

# **EXHIBIT F.1: Proposed Text and Figure Amendments to the South Los Angeles CPIO**

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## **Slauson Corridor Transit Neighborhood Plan**

CPC-2019-4000-GPA-ZC-HD-CPIOA

Recommended by the City Planning Commission on October 13, 2022.

October 2022

# **South Los Angeles**

## **Community Plan Implementation Overlay District (South LA CPIO District)**

**Ordinance No. 185927**

**Effective Date December 29, 2018**

Technical Clarification April 5, 2019

Amended by Ordinance No. \_\_\_\_\_  
Effective \_\_\_\_\_

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Slauson Corridor Transit Neighborhood Plan (TNP)

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**Note to Reader:**

*This updated document includes the amendments, edits, or additions that the Slauson Corridor TNP Proposed Plan (CPC 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](#)).*

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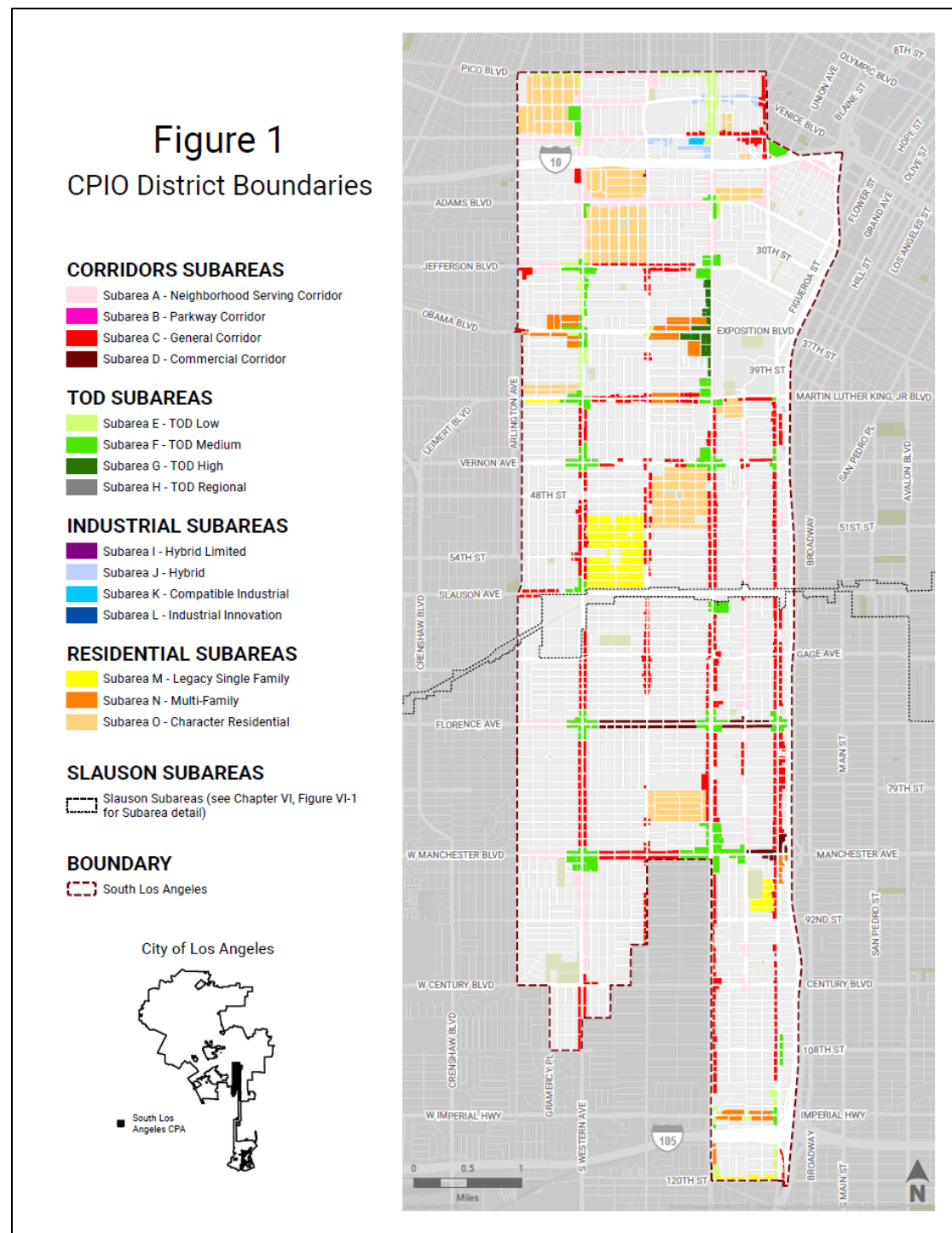
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## Chapter I – FUNCTION OF THE CPIO

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.**

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## 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, SJ, SK1, SK2, SL, SN1, SN2, SC, SF, SG**

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 SJ ("Slauson - Hybrid Industrial")**

The Slauson Hybrid Industrial 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 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 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 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 other incompatible uses. Green employment uses, such as offices, are incentivized in this Subarea through a moderate increase in floor area ratio (FAR).

*(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.)*

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**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 SG ("TOD High")**

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

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

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

The Slauson Multi-Family 1 Subarea establishes development standards for mixed-use, 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, height, 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 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:*

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**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** – The following uses that qualify as a Green Employment Use 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.

**CPIO Mixed-Income Housing Project** -A project comprised of a mix of market-rate and Restricted Affordable Units at the following percentages:

1. For TOD Subarea E ("TOD Low"), a minimum of 21 percent of the total units in the Project, excluding any manager unit(s), are designated for Lower Income households, or 12 percent for Very Low Income households, or 9 percent for Extremely Low Income Households
  2. For TOD Subareas F ("TOD Medium"), G ("TOD High"), and H ("TOD Regional") 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.
  3. For Slauson Subareas SI ("Slauson – Hybrid Limited"), SJ ("Slauson – Hybrid Industrial"), SN1 ("Slauson - Multi-Family 1"), and SN2 ("Slauson - Multi-Family 2") 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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## CHAPTER VI - SLAUSON SUBAREAS

### SLAUSON SUBAREAS

SI	Slauson – Hybrid Limited
SJ	Slauson – Hybrid Industrial
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
SG	Slauson – TOD High

### 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 Figure VI-1) shall comply with the applicable supplemental development regulations in this Chapter.

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Slauson Corridor Transit Neighborhood Plan (TNP)

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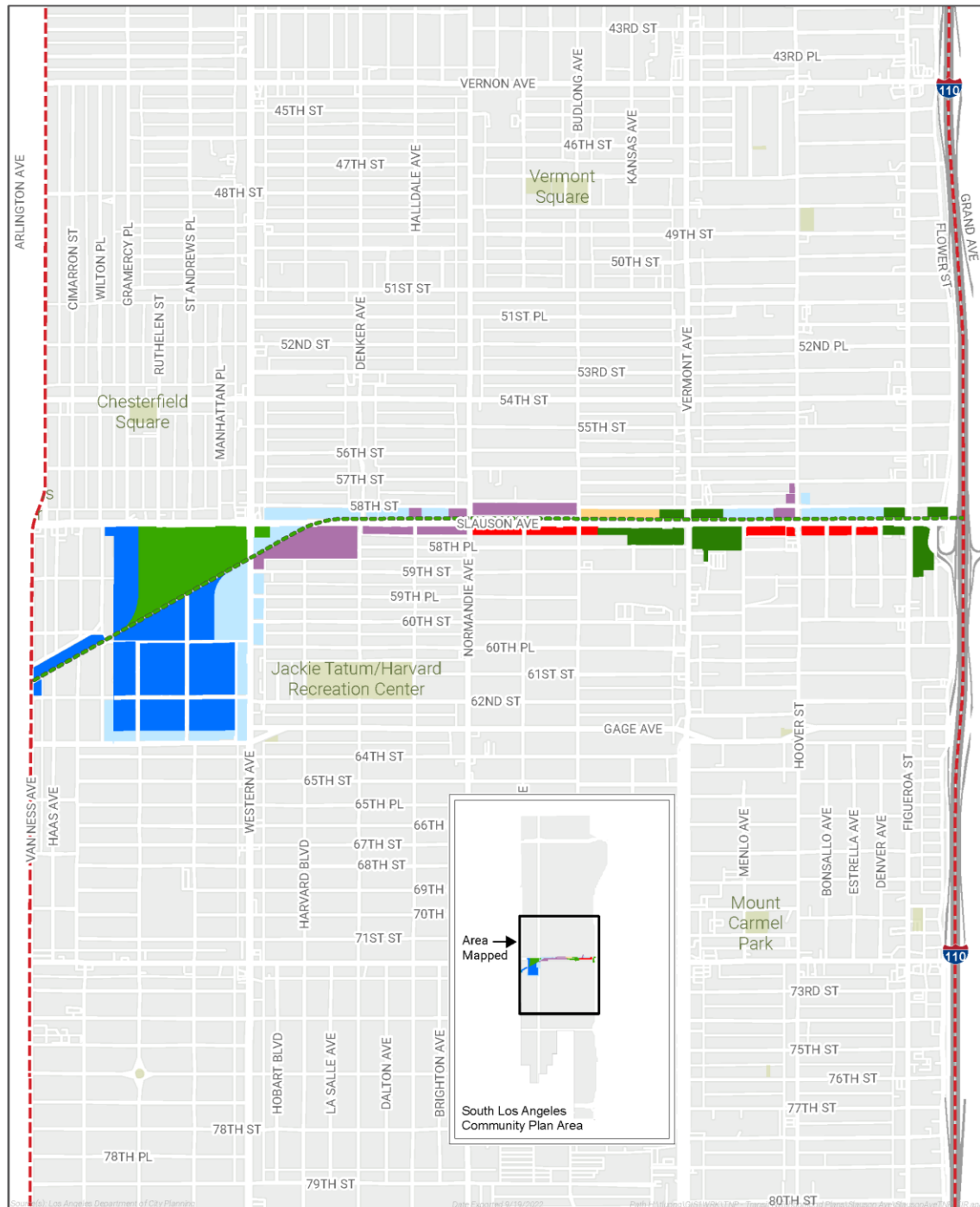


FIGURE VI-1 SLAUSON SUBAREAS

- |   |                                |
|---|--------------------------------|
| Slauson - Hybrid Limited (SI)             | Slauson - TOD Medium (SF)      |
| Slauson - Hybrid Industrial (SJ)          | Slauson - TOD High (SG)        |
| Slauson - Compatible Industrial Hub (SK1) | Active Transportation Corridor |
| Slauson - Multi-Family 1 (SN1)            | South Los Angeles CPA          |
| Slauson - General Corridor (SC)           |                                |



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## **Section VI-1. APPLICABILITY FOR PROJECTS ELIGIBLE FOR BONUSES**

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

- (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 the City's Affordable Housing covenant requirements.**
  - (b) Any covenant described in this paragraph must provide for a private right of enforcement by the City, any tenant, or owner of any building to which a covenant and agreement applies.
7. **Unit Quality.** Affordable dwelling units within CPIO Mixed-Income Housing Projects shall be no less than 90 percent of the average square footage of market-rate dwelling units with the same number of bedrooms, be interspersed throughout the development, and shall have access to the same amenities and use of the same entrances. Building materials shall be consistent throughout.

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

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

## 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, SG, 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, SG, SN1, SN2	
Slauson Subarea	CPIO Reference for Land Use Regulations
SC – Slauson General Corridor	<b>Chapter 2 – Corridors Subareas</b> Section II-1 LAND USE REGULATIONS for “General Corridor (C)”
SF – Slauson TOD Medium	<b>Chapter 3 – TOD Subareas</b> Section III-2 LAND USE REGULATIONS for “TOD Medium (F)”
SG – Slauson TOD High	<b>Chapter 3 – TOD Subareas</b> Section III-2 LAND USE REGULATIONS for “TOD High (G)”
SN1 – Slauson Multi-Family 1	<b>Chapter 5 – Residential Subareas</b> Section V-1 LAND USE REGULATIONS for “Multi-Family (N)”
SN2 – Slauson Multi-Family 2	

- (b) In Subareas SI, SJ, 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, SJ, SK1, SK2**

In Subareas SI, SJ, 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.

Subareas: SI: Slauson Hybrid Limited, SJ: Slauson Hybrid Industrial, SK1: Slauson Compatible Industrial Hub, SK2: Slauson-Compatible Industrial Corridor			
Use <sup>1</sup>	Regulations <sup>2</sup>	Applicable Subarea	Exemptions/Clarifications/Regulations
<b>Commercial Uses</b>	Allowed.	SI, SJ, SK1, SK2	Commercial Uses subject to any additional limitations by the underlying zone.
<b>Community Facilities</b>	Allowed.	SI, SJ, SK1, SK2	
<b>Light Manufacturing and Assembly</b>	Allowed.	SI, SJ, SK1, SK2	
<b>Media Production</b>	Allowed.	SI, SJ, SK1, SK2	
<b>Multipurpose Cultural Facilities</b>	Allowed.	SI, SJ, SK1, SK2	
<b>Professional Office Uses</b>	Allowed.	SI, SJ, SK1, SK2	
<b>Research and Development</b>	Allowed.	SI, SJ, SK1, SK2	
<b>Residential Uses</b>	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, SJ	
	Prohibited.	SK1, SK2	
<b>Vocational School</b>	Allowed.	SI, SJ, SK1, SK2	
<b>Warehouse/Storage Building</b>	Allowed	SI, SJ, SK1, SK2	All storage shall be within an enclosed building.
<sup>1</sup> 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, SJ, SK1, SK2, SL**

Subareas: SI: Slauson Hybrid Limited, SJ: Slauson Hybrid Industrial, SK1: Slauson Compatible Industrial Hub, SK2: Slauson-Compatible Industrial Corridor, SL: Slauson Industrial Innovation			
Use <sup>1</sup>	Regulation	Applicable Subarea	Exemptions/ Clarifications
<b>Alcohol Sales, Off-Site</b>	Not more than one establishment is permitted within a ½ mile (2,640 linear foot) radius of another Off-Site Alcohol Sales use. <sup>3</sup>	SI, SJ, SK1, SK2, SL	<ul style="list-style-type: none"> <li>Full-Service Grocery Stores are exempt.</li> <li>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.</li> <li>This term is also expressed as Off-Site Alcohol Sales.</li> </ul>
<b>Auto-Related Use</b>	Not more than one establishment is permitted within a ½ mile (2,640 linear foot) radius of another Auto-Related Use. <sup>3</sup>	SI, SJ, SK1, SK2, SL	<ul style="list-style-type: none"> <li>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.</li> <li>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.</li> </ul>
<b>Crate and Assembly Uses</b>	Not more than one establishment is permitted within a ½ mile (2,640 linear foot) radius of another Crate and Assembly Use. <sup>3</sup>	SI, SJ, SK1, SK2	<ul style="list-style-type: none"> <li>Includes pallet storage uses</li> </ul>
<b>Freestanding Restaurant with Drive-Through</b>	Not more than one establishment is permitted within a ½ mile (2,640 linear foot) radius of another Freestanding	SI, SJ, SK1, SK2, SL	<ul style="list-style-type: none"> <li>Expansion, re-modeling, or replacement of existing establishments shall be permitted provided that such change</li> </ul>

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

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Use <sup>1</sup>	Regulation	Applicable Subarea	Exemptions/ Clarifications
<b>Retail Sales (including Major Retailers)</b>	Prohibited, except as exempted.	SL	<ul style="list-style-type: none"> <li>Retail Sales constructed as an accessory use to the primary use are exempt.</li> </ul>
<b>Smoke/Vapor Shops</b>	Not more than one establishment is permitted within a ½ mile (2,640 linear foot) radius of another Smoke/Vapor Shop use. <sup>4</sup>	SI, SJ, SK1, SK2, SL	
<b>Residential Uses</b>	Limited.	SI	<ul style="list-style-type: none"> <li>Projects involving construction of a new building shall limit any residential floor area (excluding live/work units) to a maximum of <del>50%</del>30% of the total floor area of the building.</li> <li>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.</li> </ul>
	Prohibited.	SK1, SK2, SL	
<sup>1</sup> Uses are defined in Chapter 1 of this CPIO or LAMC Section 12.03. <sup>2</sup> Permitted if applicable distance requirements are met. <sup>3</sup> 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 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 Path-Abutting Development Standards for Building Design listed in Chart VI-3, enumerated further under Section VI-3.F, shall also apply (or replace, where applicable):

CHART VI-2. APPLICABLE DEVELOPMENT STANDARDS FOR SLAUSON SUBAREAS		
Slauson Subareas	CPIO Reference for Development Standards	Path-Abutting Development Standards <sup>1</sup>
SC – Slauson General Corridor	<p><b>Chapter 2 – Corridors Subareas</b> Section II-2. Development Standards for “Subarea C – General Corridor”</p> <p><b>Chapter 6 – Slauson Subareas</b> Section VI-3.G Parking</p>	<p><b>Chapter 6 – Slauson Subareas</b> 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”</p>
SF – Slauson TOD Medium SG – Slauson TOD High	<p><b>Chapter 3 – TOD Subareas</b> Section III-3. Development Standards for “TOD Subareas”</p>	<p><b>Chapter 6 – Slauson Subareas</b> 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”</p> <p><b>Chapter 6 – Slauson Subareas</b> Section VI-3.G. Development Standards for Parking Design</p>
SN1 – Slauson Multi-Family 1 SN2 – Slauson Multi-Family 2	<p><b>Chapter 5 – Residential Subareas</b> Section V-2. C.4 Development Standards for Articulation for “Subarea N – Multi-Family Residential”</p> <p><b>Chapter 5 – Residential Subareas</b> Section V-2. B.3.(b) Development Standards for Parking Areas, Garages, and Carports for “Subarea N – Multi-Family Residential”</p>	<p><b>Chapter 6 – Slauson Subareas</b> 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”</p> <p><b>Chapter 6 – Slauson Subareas</b> Section VI-3.G. Development Standards for Parking Design</p>
SI – Slauson Hybrid Limited SJ – Slauson Hybrid Industrial SK1 – Slauson Compatible Industrial Hub SK2 – Slauson Compatible Industrial Corridor SL – Slauson Industrial Innovation	<p><b>Chapter 6 – Slauson Subareas</b> Section VI-3.B to Section VI-3.K</p>	<p><b>Chapter 6 – Slauson Subareas</b> 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”</p>
<sup>1</sup> 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 shall comply with the following height regulations:

**1. Ground Floor.**

(a) In Subareas SI and SJ:

- i) For Mixed-Use or 100 percent 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 percent residential Projects involving the construction of a new building, 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 limit shall be set forth in **Table VI-3**, and as further enumerated below:

(a) In Subareas SI and SJ:

- i) TOC Projects or Density Bonus Projects shall have a Base height **limit set forth in Table VI-3** ~~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 limit 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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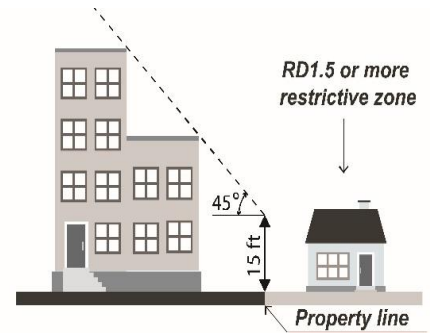
**Exhibit F.1 Proposed Text and Figure Amendments to the South Los Angeles CPIO**

*Slauson Corridor Transit Neighborhood Plan (TNP)*

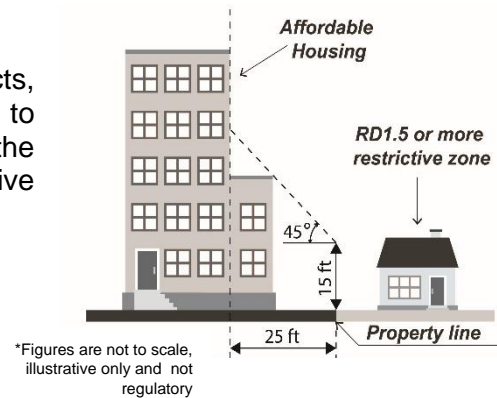
*Recommended by City Planning Commission - October 2022*

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

1. 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.



2. 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 and SJ, 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 Subsection D.2(a) above.
  - (b) In Subarea SI, Mixed-Use Projects involving the construction of new buildings shall limit residential floor area to ~~5030~~ 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.

# Exhibit F.1 Proposed Text and Figure Amendments to the South Los Angeles CPIO

Slautson Corridor Transit Neighborhood Plan (TNP)

Recommended by City Planning Commission - October 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 (i.e., not Density Bonus or TOC) or Green Employment Use			Clarifications
		Base Density	Base Height (Limit)	Base FAR	Bonus Density	Bonus Height (up to)	Bonus FAR (up to)	
SI	Slauson - Hybrid Limited	1/800	Limited by Base FAR	1.5:1	1/400	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 <sup>1</sup>  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 <sup>1</sup>
			5 stories for Density Bonus or TOC	2.5:1 for Density Bonus or TOC				
SJ	Slauson - Hybrid Industrial	1/800	Limited by Base FAR	1.5:1	1/400	6 stories	3:1	
SK1	Slauson - Compatible Industrial Hub	n/a	Limited by Base FAR	1.5:1	n/a	Limited by Bonus FAR	3:1	To utilize Bonuses, Project must include and covenant a Green Employment Use  Residential uses are prohibited.
SK2	Slauson - Compatible Industrial Corridor	n/a	Limited by Base FAR	1.5:1	n/a	Limited by Bonus FAR	2.5:1	To utilize Bonuses, Project must include and covenant a Green Employment Use  Residential uses are prohibited.
SL	Slauson - Industrial Innovation	n/a	Limited by Base FAR	1.5:1	n/a	Limited by Bonus FAR	3:1	To utilize Bonuses, Project must include and covenant a Green Employment Use  Residential uses are prohibited.
SN1	Slauson - Multi-Family 1	1/800	45 feet	3:1	1/400	56 feet	n/a	To utilize Bonuses, Project must qualify as a CPIO Affordable Housing Project <sup>1</sup>
SN2	Slauson - Multi-Family 2	1/2000	45 feet	3:1	1/600	56 feet	n/a	To utilize Bonuses, Project must qualify as a CPIO Affordable Housing Project <sup>1</sup>
<sup>1</sup> 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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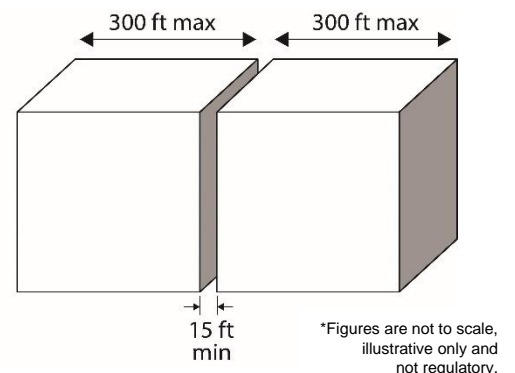
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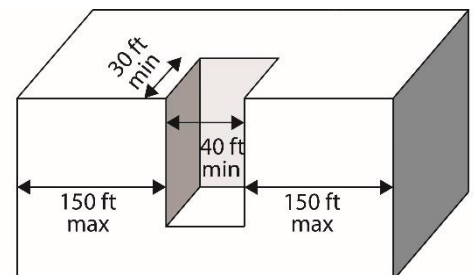
**E. Building Disposition.** In addition to any regulations set forth by the underlying zone and the LAMC, Projects with new construction shall comply with the following disposition regulations:

1. **Residential-Adjacent Setbacks.** Industrial Projects in Subareas SI, SJ, 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, SJ, 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.
3. **Street Wall.** In Subareas SI and SJ, any street facing façade of a Project where the cumulative total exceeds 300 feet in length shall comply with either subsection (a) or (b) below:

- (a) Design the Project as separate buildings, not to exceed a maximum of 300 feet in length, separated by passageways that are open to the sky from sidewalk grade and are at least a minimum of 15 feet wide (separate buildings may be built upon the same subterranean parking structure); or



- (b) Provide a continuous building base (1 to 3 stories) with upper floor volumes that do not exceed a maximum of 150 feet in length and separated by courtyards open to the sky that are at least a minimum of 40 feet wide and at least a minimum of 30 feet in depth, as measured from the street facing façade.





**Exhibit F.1 Proposed Text and Figure Amendments to the South Los Angeles CPIO**

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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.

- (a) If a Project abuts the Active Transportation Corridor, then the following additional Path-Abutting Development Standards listed in Chart VI-3, and enumerated further in this Section VI-3.F, shall also apply:

<b>CHART VI-3. APPLICABLE DEVELOPMENT STANDARDS FOR BUILDING DESIGN</b>		
<b>Slauson Subareas</b>	<b>CPIO Reference for Development Standards</b>	<b>Path-Abutting Development Standards<sup>1</sup></b>
SC – Slauson General Corridor	<b>Chapter 2 – Corridors Subareas</b> Section II-2.D. Building Design for “Subarea C – General Corridor”	<b>Chapter 6 – Slauson Subareas</b> 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 SG – Slauson TOD High	<b>Chapter 3 – TOD Subareas</b> Section III-3.D. Building Design for “TOD Subareas”	<b>Chapter 6 – Slauson Subareas</b> 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	<b>Chapter 5 – Residential Subareas</b> Section V-2.C Building Design for “Subarea N – Multi-Family Residential”	<b>Chapter 6 – Slauson Subareas</b> 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 – Slauson Hybrid Limited SJ – Slauson Hybrid Industrial SK1 – Slauson Compatible Industrial Hub SK2 – Slauson Compatible Industrial Corridor SL – Slauson Industrial Innovation	<b>Chapter 6 – Slauson Subareas</b> Section VI-3.F. Building Design for Subsections: F.2(a) “Glazing” F.2(b) “Articulation” F.2(c) “Street-Oriented Entrance”	<b>Chapter 6 – Slauson Subareas</b> 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”
<sup>1</sup> Path-Abutting Development Standards apply to Projects with new construction in Slauson Subareas that abut the Active Transportation Corridor.		

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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., windows and doors) on at least 30 percent of a building's street-level façade as measured 10 feet high from sidewalk grade.
  - (b) **Articulation.** The street facing building façade of a Project shall feature breaks that occur, at minimum, every 30 feet in horizontal distance, by utilizing a relief, graphic pattern or change in material, color or texture that provides scale and visual interest such as:
    - i) A change in plane of at least 18 inches;
    - ii) Windows that are recessed at least 2 inches, or that project (such as bays;
    - iii) Building overhangs, such as canopies or eaves;
    - iv) Terraces, balconies, porches, or cantilevered designs;
    - v) Wood accents and wood trim for windows and doors;
    - vi) Varying roof forms and heights; and
    - 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;
  - 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.

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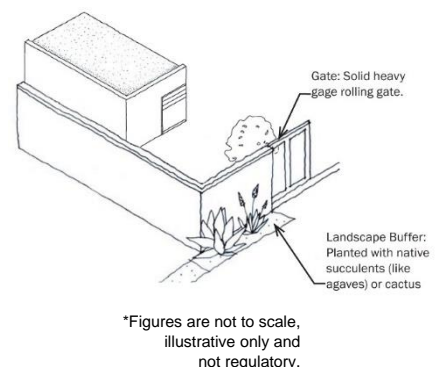
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- (e) **Setback from Active Transportation Corridor.** For any individual yard or setback width or depth that abuts the Active Transportation Corridor, Projects with new construction shall provide a minimum 10-foot setback, measured from the property 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, shall prevail. The setback area can allow space for Pedestrian Amenities, which may include but are not limited to features such as benches, tables, native species landscaping, and/or a walkway providing access from a building's Path-Oriented Building Entrance.
  - i) Before filing an application, applicants shall have a pre-consultation with the LACMTA (Metro) to determine the feasibility of providing any desired pedestrian access between private property and the Active Transportation Corridor, which may involve potential modification of Metro's fencing.
- (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 Design.**

1. In Subareas SI, SJ, SK1, SK2, and SL, the following shall apply **for non-Residential projects**:
  - (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 SI, SJ, SN1 and SN2, the following shall apply for Projects with new construction that abut the Active Transportation Corridor:
  - (a) No parking areas shall be allowed between the Primary Frontage and the Primary Lot Line, except for required driveways.



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- (b) ~~Detached garages and carports associated with the construction of a new building shall be located behind 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.
- 3. In Subareas SC, SF, and SG, in addition to any regulations set forth by the underlying zone and the LAMC, Projects with new construction shall comply with the following parking design regulations:
  - (a) **Parking Lot Location.**
    - i) **Parking Lot Location for Non-Path Abutting Sites.** Surface parking areas shall not be located between the Property Lot Line and the Primary Frontage of a building. Surface parking shall be located at the rear or side of buildings. Parking can also be enclosed within a structure as semi-subterranean or above-grade (i.e., parking podiums), or located entirely below grade (subterranean). Below grade structures may occupy the entire footprint of a lot.
    - ii) **Parking Lot Location for Path-Abutting Sites.** Surface parking areas shall not be located between the Property Lot Line (adjacent to the Active Transportation Corridor) and the Path-Facing Frontage of a building. Surface parking may be located at the side of buildings. Parking can also be enclosed within a structure as semi-subterranean or above-grade (i.e., parking podiums), or located entirely below grade (subterranean). Below grade structures may occupy the entire footprint of a lot.
  - (b) **Ground Floor Parking Level.**
    - i) **Ground Floor Parking Level for Non-Path Abutting Sites.** Wherever at-grade or above ground parking is to be provided within a building's Ground Floor level fronting a public street (excluding alleys), the entire building shall be set back six feet from the adjacent public street and the setback shall be improved with diverse landscaping that is comprised of two or more plant types that, at maturity, screens the Ground Floor parking area up to a

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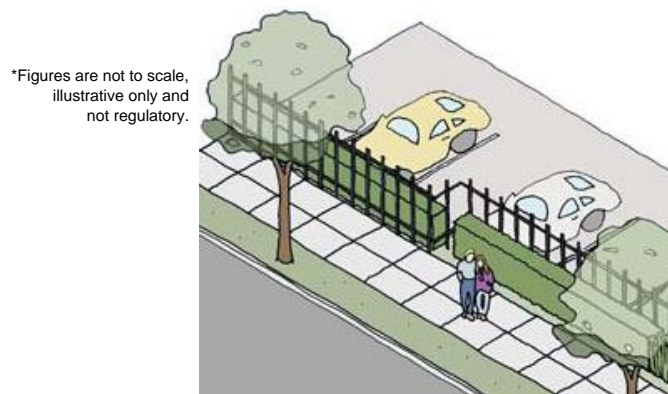
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height of 10 feet. This requirement does not apply to that portion of the building where internal parking structures are buffered by floor area on the Ground Floor used for Commercial Uses or Community Facilities.

- ii) **Ground Floor Parking Level for Path-Abutting Sites.** Wherever at-grade or above ground parking is to be provided within a building's Ground Floor level and is visible on the Path-Facing Frontage, exterior facades that are integrated into the overall architecture of the building shall be designed to adequately screen the parking area. This requirement does not apply to that portion of the building where internal parking structures on the Path-Facing Frontage are buffered by floor area on the Ground Floor used for Commercial Uses or Community Facilities.

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



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

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)

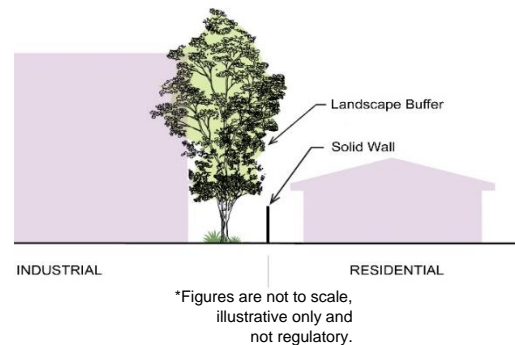


**Exhibit F.1 Proposed Text and Figure Amendments to the South Los Angeles CPIO**

Slauson Corridor Transit Neighborhood Plan (TNP)

Recommended by City Planning Commission - October 2022

- 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, SJ, SK1, and SK2.** In Subareas SI, SJ, 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, SJ: Slauson Hybrid Industrial, 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, SJ, SN1, SN2
Sit-Down Restaurants of any size may provide a minimum of 1 parking space per 500 square feet of floor area.	SI, SJ, SK1, SK2, SL

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