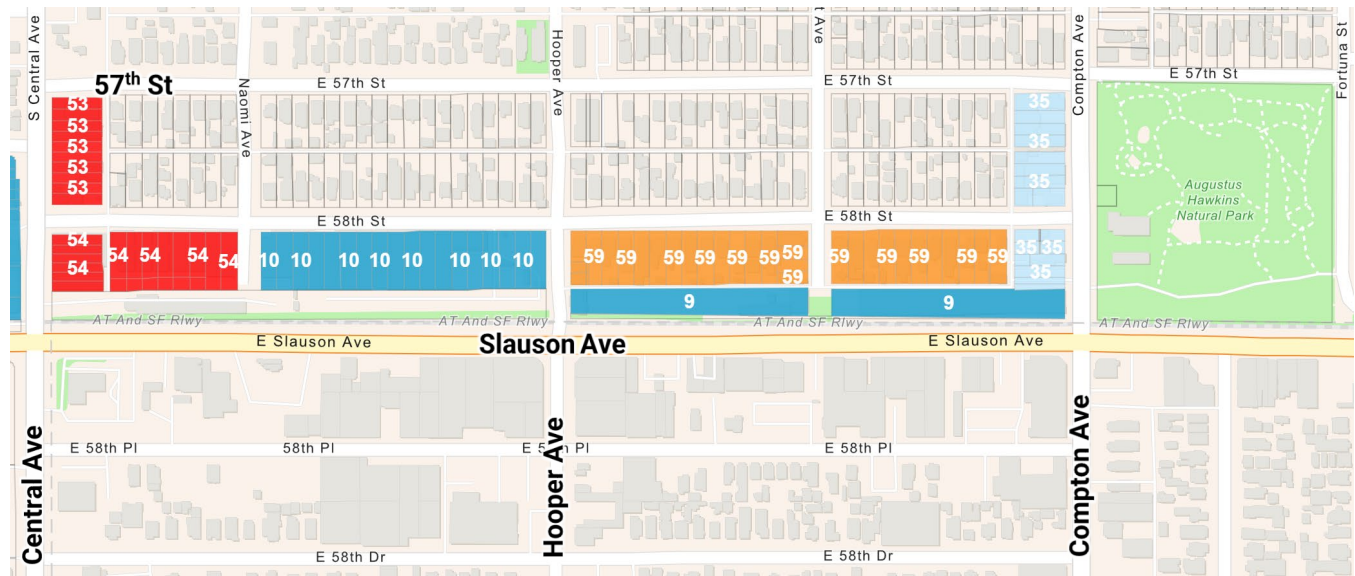
⁸ Glosario de codificación del tipo de cambio:

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GPA = General Plan Amendment

HD= Height District Change

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Cambiar etiqueta de mapa de área	Uso de la tierra existente	Zona existente	Subárea CPIO existente	Uso de la tierra propuesta	Zona Propuesta	Subárea CPIO propuesta	Tipo de cambio 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 Glosario de codificación del tipo de cambio:

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HD= Height District Change

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Cambiar etiqueta de mapa de área	Uso de la tierra existente	Zona existente	Subárea CPIO existente	Uso de la tierra propuesto	Zona Propuesta	Subárea CPIO propuesta	Tipo de cambio 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 (SI)	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 Glosario de codificación del tipo de cambio:

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