

Slauson Corridor Transit Neighborhood Plan (TNP)



Concepts Survey Summary

December 2020

OVERALL AGREEMENT LEVEL WITH CONCEPTS

Legend



Do you agree with the concept of A Complete Bike Path?



Do you agree with the concept of An Activated Bike Path?



Do you agree with the Hubs for Industry concept?



Do you agree with the Hyde Park Industrial Corridor concept?



Do you agree with the Employment along the Corridor concept?



Do you agree with the Hybrid Industrial concept?



Do you agree with the Mixed-Use Corridors concept?



Do you agree with the Low-Density Multifamily concept?



Do you agree with the Hybrid Industrial concept around transit?



Do you agree with the Hyde Park Industrial Corridor around transit?



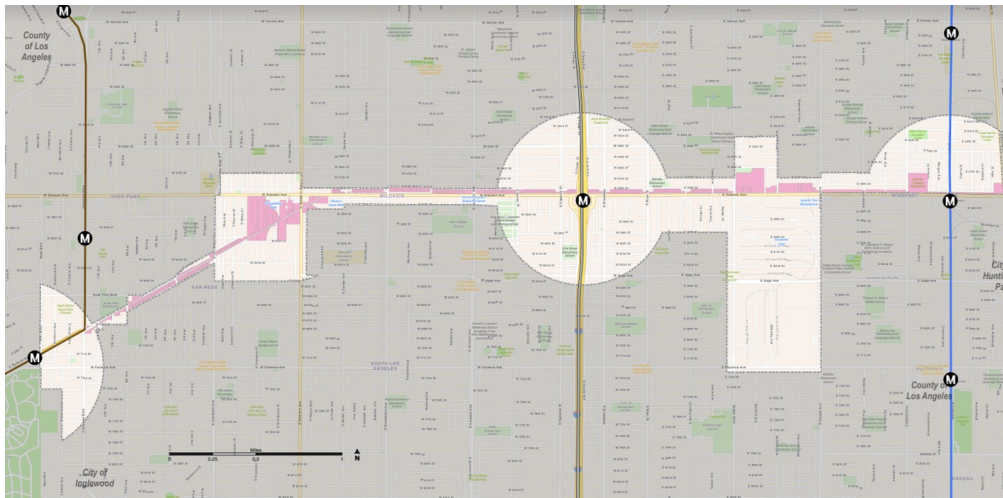
Total Survey Responses

70

Please contact the Slauson Corridor TNP team if you submitted survey comments, concerns, or questions not addressed in this summary, or to share additional input: Andrew Pasillas - andrew.pasillas@lacity.org | 213-978-1518

ACTIVATING THE BIKE PATH THROUGH BUILDING DESIGN

Concepts Map



Legend

- A Complete Bike Path: Provide direct bike path access to the Metro Station.
- An Activated Bike Path: Activate the bike path by orienting nearby buildings to facilitate access to land uses.

Concept: A Complete Bike Path



Concept: An Activated Bike Path



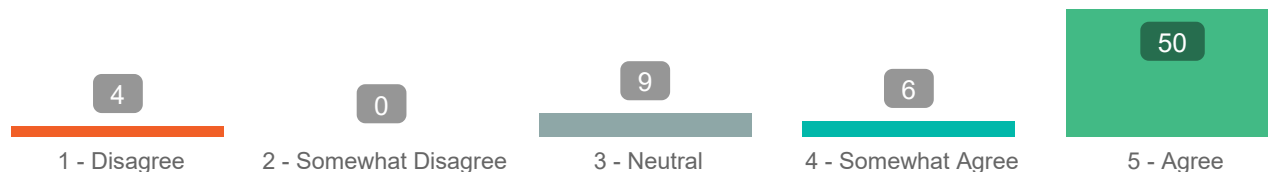
Overall Agreement with Concept Theme



ACTIVATING THE BIKE PATH THROUGH BUILDING DESIGN

Concept: A Complete Bike Path

Do you agree with the concept of A Complete Bike Path?



How would you feel if new buildings were designed to allow for a direct bike path connection to the future Fairview Heights Station?

Opportunities and Considerations

This area is not bike friendly. It would be fantastic if there were an incentive to create a direct connection.

It would be great if new buildings were designed with access to the bike path in mind.

Makes sense to create an inviting connection to the station for immediate amenities.

Buildings should feature innovative use of green technology and community-centric design.

Makes sense and would really help create a more economically active corridor.

Strongly agree - bikes/pedestrians and vehicles should not co-exist without physical separation.

Good idea, but crucial to consider safety and operations that new buildings would be responsible for. Private property owners need flexibility as to how they can respond to such requirements.

Seems logical as it would serve both practical and recreational users.

Great idea that will make it more convenient and encourage the use of public transit.

It is a necessary connection.

More people would opt to ride bikes rather than drive with the connection in place.

Issues

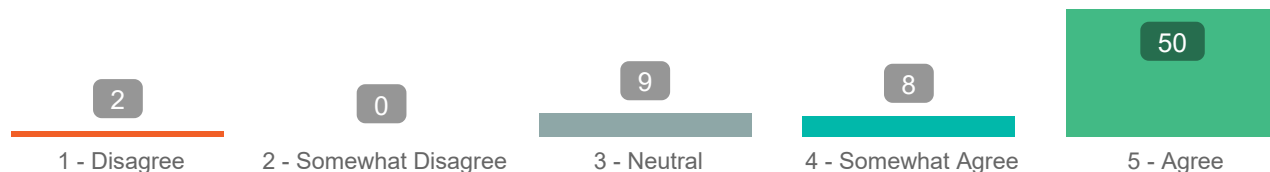
Leave the area the same.

It could create an environment that is not inclusive of current residents and be an eyesore.

ACTIVATING THE BIKE PATH THROUGH BUILDING DESIGN

Concept: An Activated Bike Path

Do you agree with the concept of An Activated Bike Path?



How would you feel about buildings that provide access to the bike path and have design features, such as, windows and public space?

Opportunities and Considerations

Public space, green space, and placemaking for bicyclists and pedestrians are good ideas.

This would create a welcoming and protective environment, and a great aesthetic for the bike path.

Public safety is important.

This would activate the space, create a strong connection along the corridor, and place "eyes on the street" to help passively police the trail.

Need anti-displacement measures in place to ensure that beautification improvements do not negatively impact the community.

These features will be essential to the success of the bike path.

Small local businesses and shops in this area would benefit the local economy.

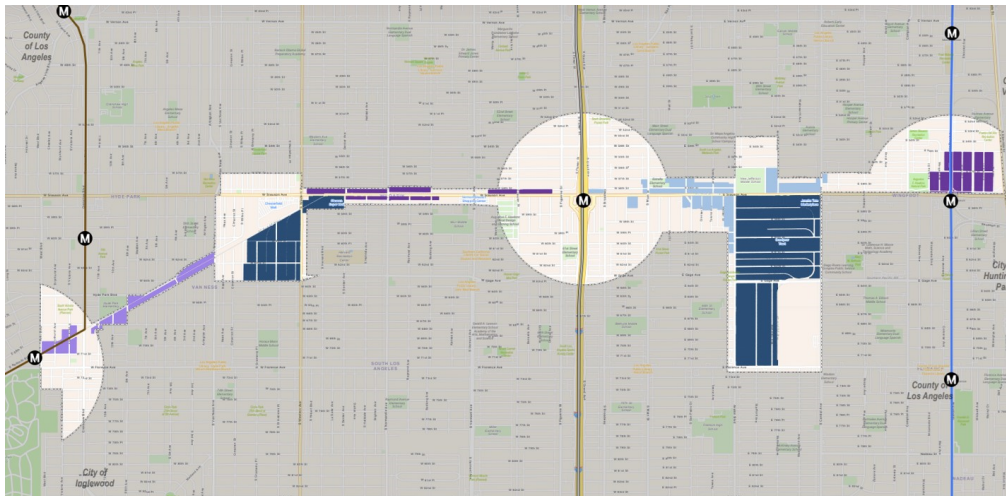
Public open space in the building that is integrated with bike path is a good idea.

Issues

There should be no design restrictions on forcing bike path access. Too many development challenges already exist.

PLANNING FOR JOBS

Concepts Map



Legend

- Hubs for Industry:** Prioritize hubs for employment uses.
- Hyde Park Industrial Corridor:** Promote green jobs and incentivize opportunities for publicly accessible open space.
- Employment along the Corridor:** Prioritize areas for employment uses.
- Hybrid Industrial:** Allow for a mix of uses, including light industrial and commercial uses, as well as residential uses.

Concept: Hubs for Industry



Concept: Hyde Park Industrial Corridor



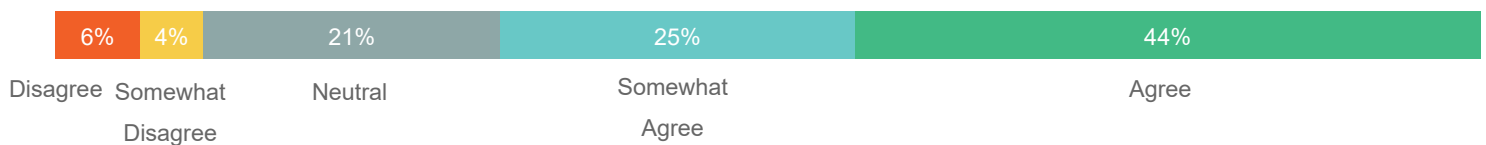
Concept: Employment Along the Corridor



Concept: Hybrid Industrial



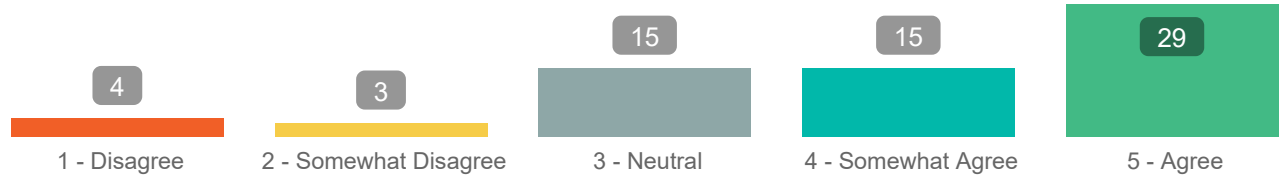
Overall Agreement with Concept Theme



PLANNING FOR JOBS

Concept: Hubs for Industry

Do you agree with the Hubs for Industry concept?



How would you feel about these hubs being prioritized for employment uses?

Opportunities and Considerations

It is a great way to prioritize employment.

Focusing employment in the hub areas could provide the community with access to training and jobs.

Housing should be included and encourage new amenities to support businesses.

The hubs should prioritize community needs, whether that is jobs, affordable housing, open space, or cultural centers.

A strategy similar to Clean Up Green Up (CUGU) is needed to protect the community from industrial uses.

Incentives for businesses that employ local residents are necessary.

Use restrictions should not interfere with market trends and where new industrial businesses want to locate.

The hubs should be prioritized for both community and employment uses.

Agree the hubs should be prioritized for employment uses that help meet sustainable milestones and initiatives.

Need insight on the types of employment uses envisioned for the hubs and how new businesses will be incentivized.

Zoning considerations need to be in place so that organic development and jobs can occur. Incentives need to be in place for local investment and economic prosperity.

Issues

Businesses will not locate in areas where employees will not want to go. Restaurants and entertainment should be integrated into hubs.

Infrastructure in hub areas is old and would require significant upgrades to attract new businesses.

Warehousing or other vehicle-intensive industries could make the bike path unsafe and worsen air quality.

PLANNING FOR JOBS

Concept: Hyde Park Industrial Corridor

Do you agree with the Hyde Park Industrial Corridor concept?



How do you feel about the existing community desire that the Hyde Park Industrial Corridor be envisioned for cleantech and greentech jobs with opportunities for open space?

Opportunities and Considerations

The community would love new employment opportunities for residents.

It depends less on community demand and more on whether or not employers want to locate in the area.

New employment opportunities should support neighborhood residents first and provide access to green jobs.

Support and would include more area for new businesses.

There should be more parks, trees, and health-promoting assets in the area.

Open space must be publicly accessible and should be incentivized along the entire bike path.

Employment centers should have a mix of supportive uses, like retail and restaurants.

Including green tech employment and public space provides balance for residents.

Oversight of new businesses to the area is necessary to minimize impact on the community.

Issues

The scale of a tech job campus does not fit the area. Smaller creative economies and local entrepreneur businesses that directly benefit the community are a better fit.

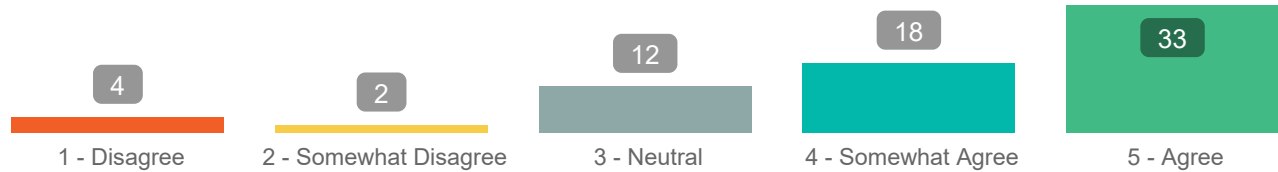
This area is existing residential and housing is a more pressing need.

Great idea, but skeptical of the reality of implementation.

PLANNING FOR JOBS

Concept: Employment along the Corridor

Do you agree with the Employment along Corridor concept?



How do you feel about these areas along the future bike path being prioritized for employment uses?

Opportunities and Considerations

It is needed and employment opportunities should serve local residents.

A business being located along the bike path does not mean that all employees will use Metro or the bike path.

Parking structures are needed to meet future job demand.

There should be a mix of employment opportunities, and recreational, residential, and entertainment uses.

Need jobs in the community, but also need to balance other resources, such as, retail and housing.

Uses should activate buildings along the bike path, no matter what the employment type.

Residential uses are not ideal along a busy street corridor that is better suited for employment uses.

The area should be flexible to development. Encourage mixed-use, but do not prevent 100% residential uses. Office and dense residential uses can co-exist. Mixed-use commercial (especially retail) elements should be allowed.

Need clarification on the types of businesses that fall under light industrial.

Areas along the corridor should be denser—taller buildings (over 2-3 stories), with a lot of parks and street-level community-serving and community-inclusive uses.

Amenities and housing are needed that will sustain the life of this corridor beyond Monday-Friday - 9:00 AM-5:00 PM.

Issues

It should not be prioritized solely for employment. Mid-to-high density housing should be the priority.

Could displace residents and prioritize predatory economic interests, instead of the community who deserve access to jobs.

PLANNING FOR JOBS

Concept: Hybrid Industrial

Do you agree with the Hybrid Industrial concept?



How do you feel about buildings that provide design flexibility for jobs and/or housing being prioritized along the corridor?

Opportunities and Considerations

Prioritize affordable commercial and residential uses, and ensure that affordability is in perpetuity.

Flexibility for housing should be allowed, especially if the market is not fruitful for industrial or cleantech companies.

Alternative development and building models, such as live/work and co-operatives/collaboratives, are necessary in a constantly shifting market.

Employment opportunities must support all types of workers and fit resident needs.

Density should be high enough to meet the demand for housing that is affordable to the community, along with a balance of jobs, social services, amenities, healthy food, and other uses.

Hybrid Industrial should be the standard along the entire corridor.

Agree and should include adjacent open space and connectivity requirements.

Traditional industrial uses meet current market demands, but allowing for the market to dictate future changes with broader defined zoning allows for flexibility.

This approach encourages flexibility to adapt to market and community needs.

Issues

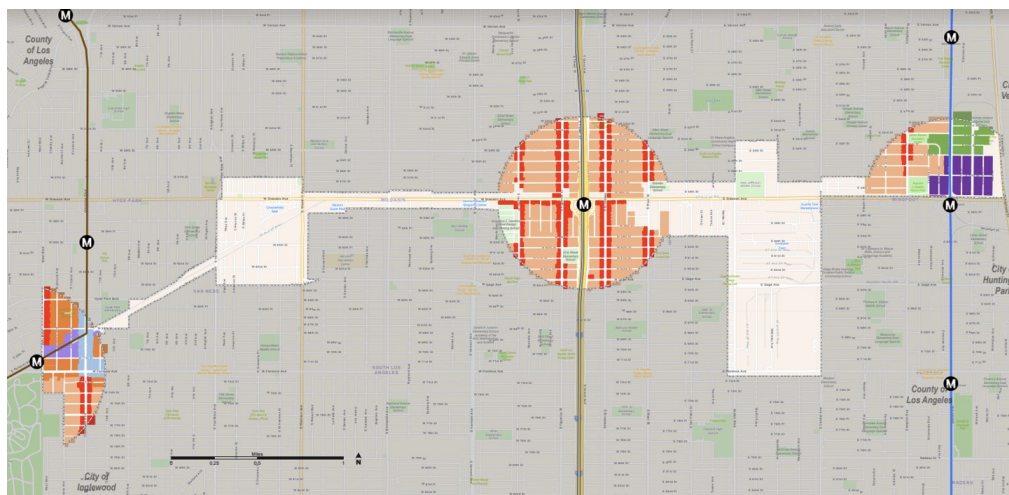
Current "Hybrid Industrial" development regulations do not provide adequate incentives for development. The area around the Slauison Blue Line station is currently occupied by nasty junkyards, but could be a major mixed-use hub if enough development capacity is provided.

Do not agree with housing along the corridor.

Forcing live/work units has never worked.

PLANNING AROUND TRANSIT

Concepts Map



Legend

- **Mixed-Use Corridors:** Promote mixed-use buildings that provide residential and neighborhood-serving commercial uses.
 - **Low Density Multifamily:** Introduce opportunities for low-density "missing middle" housing next to transit that considers existing neighborhood scale.
 - **Hybrid Industrial:** Allow for a mix of uses, including light industrial and commercial uses, as well as residential uses.
 - **Hyde Park Industrial Corridor:** Promote green jobs and incentivize opportunities for publicly accessible open space.
 - **Existing Multifamily:** Maintain existing multifamily area.
- For reference:**
- **Crenshaw Corridor Specific Plan:** The existing Specific Plan will remain as is.
 - **Pueblo Del Rio:** The existing public housing at Pueblo Del Rio will remain as is.

Concept: Mixed-Use Corridors



Concept: Low Density Multifamily



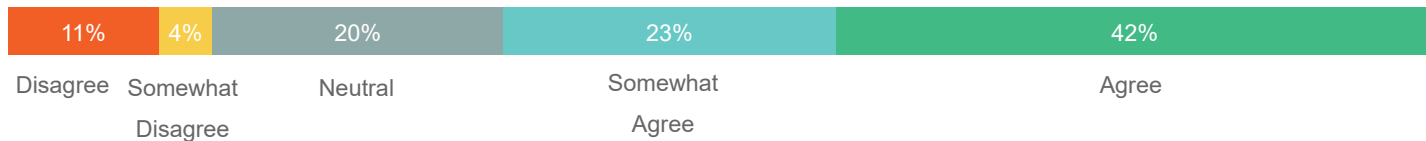
Concept: Hybrid Industrial (1)



Concept: Hybrid Industrial (2)



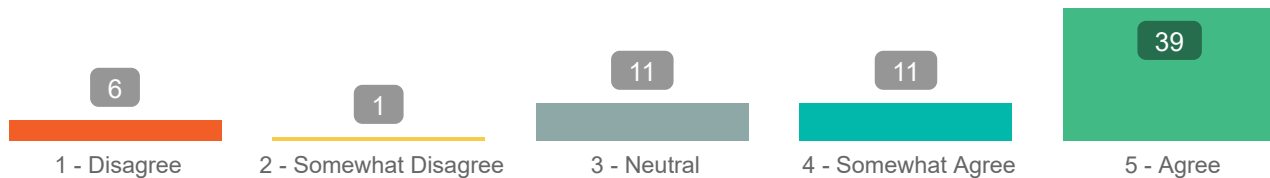
Overall Agreement with Concept Theme



PLANNING AROUND TRANSIT

Concept: Mixed-use Corridors

Do you agree with the Mixed-use Corridors concept?



How do you feel about mixed-use buildings that provide mixed-income housing and neighborhood-serving uses? How do you feel they fit in your neighborhood?

Opportunities and Considerations

The ratio of affordable to market rate housing should be responsive to local community needs and preferences.

Great idea that promotes active streets where residents can access necessities locally.

Developments should primarily provide housing to low-income residents that face housing insecurity.

Critical for equity, supports density and diversity.

100% residential buildings should not be excluded from these areas and sufficient scale (5+ stories, 3+ FAR, 180+ DU/acre) must be allowed.

Mixed-income housing should be affordable and support residents from low-income areas.

The concept of mixed-use should go beyond the corridor-adjacent parcels and include all parcels in the half-mile radius of stations.

More density around transit and less parking.

Makes sense and should be applied more broadly.

Mixed-use development should blend with the feel of the community and tall buildings are inappropriate.

Be cautious about your definition or neighborhood-serving uses. A local nonprofit or service store would be preferred, but may not be viable or cannot pay the rent for space in a new building without grants/incentives.

Issues

Many vacant spaces already exist in the area and additional retail space is not needed.

The mixed-use model might reduce the amount of much needed housing in the community.

PLANNING AROUND TRANSIT

Concept: Low Density Multifamily

Do you agree with the Low Density Multifamily concept?



How do you feel about "missing middle" housing types that provide more housing opportunities near transit? How do you feel they fit in your neighborhood?

Opportunities and Considerations

Allow even denser than typical missing-middle densities immediately around multimodal transit stations to match what the market and public investment can support.

Not enough density—do not solely rely on the potential for ADU and multiplexes to solve the housing crisis.

They will fit into the neighborhood as many of the dwelling in the corridor are similar.

Elimination of parking minimums will be essential for "walk-up" fourplex projects to be built.

Must respond to affordability needs of the community.

It is not doing enough to meet current and future needs and this area should be up zoned to allow for more density.

Too many areas along the corridor are zoned single-family. Upzoning should be coordinated with local community land trusts to make sure that there are opportunities for ownership and to reduce speculation.

Issues

This approach will not bring density and will result in unattractive cookie-cutter projects.

More density near transit, but do not change existing single-family.

Design choices are too expensive to build.

This type of housing stock will meet the need of single individuals more than families.

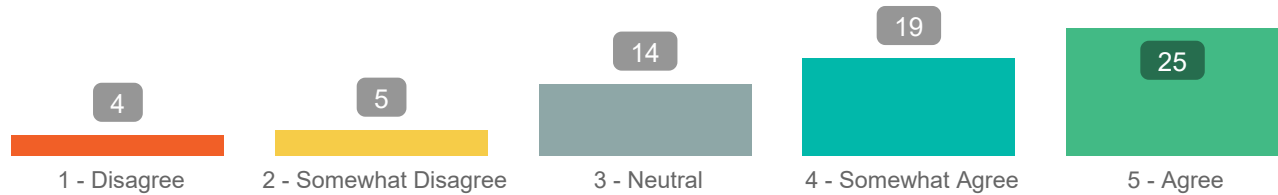
This could cause gentrification and displacement.

Parking is already a significant issue. If more duplexes or triplexes are built, it will be more difficult to find parking.

PLANNING AROUND TRANSIT

Concept: Hybrid Industrial

Do you agree with the Hybrid Industrial concept around transit?



How do you feel about buildings that provide design flexibility for jobs and/or housing around transit? How do you feel they fit in your neighborhood?

Opportunities and Considerations

Prioritize housing and amenities directly at stations over industry.

It fits in the neighborhood as long as the housing is affordable.

This is a good way to responsibly emphasize employment while allowing flexibility for housing as well.

Also zone for office buildings that can be used as community centers/facilities.

Must benefit the community members through affordable housing and economic opportunities.

Having locally accessible jobs could minimize the commute for community members and decrease their carbon footprint.

Issues

Current Hybrid Industrial areas do not provide sufficient incentives for housing or any real development. Residential multifamily uses must be prioritized in these areas close to transit, but use flexibility is good as long as development incentives remain high enough (e.g. sufficient FAR).

Makes sense, but more community safeguards are needed to avoid displacement.

Live/work areas fail to encourage development.

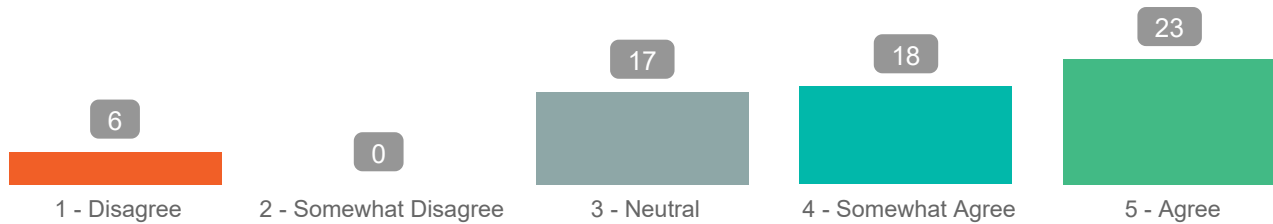
Parking is a problem.

Uncertain about including housing.

PLANNING AROUND TRANSIT

Concept: Hyde Park Industrial Corridor

Do you agree with the Hyde Park Industrial Corridor concept around transit?



How do you feel about the existing community desire that the Hyde Park Industrial Corridor be envisioned for cleantech and greentech jobs with opportunities for open space next to transit?

Opportunities and Considerations

The area also needs more green space and opportunity for cultural expression.

Flexibility is key and housing should be allowed as well.

This area is right in the middle of residential uses and should be zoned for multifamily residential.

Great if job markets open up to train members of the community.

There should be flexibility in use—jobs and community services are needed.

Also zone for office buildings that can be used as community centers and facilities.

Issues

This is now a residential area, so industrial uses are no longer appropriate

Scale is not appropriate for the community and architecture must be responsive.

Just not pleased that this is industrial only.

Other areas along the corridor with the proper infrastructure make more sense.

Nice, but not enough housing.

ADDITIONAL COMMENTS

Opportunities and Considerations

Outcomes from this project could lend precedent to similar equitable and sustainable development throughout LA.

Elimination of minimum parking requirements, especially in the "missing middle" density areas, will be absolutely essential for the desired effect (transit ridership) to occur.

Incentivize development that has a higher affordability requirement than what is currently required.

Consider tax incentives for green tech companies locating within the corridor and prioritize jobs for community members.

Consider reductions in required parking.

Emphasis on cleantech and open space is valid, but there should not be zoning where housing is forbidden, given the ongoing housing crisis. Flexible/hybrid zones, combined with mixed-use and missing middle, feel like a measured way to approach these dual needs.

Continue to engage and educate the public and strengthen commitment to green and innovative technology.

Create more housing density and pedestrian/bike friendly pathways. No more low density and more flexibility in zoning.

This corridor is just a highway now, but has great potential to align itself with the Mayor's housing plans.

Make sure new development use quality materials and is congruent with existing building design.

Prioritize open space, affordable housing, shade trees, and community centers and facilities.

Issues

Property owners, businesses, and landlords cannot be trusted to implement a community vision because their motivation is to maximize profit margins.

It is worrisome that this plan could lead to quicker displacement of people that have lived here for generations.

The area is highly contaminated and needs environmental and clean air protections.

Wary about zoning restrictions or requirements that limit the corridor from developing as the market demands.

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