

# Slauson Corridor Transit Neighborhood Plan (TNP)

Virtual Information Session - Presentation  
Tuesday, August 23, 2022



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# Background

An aerial photograph of a city, likely Los Angeles, showing a dense residential area with numerous multi-story apartment buildings. The image is overlaid with a color gradient that transitions from a warm orange on the left side to a cool blue on the right side. The word "Background" is written in a large, white, sans-serif font across the center of the image. A thin white horizontal line is positioned above the text.

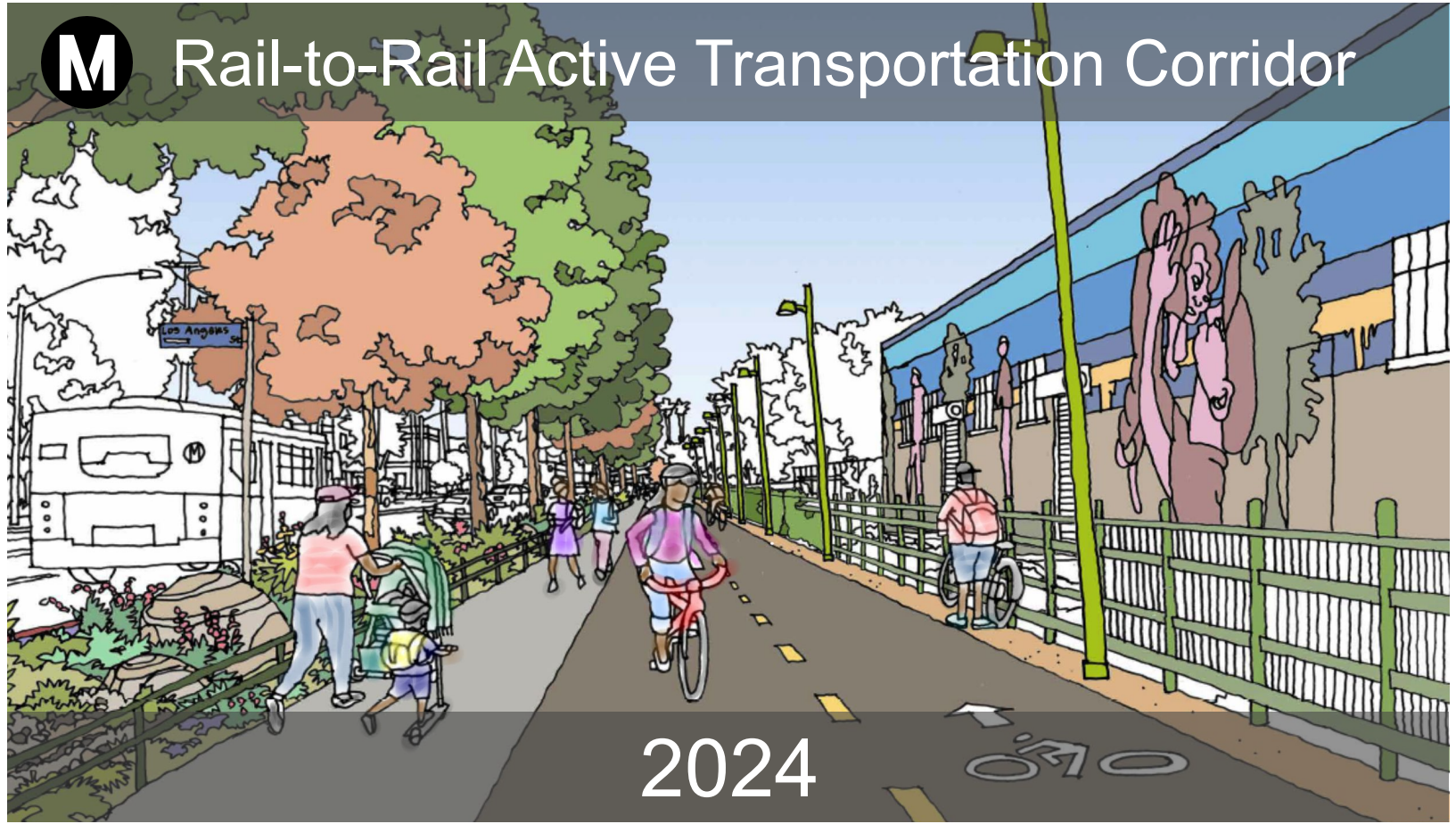




Slauson Ave



# Rail-to-Rail Active Transportation Corridor



2024



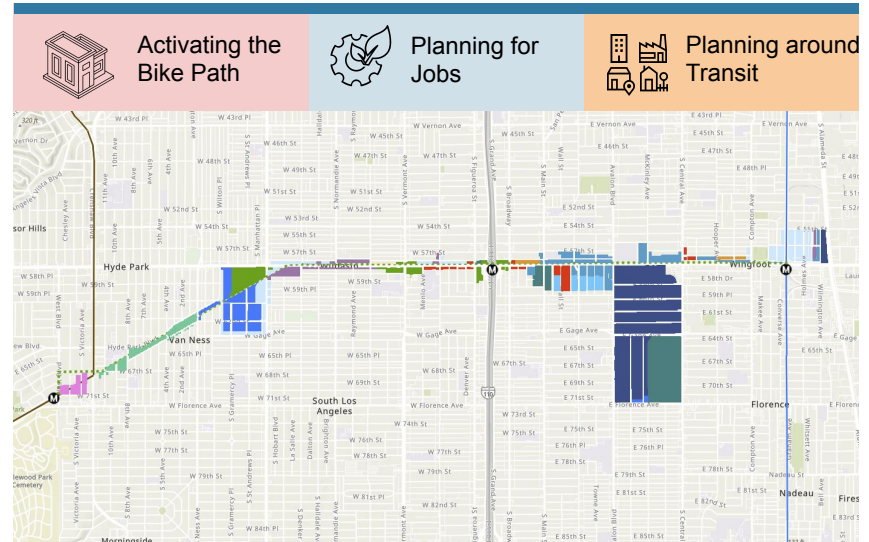


## Rail-to-Rail Active Transportation Corridor



<https://www.metro.net/projects/r2r>

## Slauson Corridor Transit Neighborhood Plan



<https://planning4la.org/slauson-corridor-tnp>



## Rail-to-Rail Active Transportation Corridor



<https://www.metro.net/projects/r2r>



LOS ANGELES  
CITY PLANNING

## Slauson Corridor Transit Neighborhood Plan



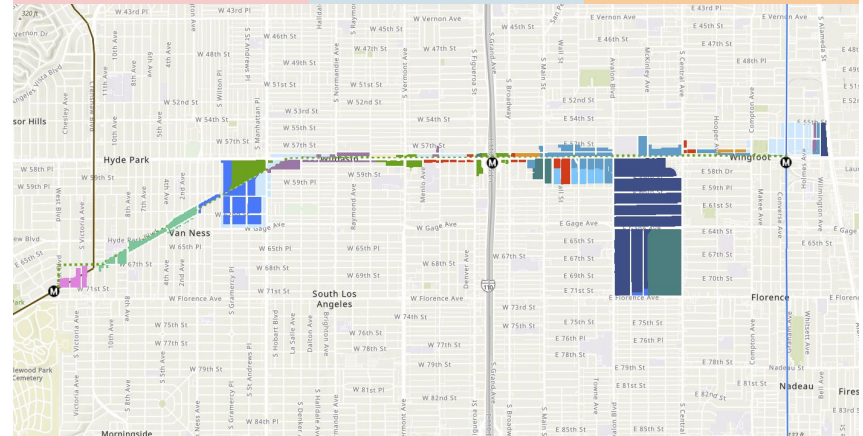
Activating the  
Bike Path



Planning for  
Jobs



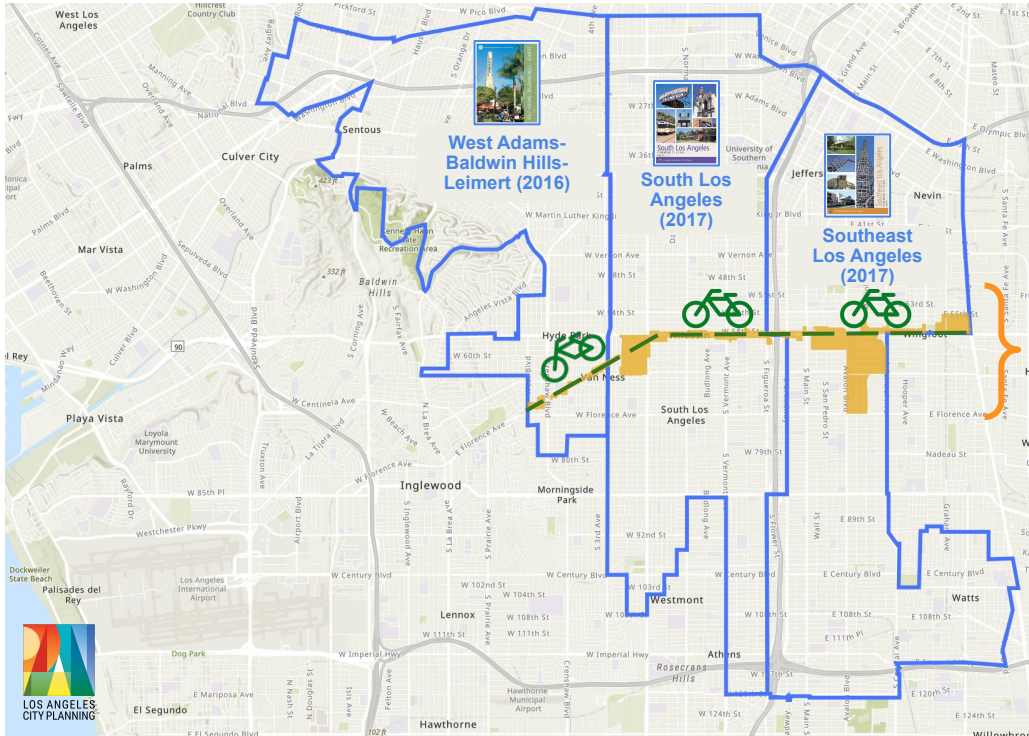
Planning around  
Transit



<https://planning4la.org/slauson-corridor-tnp>

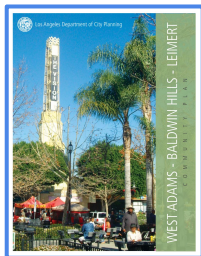


# Recently Updated Community Plans



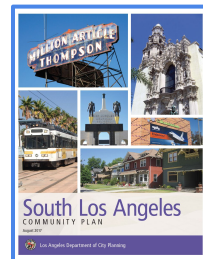
**Slauson Corridor  
Transit Neighborhood Plan**

# Technical Changes of the TNP



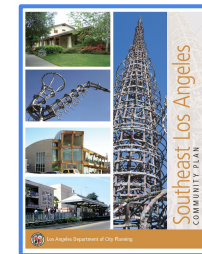
West Adams-Baldwin Hills-Leimert

- **General Plan Amendments**
  - New Community Plan Implementation Programs
- **Amendments to Community Plan Implementation Overlay (CPIO)**
  - Amend existing CPIO Chapter “Hyde Park Industrial Corridor”



South Los Angeles

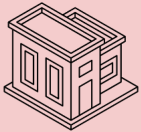
- **General Plan Amendments**
  - Updated General Plan Land Use designations
  - New Community Plan Implementation Programs
- **Zone Changes**
  - Updated Zoning Designations
  - New CPIO “Slauson Subareas”
- **Amendments to CPIO**
  - New CPIO Chapter VI “Slauson Subareas”



Southeast Los Angeles



# Goals of the TNP



Activating the  
Bike Path



Planning for  
Jobs



Planning  
around Transit



# Public Outreach Milestones

2019

Kickoff Events

2020

Concepts Webinar Workshop &  
Virtual Office Hours

2021

South LA Climate Commons Report;  
Targeted Outreach Workshops

2022

Virtual Office Hours for Preliminary  
Draft Plan



**Other Outreach Efforts:** Council District 8 and 9 Briefings, Neighborhood Councils, Community Organizations, Community Events, South LA Climate Commons Collaborative



# Public Outreach - Spring 2022

## Virtual Office Hours

- 12 individual meetings

## Neighborhood Councils

- Presentations and Q&A sessions

## Community Stakeholders

- Residents
- Property owners
- Community Orgs
- Local working groups

## City of Los Angeles Stakeholders

- City Planning divisions
- Council Offices
- Economic Workforce and Development

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# Preliminary Draft Plan

An aerial photograph of a city, likely Los Angeles, showing a dense residential area with various apartment buildings and houses. In the background, there are rolling hills and mountains under a clear sky. The image is overlaid with a gradient from orange on the left to blue on the right. A white horizontal line is positioned above the main text.



# Executive Summary of Preliminary Draft Plan

## Slauson Corridor Neighborhood

Executive Summary of Preliminary Draft Plan  
August 2022

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**LOS ANGELES CITY PLANNING**

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**Table 2. Summary of Proposed CPIO Subarea Provisions (cont.)**

Applicable CPIO Subarea	Proposed Regulations/Incentives
Slauson - Industrial Innovation (SI)	A bonus of up to 3:1 FAR is allowed if a Project with new Employment Use Up to two standalone restaurants permitted per blockface not considered as an accessory use.
Slauson - Multi-Family 1 (SN1)	A bonus of up to an additional 11 feet in height and not 400 square feet of lot area if a Project sets aside Affordable If a Project opts not to utilize the Affordable Housing by 3:1 and the base density remains at 1 unit for every 2,000
Slauson - Multi-Family 2 (SN2)	A bonus of up to an additional 11 feet in height and not square feet of lot area if a Project sets aside Affordable If a Project opts not to utilize the Affordable Housing by 3:1 and the base density remains at 1 unit for every 2,000
Slauson - General Corridor (SC)	The existing General Corridor Subarea regulations (pdf) Corridor' areas New Path-Abutting Building Design Standards will also about the Active Transportation Corridor.
Slauson - TOD Medium (SF)	The existing TOD Medium Subarea regulations (pdf) d areas New Path-Abutting Building Design Standards will also about the Active Transportation Corridor.
Hyde Park Industrial Corridor	For Projects that about the Active Transportation Corridor development to facilitate additional open space and open walkways to provide access to the path. If a Project covenants a proposed use as a Green Empire foot setback area for public use, bonus FAR and/or help Industrial Corridor section for more detail.
Hyde Park Industrial Corridor	For Projects that about the Metro K Line (Drenshaw/LAA) required for new development to facilitate additional open space and open walkways to provide access to the path. If a Project covenants a proposed use as a Green Empire foot setback area for public use, bonus FAR and/or help Industrial Corridor section for more detail.

### PRELIMINARY DRAFT PLAN (PUBLIC HEARING DRAFT) SUMMARY

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

#### SLAUSON CORRIDOR TNP SUBAREAS

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

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

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




Figure 1. Preliminary Draft Plan Map.

- Slauson - Hybrid Limited (SL)
- Hyde Park Industrial Corridor Subarea
- Slauson - Hybrid Industrial 1 (SJI1)
- Hyde Park Industrial Corridor Subarea (cont'd)
- Slauson - Hybrid Industrial 2 (SJI2)
- Administrative Corridors
- Slauson - Compatible Industrial Hub (SKI)
- Public Facilities
- Slauson - Compatible Industrial Corridor (SK2)
- Metro Stations
- Slauson - Industrial Innovation (SI)
- Active Transportation Corridor
- Slauson - Multi-Family 1 (SN1)
- Community Plan Boundary
- Slauson - Multi-Family 2 (SN2)
- Slauson - General Corridor (SC)
- Slauson - TOD Medium (SF)

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



Executive Summary of Preliminary Draft Plan



Executive Summary of Preliminary Draft Plan



Executive Summary of Preliminary Draft Plan



Executive Summary of Preliminary Draft Plan

# Preliminary Draft Plan StoryMap

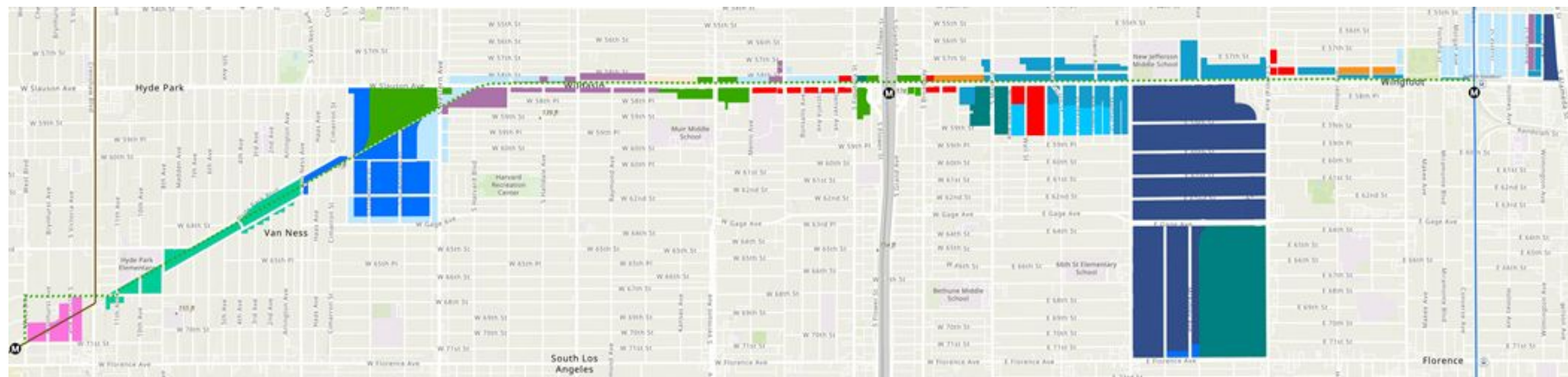
**Slauson Corridor TNP Subareas**

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

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# Slauson Corridor TNP Project Area



**CPIO Subareas** apply Use Regulations and Development Standards that align with the goals of the TNP to targeted sites throughout the project area.

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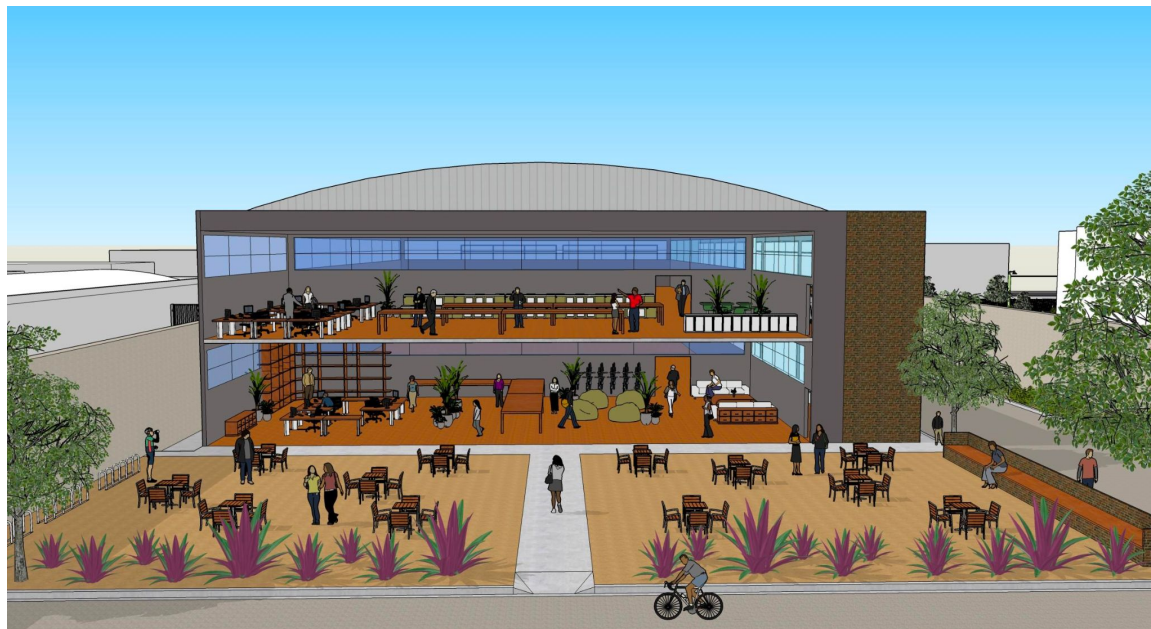
# Incentivizing Green Employment Uses

An aerial photograph of a city, likely Los Angeles, showing a dense residential area with multi-story apartment buildings. In the background, there are rolling hills and mountains under a clear sky. The image is overlaid with a gradient that transitions from a warm orange on the left to a cool blue on the right. The title text is centered in white, with a horizontal line above it.

# Incentivizing Green Employment Uses

## Intent:

- Promote green/clean industries through **Green Employment Uses**
- Support a growing workforce in the Goodyear Tract
- Limit incompatible uses






**EXAMPLE ONLY, NOT A REAL OR PROPOSED BUILDING(S).**






# Incentivizing Green Employment Uses

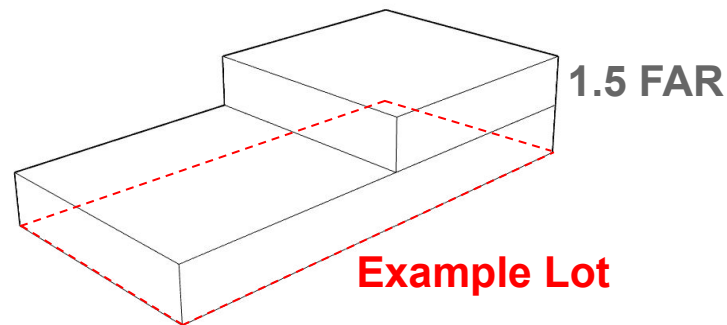


- Subareas:**
-  Slauson - Compatible Industrial Hub (SK1)
  -  Slauson - Compatible Industrial Corridor (SK2)
  -  Slauson - Industrial Innovation (SL)

# Existing Zoning

## Floor Area Ratio (FAR)

Base	
	SK1 - Up to 1.5 FAR
	SK2 - Up to 1.5 FAR
	SL - Up to 1.5 FAR



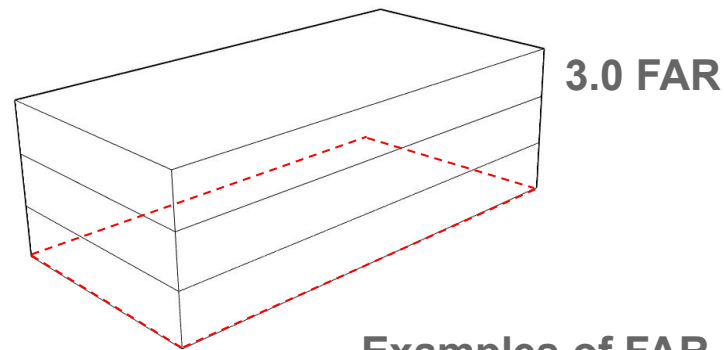
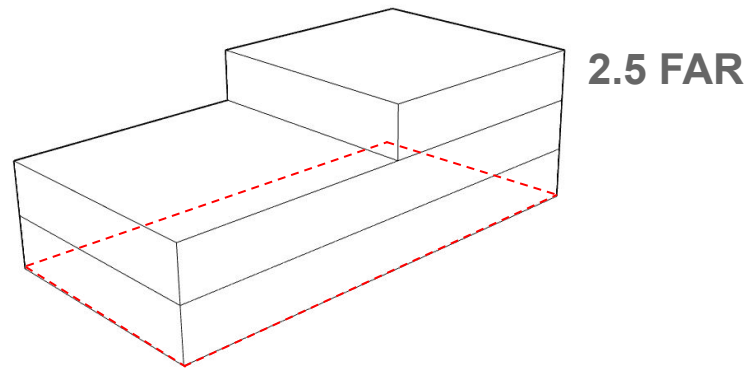
**Example of FAR**  
Diagram for illustrative purposes only.

# Proposed Incentive for Green Employment Uses

## Floor Area Ratio (FAR)

**Proposed Bonus for covenanted Green Employment Uses**

- SK1 - Up to 3.0 FAR
- SK2 - Up to 2.5 FAR
- SL - Up to 3.0 FAR



**Examples of FAR**  
Diagrams for illustrative purposes only.

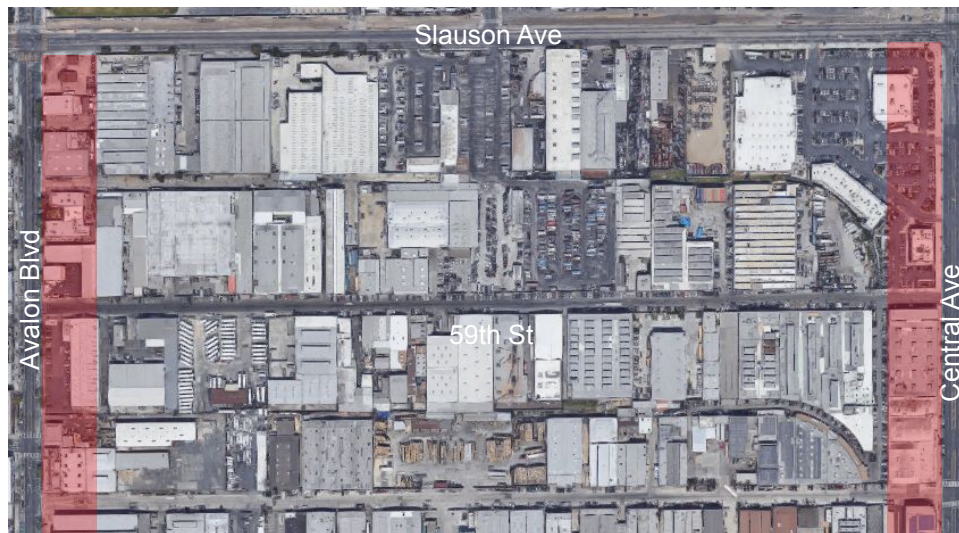


# Restaurant Uses in the Goodyear Tract

## Existing Standard

SL

- Restaurants as an accessory use are permitted.
- Non-accessory restaurants are permitted on properties fronting Avalon, Central, Florence, and Main.

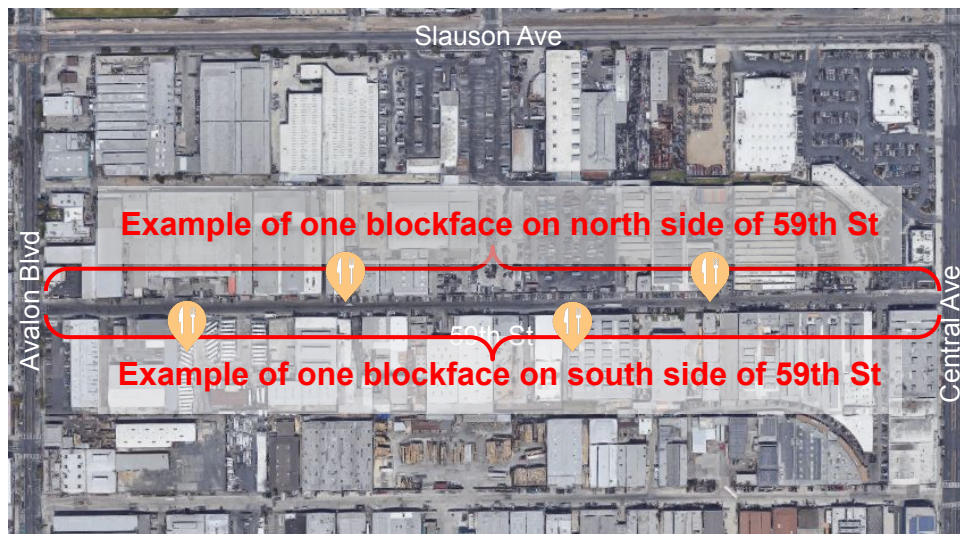


# Restaurant Uses in the Goodyear Tract

## Proposed Standard

### SL

- Limit of up to 2 non-accessory restaurants per blockface.
- Properties fronting Avalon, Central, Florence, and Main, and accessory use restaurants are exempted from the limitation.



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# Expanding Affordable Housing Opportunities



# Expanding Affordable Housing Opportunities

## Intent:

- Expand Affordable Housing opportunities if project qualifies as a **CPIO Affordable Housing Project**

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






**EXAMPLE ONLY, NOT A REAL OR PROPOSED BUILDING(S).**

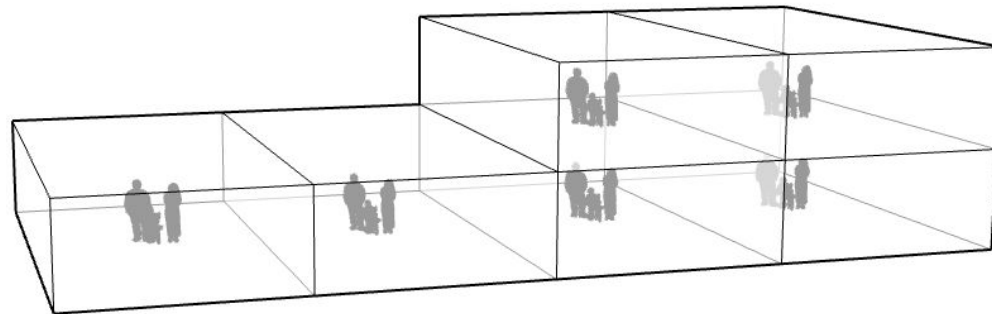
# Expanding Affordable Housing Opportunities



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

# Base Zoning for Slauson Hybrid Industrial Subareas

Base	
<b>Density</b>	
 SI - 1/800	
 SJ1 - 1/800	
 SJ2 - 1/1500	
<b>Floor Area Ratio</b>	
Up to 1.5 FAR	
<b>Height</b>	
Limited by the Base FAR	



**Example of 1/800 residential density**  
Diagram for illustrative purposes only.



# Proposed Incentives for Affordable Housing

## Proposed Bonus

### Density

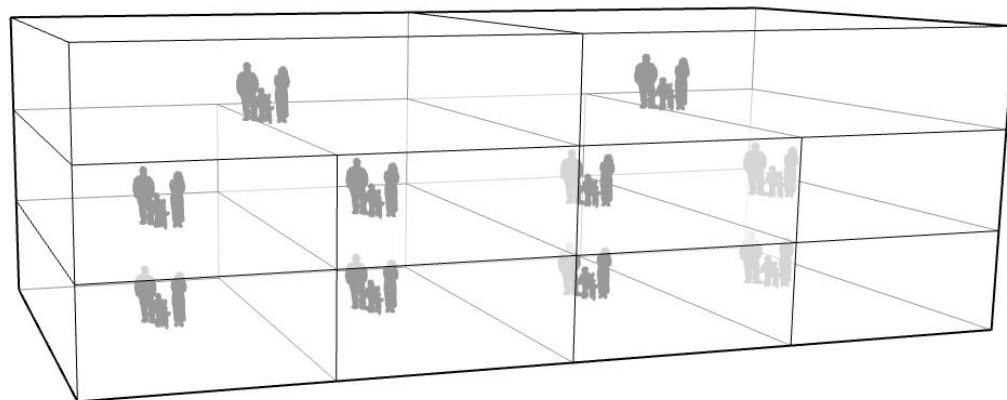
- SI - 1/500
- SJ1 - 1/500
- SJ2 - 1/600

### Floor Area Ratio

Up to 3.0 FAR

### Height

Up to 6 stories



**Example of 1/500 residential density**  
Diagram for illustrative purposes only.

# Base Zoning for Slauson Multi-Family Subareas

## Base

### Density

SN1 - 1/800

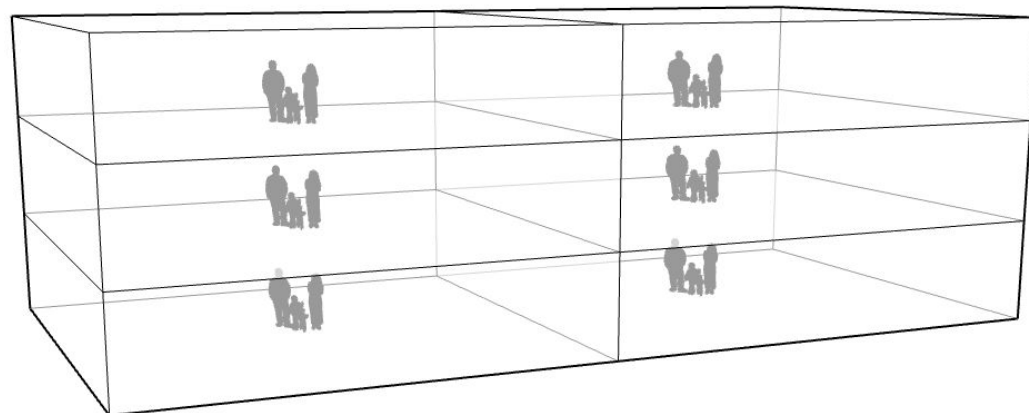
SN2 - 1/2000

### Floor Area Ratio

Up to 3.0 FAR

### Height

45 feet



**Example of 1/800 residential density**  
Diagram for illustrative purposes only.

# Proposed Incentives for Affordable Housing

## Proposed Bonus

### Density

SN1 - 1/400

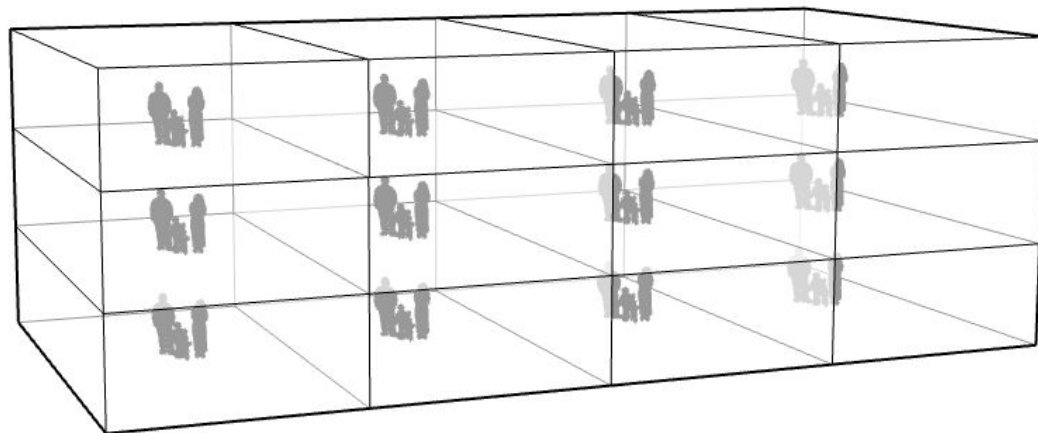
SN2 - 1/800

### Floor Area Ratio

Up to 3.0 FAR

### Height

Additional 11 feet up to  
56 feet



Example of 1/400 residential density

Diagram for illustrative purposes only.

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# Activating the Bike Path

An aerial photograph of a city, likely Los Angeles, showing a dense residential area with multi-story apartment buildings and houses. In the background, there are rolling hills and mountains under a clear sky. The image is overlaid with a gradient that transitions from a warm orange on the left to a cool blue on the right. The title 'Activating the Bike Path' is written in a large, white, sans-serif font across the center of the image.



# Activating the Bike Path

## Intent:

- Establish Development Standards to connect new construction projects to the Active Transportation Corridor
- Encourage accessibility to the Active Transportation Corridor



**EXAMPLE ONLY, NOT A REAL OR PROPOSED BUILDING(S).**

# Activating the Bike Path



**Slauson Subareas:**  All new construction projects projects adjacent to the Active Transportation Corridor

# Path-Abutting Design Standards

## Standards

- Minimum 10' setback
- Path-oriented building entrance
- 30% window transparency
- Mural location guidance

## Path Access

- Encourage access to and from the Active Transportation Corridor



EXAMPLE ONLY, NOT A REAL OR PROPOSED BUILDING(S).



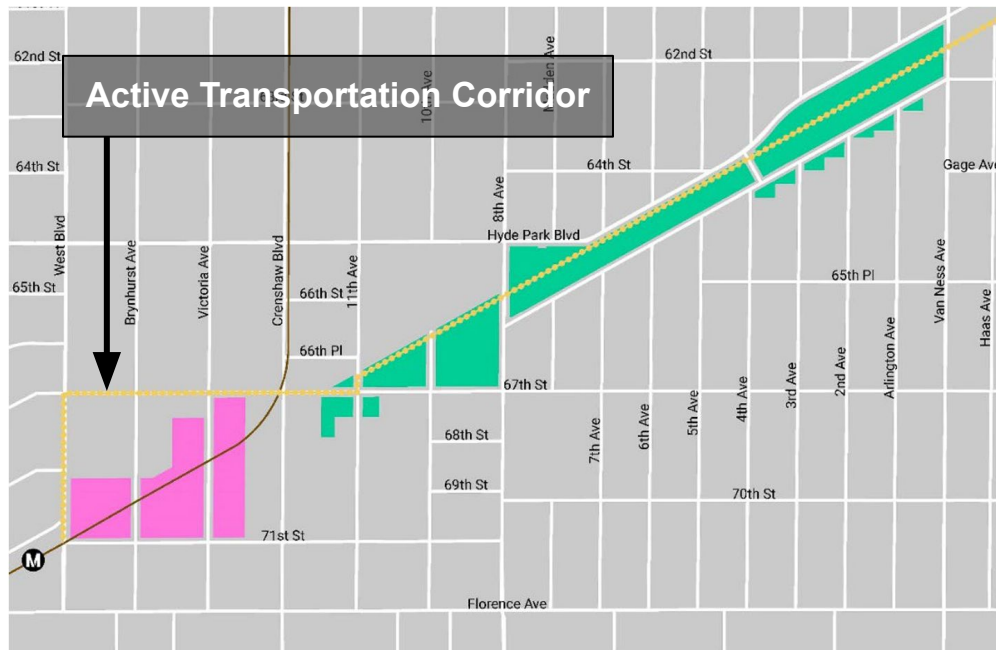
# Path-Abutting Design Standards

## Intent:

Simplify open space incentive to facilitate future bike path extension and promote green businesses

## Standards:

- 10' setback east of Crenshaw
- 20' setback west of Crenshaw
- Path-oriented building entrance
- 30% transparency
- Mural location guidance



Hyde Park Industrial Corridor (West Adams-Baldwin Hills-Leimert CPIO)

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# Continued Vision for Corridors and TOD Subareas

An aerial photograph of a densely populated urban area, likely Los Angeles, showing a mix of residential and commercial buildings. The image is overlaid with a color gradient that transitions from a warm orange-red on the left to a cool blue on the right. The text is centered over the image.

# Continued Vision for Corridors and TOD Subareas

## Intent:

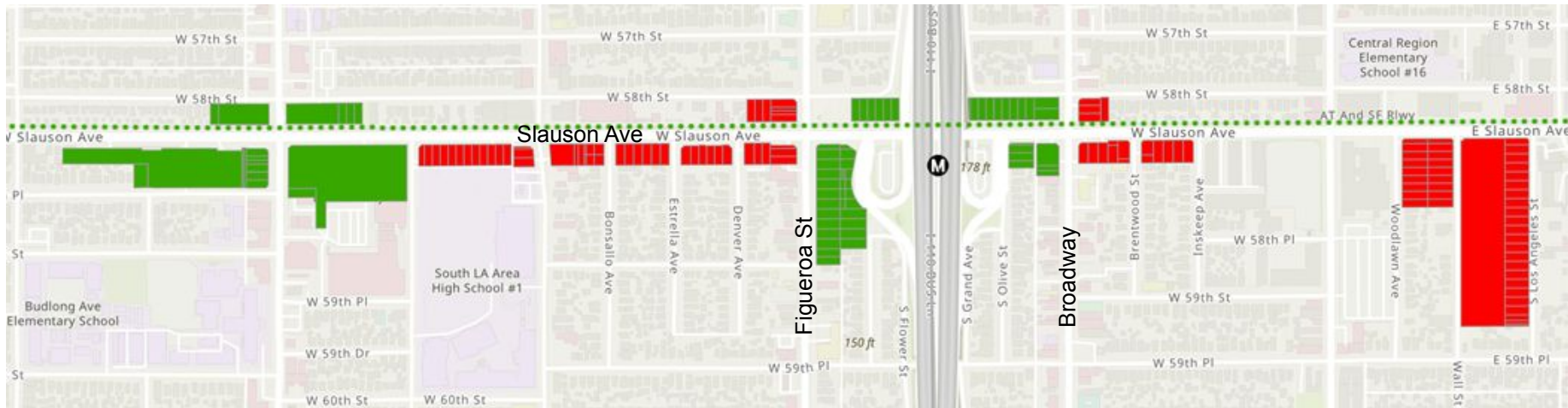
- Maintain the existing vision for CPIO Subareas around transit-oriented corridors
- Apply Path-Abutting Design Standards



**EXAMPLE ONLY, NOT A REAL OR PROPOSED BUILDING(S).**



# Continued Vision for Corridors and TOD Subareas



- Subareas:**
- Slauson - General Corridor (SC)
  - Slauson - TOD Medium (SF)

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# Additional Updates Since March 2022

# Additional Updates Since March 2022

- Exemption for Joint Living and Work Quarters (with a Conditional Use Permit per LAMC)
- Active Floor Area development standard
- Exemption for CPIO 100 Percent Affordable Housing Projects and Permanent Supportive Housing.





# Additional Updates Since March 2022

- Parking reduction incentives
- Electric vehicle charging spaces
- Parking development standards



# New Implementation Programs

- Worker Cooperatives
- Open Space in Public Right-of-Ways
- Street Vending
- Brownfield Sites Inventory
- Urban Greening and Open Space Stewardship
- Enhance Open Space Dedication Requirements
- Urban Agriculture

Program Number	Program Description	High-Growth Business	Program Number	Program Description	High-Growth Business
P1	<b>Building Intensity Minimums:</b> The South Los Angeles Community Plan Implementation Overlay (CPI) 7 uses Commercial Development (CDO) standards which building intensity minimums and development standards that support vibrant neighborhoods with higher densities and mixed uses in targeted areas.	URS1, URS2, URS3	P1	<b>Building Intensity Minimums:</b> The Southeast Los Angeles Community Plan Implementation Overlay (CPI) 7 uses Commercial Development (CDO) standards which building intensity minimums and development standards that support vibrant, walkable neighborhoods with higher densities and mixed uses in targeted areas.	URS1, URS2, URS3
P2	<b>Design and Development Standards - Commercial:</b> Development within commercial and neighborhood commercial areas is subject to the design and development standards established in the CPI-7 Commercial Subarea that further regulate land uses and enhance the visual quality of business.	URS1, URS2, URS3	P2	<b>Design and Development Standards - Commercial Area:</b> Development within commercial and neighborhood commercial areas is subject to the design and development standards established in the CPI-7 Commercial Subarea that further regulate land uses and enhance the visual quality of business.	URS1, URS2, URS3
P3	<b>Design and Development Standards - Industrial:</b> The CPI-7 Industrial Subarea establishes design standards that apply to residential and support the visual quality of industrial properties and also provides regulations related to building area, building and screening and building materials use when adjacent to residential. In addition, the Creative Industrial Design Guidelines provide guidance to improve their use within the CPI-7 District.	URS1, URS2, URS3, URS4, URS5, URS6	P3	<b>Design and Development Standards - Industrial Area:</b> The CPI-7 Industrial Subarea establishes design standards that apply to residential and support the visual quality of industrial properties and also provides regulations related to building area, building and screening and building materials use when adjacent to residential. In addition, the Creative Industrial Design Guidelines provide guidance to improve their use within the CPI-7 District.	URS1, URS2, URS3, URS4, URS5, URS6
P4	<b>Design and Development Standards - CDO Areas:</b> Development standards for CDO areas include building area, building materials, building orientation, building setbacks and landscaping to reduce the visual impact of commercial buildings and support the visual quality of the surrounding neighborhood.	URS1, URS2, URS3, URS4, URS5, URS6	P4	<b>Design and Development Standards - CDO Areas:</b> Development standards for CDO areas include building area, building materials, building orientation, building setbacks and landscaping to reduce the visual impact of commercial buildings and support the visual quality of the surrounding neighborhood.	URS1, URS2, URS3, URS4, URS5, URS6
P5	<b>Design and Development Standards - Residential:</b> The Residential Subarea which includes Legacy Single and Multi-Family applications, which establish design and development standards for residential projects in select areas.	URS1, URS2, URS3, URS4, URS5, URS6	P5	<b>Design and Development Standards - Residential Area:</b> The CPI-7 Residential Subarea establishes design standards for residential projects in select areas.	URS1, URS2, URS3, URS4, URS5, URS6
P6	<b>Design Guidelines:</b> The South Los Angeles Design 10 and Creative Design Guidelines provide design guidelines for new development to enhance higher quality, sustainable development.	URS1, URS2, URS3, URS4, URS5, URS6	P6	<b>Design Guidelines:</b> The Southeast Los Angeles Design Guidelines (appendix to the Creative Design Guidelines) provide recommended design guidelines for new development to enhance higher quality, sustainable development.	URS1, URS2, URS3, URS4, URS5, URS6
P7	<b>Decrease of Uses:</b> This policy is implemented through the CPI-7 Overlay which requires CDO applications to demonstrate how they will reduce the number of uses that are not compatible with the surrounding neighborhood.	URS1, URS2, URS3, URS4, URS5, URS6	P7	<b>Decrease of Uses:</b> This policy is implemented through the CPI-7 Overlay which requires CDO applications to demonstrate how they will reduce the number of uses that are not compatible with the surrounding neighborhood.	URS1, URS2, URS3, URS4, URS5, URS6
P8	<b>Community Guidelines:</b> This policy is implemented by the Department of Recreation and Parks, Community Center Program.	URS1, URS2, URS3, URS4, URS5, URS6	P8	<b>Community Guidelines:</b> This policy is implemented by the Department of Recreation and Parks, Community Center Program.	URS1, URS2, URS3, URS4, URS5, URS6
P9	<b>Community Facility Parking Reduction Incentives:</b> The Community Facility Parking Reduction Incentives that reduce parking standards are an incentive for private and public community facility reductions.	URS1, URS2, URS3, URS4, URS5, URS6	P9	<b>Community Facility Parking Reduction Incentives:</b> The Community Facility Parking Reduction Incentives that reduce parking standards are an incentive for private and public community facility reductions.	URS1, URS2, URS3, URS4, URS5, URS6
P10	<b>Community Streets:</b> Consistent with the LARC, allow community streets to be used as a variety of uses, including "community parking" using regulations and encourage residents that protect pedestrians from vehicles, provide tree canopy and landscaping.	URS1, URS2, URS3, URS4, URS5, URS6	P10	<b>Community Streets:</b> Consistent with the LARC, allow community streets to be used as a variety of uses, including "community parking" using regulations and encourage residents that protect pedestrians from vehicles, provide tree canopy and landscaping.	URS1, URS2, URS3, URS4, URS5, URS6
P11	<b>Complete Streets:</b> The Community Plan encourages "Complete Street" by adopting a policy that requires all new streets to be designed to meet the standards of the Street Design Guidelines (SDG) - 2014 and 2015. This policy is intended to ensure that streets are designed to meet the standards of the SDG and to provide for a variety of uses, including pedestrian, bicycle, transit and motorized vehicles.	URS1, URS2, URS3, URS4, URS5, URS6	P11	<b>Complete Streets:</b> The Community Plan encourages "Complete Street" by adopting a policy that requires all new streets to be designed to meet the standards of the Street Design Guidelines (SDG) - 2014 and 2015. This policy is intended to ensure that streets are designed to meet the standards of the SDG and to provide for a variety of uses, including pedestrian, bicycle, transit and motorized vehicles.	URS1, URS2, URS3, URS4, URS5, URS6

Southwest Los Angeles Community Plan | Chapter 6 Implementation

TABLE 6-2 Southwest Los Angeles Implementation Programs Land Use and Urban Design

November 2017 | 6-7

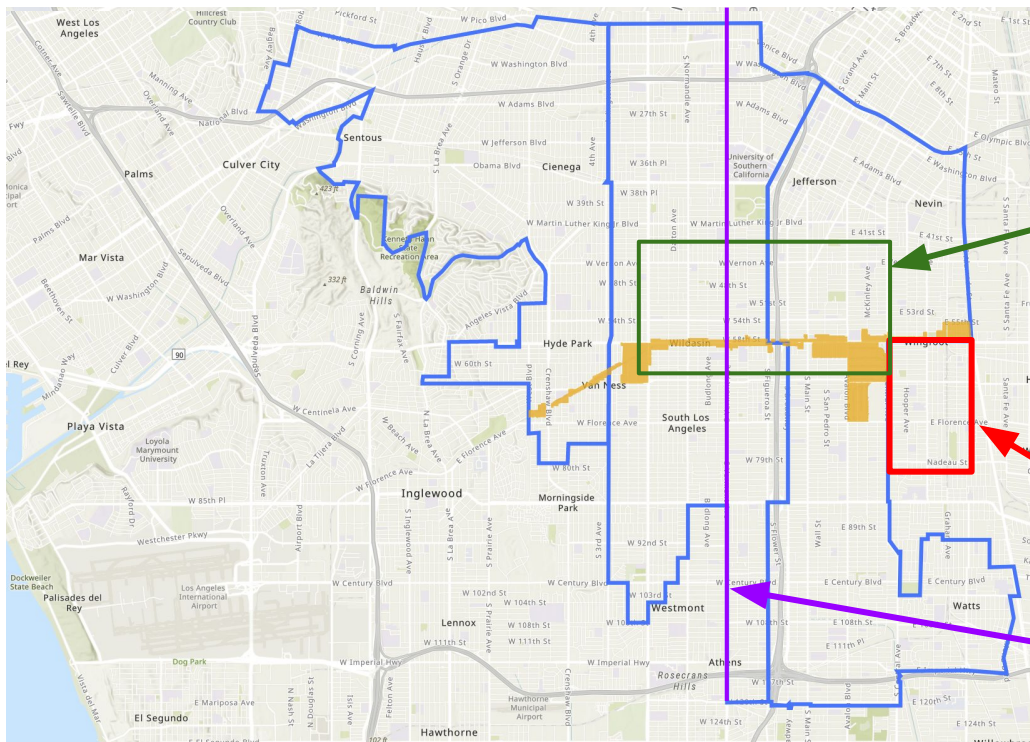
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# Related Efforts

An aerial photograph of a city, likely Los Angeles, showing a dense residential area with numerous multi-story apartment buildings. The city is set against a backdrop of rolling hills and mountains. The image is overlaid with a gradient that transitions from a warm orange on the left to a cool blue on the right. The text 'Related Efforts' is centered in a large, white, sans-serif font. A thin white horizontal line is positioned above the text.



# Related Efforts



Transformative Climate Communities Grant (TCC)

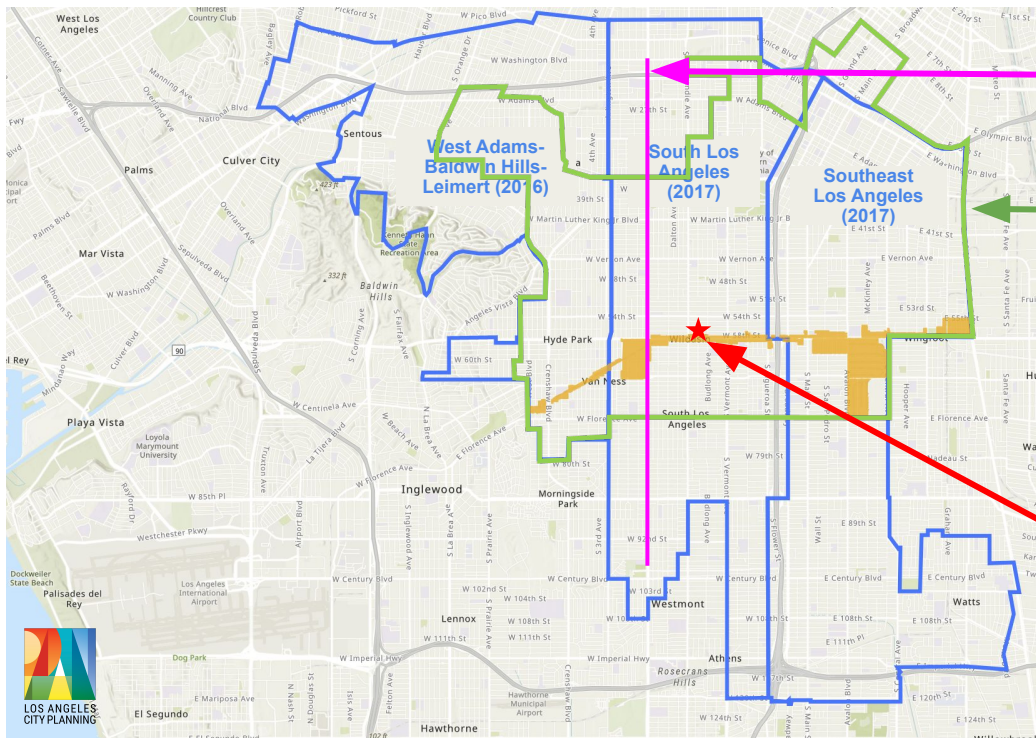
Slauson Corridor  
Transit Neighborhood Plan

LACDRP Florence-Firestone  
TOD Specific Plan

Metro - Vermont Bus Rapid  
Transit (BRT)



# Related Efforts



LADOT - Western Our Way

LADOT - Universal Basic Mobility (UBM) Pilot

Slauson Corridor  
Transit Neighborhood Plan

Council District 9 - Slauson Connect



Source: Paul Murdoch Architects

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# Next Steps

An aerial photograph of a city, likely Los Angeles, showing a dense residential area with many multi-story apartment buildings. The scene is overlaid with a gradient from orange on the left to blue on the right, suggesting a sunset or sunrise. In the background, there are green hills and mountains under a clear sky.

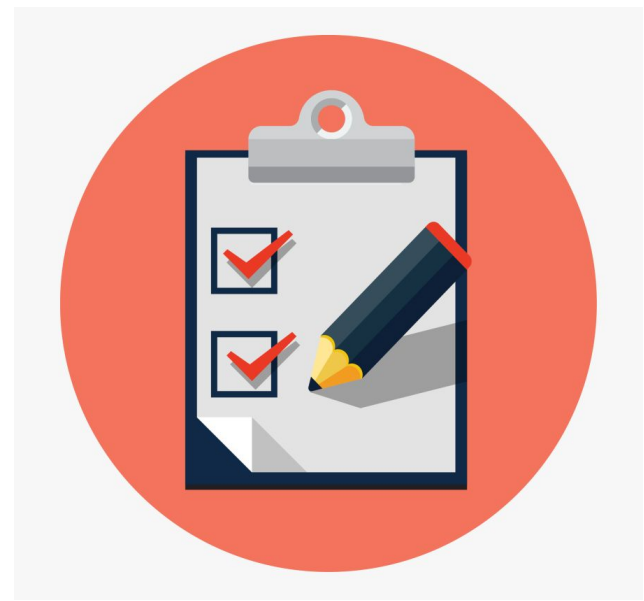
# Next Steps

**City Planning Commission:**

October 13, 2022

**City Council:**

By end of 2022

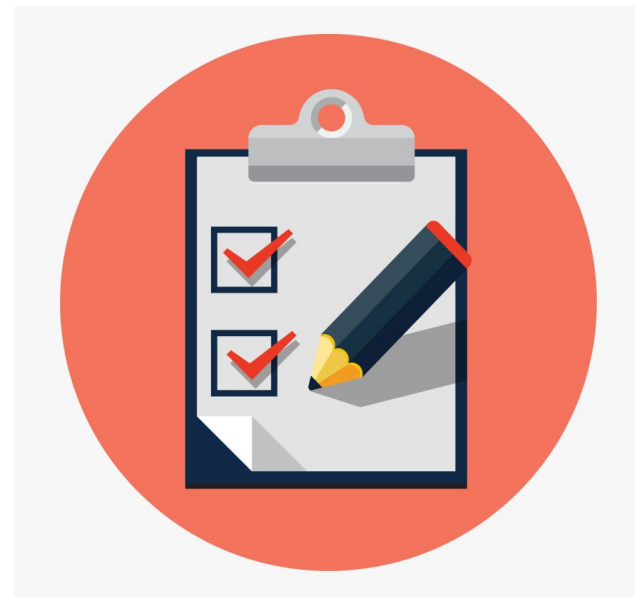


# Follow-up and Providing Feedback

Comments on the Preliminary Draft Plan may alternatively be submitted by email or hardcopy through **September 2, 2022** at 5 p.m.

To submit questions, comments, or to be placed on the interested parties list, contact City Planning staff at:

Andrew Pasillas, Department of City Planning  
200 North Spring Street, Room 667  
Los Angeles, CA 90012  
[andrew.pasillas@lacity.org](mailto:andrew.pasillas@lacity.org)



Please include case number CPC-2019-4000-GPA-ZC-HD-CPIOA in any submitted correspondence.



# Slauson Corridor Transit Neighborhood Plan (TNP)



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