

# Slauson Corridor Transit Neighborhood Plan (TNP)



LOS ANGELES  
CITY PLANNING

**Executive Summary of Plan Adopted November 22, 2022  
December 2022**

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**LOS ANGELES CITY PLANNING STAFF CONTACTS**

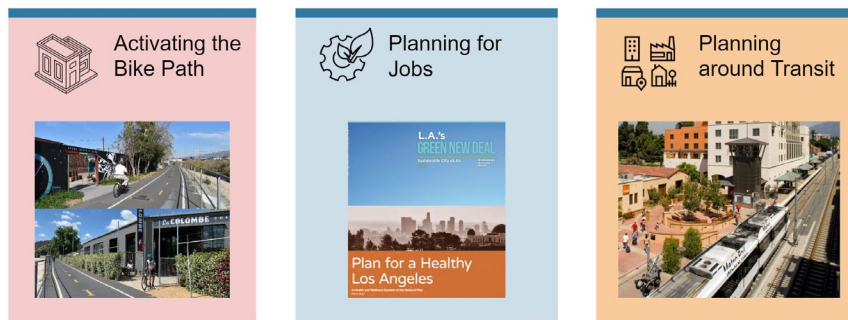
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# INTRODUCTION

Adopted in November 2022, the Slauson Corridor Transit Neighborhood Plan (TNP) is a work program of Los Angeles City Planning that plans for green jobs, expands affordable housing opportunities, and promotes path-oriented building design next to LA Metro's future Rail-to-Rail Active Transportation Corridor (i.e., bicycle and pedestrian path). The TNP spans the three South Region Community Plan Areas of South Los Angeles, Southeast Los Angeles, and West Adams-Baldwin Hills-Leimert.

The goals of the TNP aim to: (1) Activate Metro's future bike path on Slauson by establishing new development standards to orient the façade of new buildings toward the Active Transportation Corridor and encourage path access; (2) Support emerging and green, sustainable industries that encourage local workforce development by incentivizing Green Employment Uses in industrial zones, and (3) Support a mix of compatible land uses around transit stations that meet community needs for jobs and housing by incentivizing more Affordable Housing by including hybrid industrial and multi-family areas for eligibility.



The TNP was adopted by the Los Angeles City Council on November 22, 2022. As of December 2022, the TNP's adopted regulations are under legislative review and are intended to become effective in mid-2023. Finalized ordinance language will be available and become effective after the legislative review is completed. Refer to the Los Angeles City Planning website for the updated Community Plan Implementation Overlays (CPIO) ordinances after legislative review is completed: [South Los Angeles CPIO](#), [Southeast Los Angeles CPIO](#), and [West Adams-Baldwin Hills-Leimert CPIO](#). Additional documentation covering the adoption process can be found on the TNP's Council File page ([CF# 18-0445-S1](#)).

## Adoption Process Milestones

- Los Angeles City Planning held a Virtual Information Session & Public Hearing on August 23, 2022
- City Planning Commission recommended approval of the TNP on October 13, 2022
- Los Angeles City Council's Planning and Land Use Management Committee voted to approve the TNP on November 1, 2022
- Los Angeles City Council voted to adopt the TNP on November 22, 2022

# PUBLIC OUTREACH

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

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

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



# SUMMARY

The TNP will be incorporated into existing 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 TNP 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.

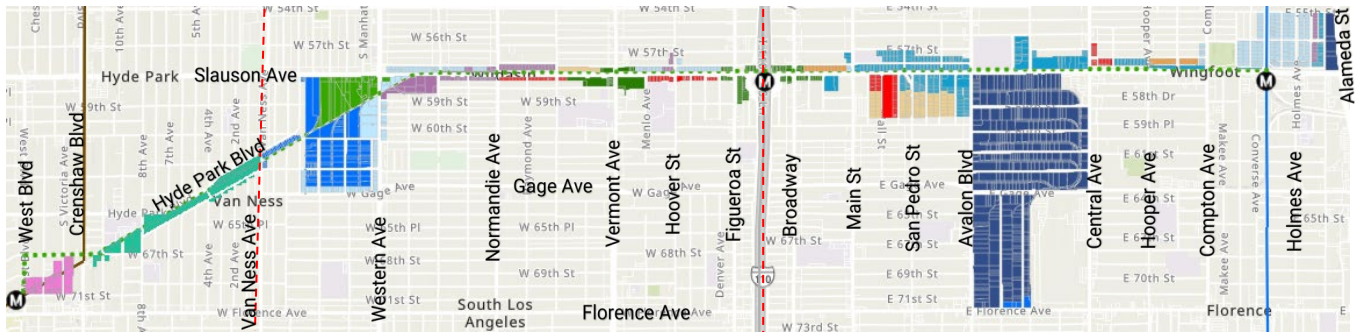



















Figure 1. TNP Map.

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

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



**Table 1** summarizes the new CPIO Subarea zoning regulations. To review the adopted language of the regulations, see:

- **Appendix A (South LA CPIO)**
- **Appendix B (Southeast LA CPIO)**
- **Appendix C (West Adams-Baldwin Hills-Leimert CPIO)**

For more detailed information about the specific zone changes and General Plan amendments to land use designations, refer to **Appendix D**.

<b>Table 1. Summary of CPIO Subarea Provisions</b>	
<b>Applicable CPIO Subarea</b>	<b>Regulations/Incentives</b>
<b>[All CPIO Subareas in the TNP]</b>	<p>New Path-Abutting Building Design Standards will apply to sites that abut the future Active Transportation Corridor to promote building design that complements the multi-use bicycle and pedestrian path.</p> <p>The standards include the provision of: a <b>path-oriented building entrance</b>; a <b>10-foot setback</b> from the Active Transportation Corridor; a minimum <b>30% window transparency</b> on the ground floor path-facing frontage; and placement guidance for <b>murals</b> if they are a desired component of a project.</p>
<b>Slauson - Hybrid Limited (SI)</b>	<p>Residential uses may be developed up to <b>50%</b> of the total building floor area, which represents an increase from the existing Hybrid Limited Subarea’s residential floor area cap of 30%.</p> <p>A bonus of up to <b>3:1</b> Floor Area Ratio (FAR), increased residential density of 1 unit for every <b>400</b> square feet of lot area, and a reduction of up to <b>25%</b> of required parking is provided if a Project sets aside Affordable Housing.</p> <p>If a Project opts not to utilize the Affordable Housing bonus(es), the allowable FAR remains <b>1.5:1</b> and residential density remains 1 unit for <b>800</b> square feet of lot area, as provided by the underlying zone’s base density.</p>
<b>Slauson - Hybrid Industrial (SJ)</b>	<p>A bonus of up to <b>3:1</b> Floor Area Ratio (FAR), increased residential density of 1 unit for every <b>400</b> square feet of lot area, and a reduction of up to <b>25%</b> of required parking is provided if a Project sets aside Affordable Housing.</p> <p>If a Project opts not to utilize the Affordable Housing bonus(es), the allowable FAR remains at <b>1.5:1</b> and residential density remains at 1 unit for every <b>800</b> square feet of lot area, as provided by the underlying zone’s base density.</p>
<b>Slauson - Compatible Industrial Hub (SK1)</b>	<p>A bonus of up to <b>3:1</b> FAR and a reduction of up to <b>25%</b> of required parking is allowed if a Project with new development includes a Green Employment Use.</p>
<b>Slauson - Compatible Industrial Corridor (SK2)</b>	<p>A bonus of up to <b>2.5:1</b> FAR and a reduction of up to <b>25%</b> of required parking is allowed if a Project with new development includes a Green Employment Use.</p>

**Table 1. Summary of CPIO Subarea Provisions (continued)**

Applicable CPIO Subarea	Regulations/Incentives
<b>Slauson - Industrial Innovation (SL)</b>	A bonus of up to <b>3:1</b> FAR and a reduction of up to <b>25%</b> of required parking is allowed if a Project with new development includes a Green Employment Use.
<b>Slauson – Multi-Family 1 (SN1)</b>	A bonus of up to an additional <b>11 feet</b> in height, an increased residential density to 1 unit for every <b>400</b> square feet of lot area, and a reduction of up to <b>25%</b> of required parking is provided if a Project sets aside Affordable Housing.  If a Project opts not to utilize the Affordable Housing bonus(es), the allowable base FAR remains at <b>3:1</b> and the base density remains at 1 unit for every <b>800</b> square feet of lot area.
<b>Slauson – Multi-Family 2 (SN2)</b>	A bonus of up to an additional <b>11 feet</b> in height, an increased residential density to 1 unit for every <b>600</b> square feet of lot area, and a reduction of up to <b>25%</b> of required parking is provided if a Project sets aside Affordable Housing.  If a Project opts not to utilize the Affordable Housing bonus(es), the allowable base FAR remains at <b>3:1</b> and the base density remains at 1 unit for every <b>2000</b> square feet of lot area.
<b>Slauson – General Corridor (SC)</b>	The existing General Corridor Subarea regulations ( <a href="#">pdf p. 23</a> ) will apply to “Slauson - General Corridor” areas.  New Path-Abutting Building Design Standards will also apply to sites with new development that abut the Active Transportation Corridor.
<b>Slauson – TOD Medium (SF)</b>	The existing TOD Medium Subarea regulations ( <a href="#">pdf p. 41</a> ) will apply to “Slauson – TOD Medium” areas.  New Path-Abutting Building Design Standards will also apply to sites with new development that abut the Active Transportation Corridor.
<b>Slauson – TOD High (SG)</b>	The existing TOD High Subarea regulations ( <a href="#">pdf p. 41</a> ) will apply to “Slauson – TOD High” areas.  New Path-Abutting Building Design Standards will also apply to sites with new development that abut the Active Transportation Corridor.
<b>Hyde Park Industrial Corridor</b>	For Projects that abut the Active Transportation Corridor, a minimum <b>10-foot</b> setback is required for new development to facilitate additional open space and opportunities to orient building entrances and walkways to provide access to the path.  If a Project covenants a proposed use as a Green Employment Use and agrees to maintain the minimum 10-foot setback area for public use, bonus FAR and/or height may be provided (see <a href="#">Hyde Park Industrial Corridor section</a> for more detail).
<b>Hyde Park Industrial Corridor</b>	For Projects that abut the Metro K Line (Crenshaw/LAX Line) right-of-way, a <b>20-foot</b> setback is required for new development to facilitate additional open space and future opportunities to extend the bike path along the diagonal right-of-way to directly connect to the Fairview Heights Crenshaw Line station.  If a Project covenants a proposed use as a Green Employment Use and agrees to maintain the 20-foot setback area for public use, bonus FAR and/or height may be provided (see <a href="#">Hyde Park Industrial Corridor section</a> for more detail).

# INCENTIVIZING GREEN BUSINESSES

In the South Los Angeles and Southeast Los Angeles CPIOs, the TNP aims to promote Green Employment Uses<sup>1</sup> like professional offices and green-tech/clean-tech technologies in the following Slauson Subareas:

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

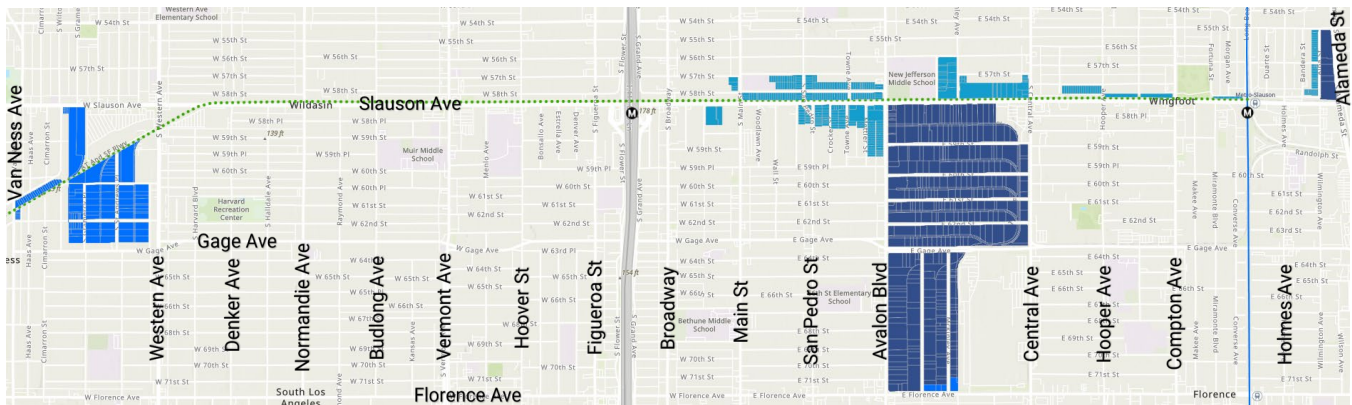


Figure 2. Slauson Subareas eligible for an incentive for Green Employment Uses. (View and zoom on interactive [StoryMap](#))

If a proposed use qualifies as a Green Employment Use and records a covenant to remain a Green Employment Use for at least 30 years, then it would be eligible for a reduction of up to 25% of required parking and the following Floor Area Ratio (FAR) bonuses:

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

For lots fronting Slauson in Subarea SL, an exemption to allow for standalone restaurants, as well as Joint Live/Work Quarters with Zoning Administrator approval per the LAMC.

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



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

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



## EXPANDING AREAS FOR AFFORDABLE HOUSING

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

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



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

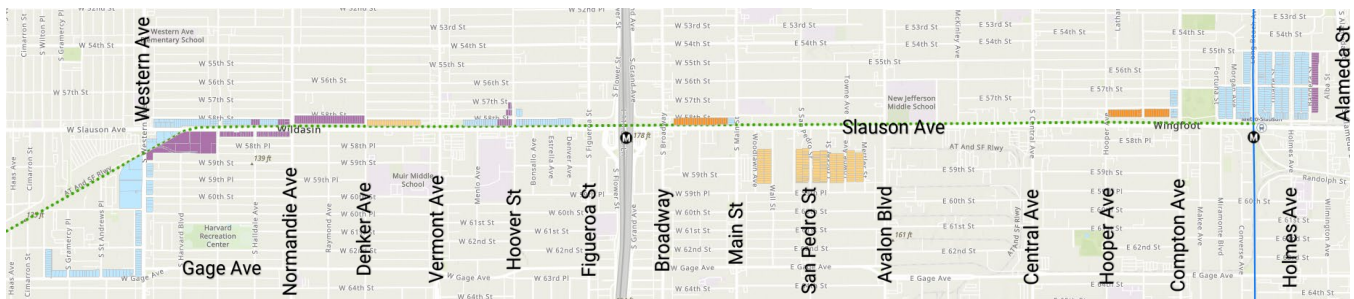


Figure 3. Slauson Subareas eligible for FAR incentive for providing Affordable Housing (View and zoom on interactive [StoryMap](#))

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

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

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

Table 3. Slauson Subareas Eligible for the CPIO Affordable Housing Incentive System						
Slauson Subarea	Base Density	Bonus Density	Base FAR	Bonus FAR	Base Height Limit	Bonus Height
Slauson - Hybrid Limited	1/800	1/400	1.5	Up to 3.0	Limited by Base FAR	up to 6 stories max
Slauson - Hybrid Industrial 1	1/800	1/400	1.5	Up to 3.0	Limited by Base FAR	up to 6 stories max
Slauson - Multifamily 1	1/800	1/400	3.0	n/a	45 feet	Additional 11 feet up to 56 feet
Slauson - Multifamily 2	1/2000	1/600	3.0	n/a	45 feet	Additional 11 feet up to 56 feet

## FACILITATING PATH-ORIENTED BUILDING DESIGN

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

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

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

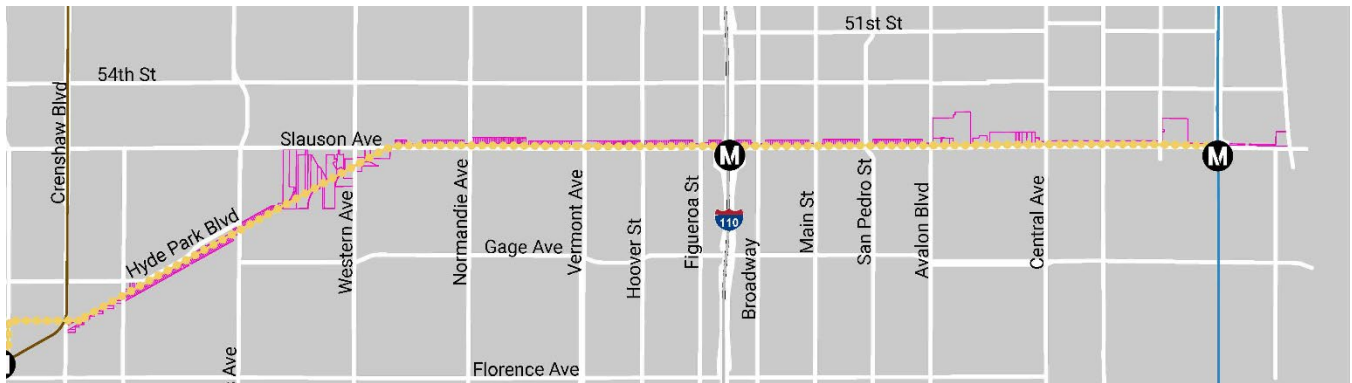


Figure 4. Path-Abutting Building Design Standards are required for sites adjacent to the future Active Transportation Corridor

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



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

## CONTINUED VISION FOR COMMERCIAL CORRIDORS AND TOD

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

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

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

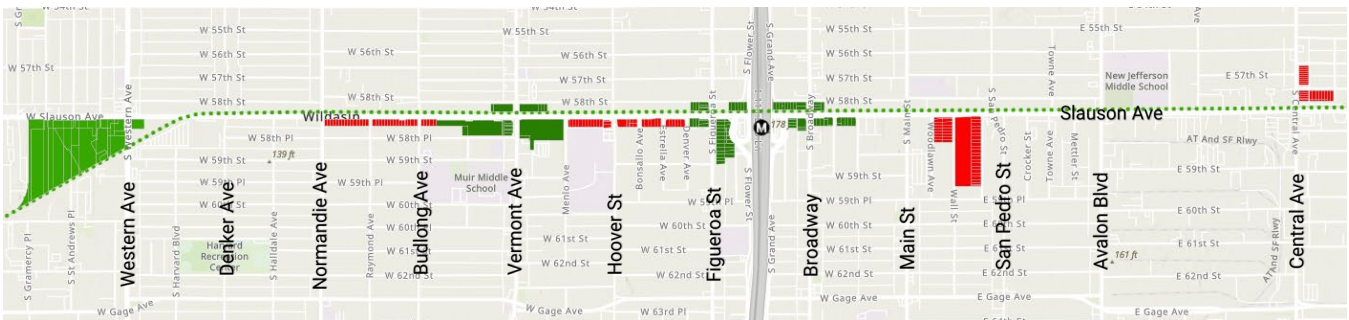


Figure 5. CPIO Subareas for Slauson - General Corridor, Slauson - TOD Medium, and Slauson - TOD High (View and zoom on interactive [StoryMap](#))

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

## ENCOURAGING INDUSTRY AS A BETTER NEIGHBOR

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

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

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

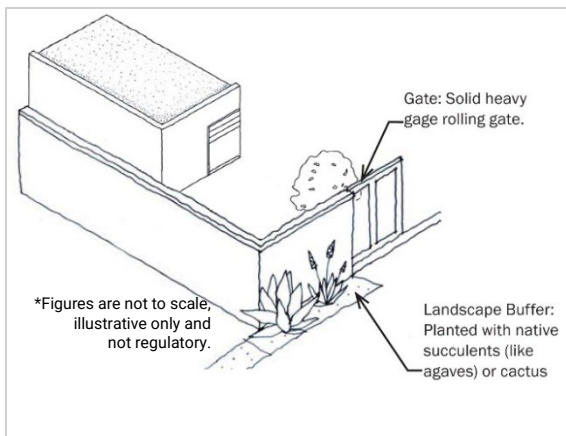


Illustration 4. CPIO's illustration of landscape buffer

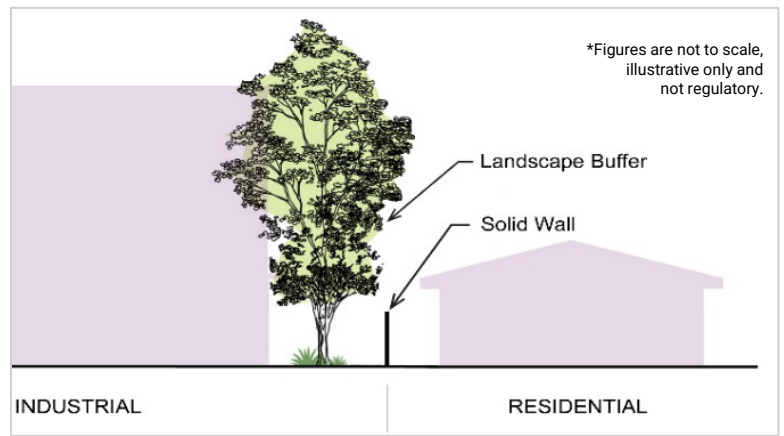


Illustration 5. CPIO's illustration of buffer between industrial & residential

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



## HYDE PARK INDUSTRIAL CORRIDOR

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

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



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



Figure 6. Hyde Park Industrial Corridor Subarea in the West Adam-Baldwin Hills-Leimert CPIO (View and zoom on interactive [StoryMap](#))



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



## HYDE PARK INDUSTRIAL CORRIDOR (continued)

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

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

The Parcel Groups eligible for certain bonuses are outlined below:

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

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

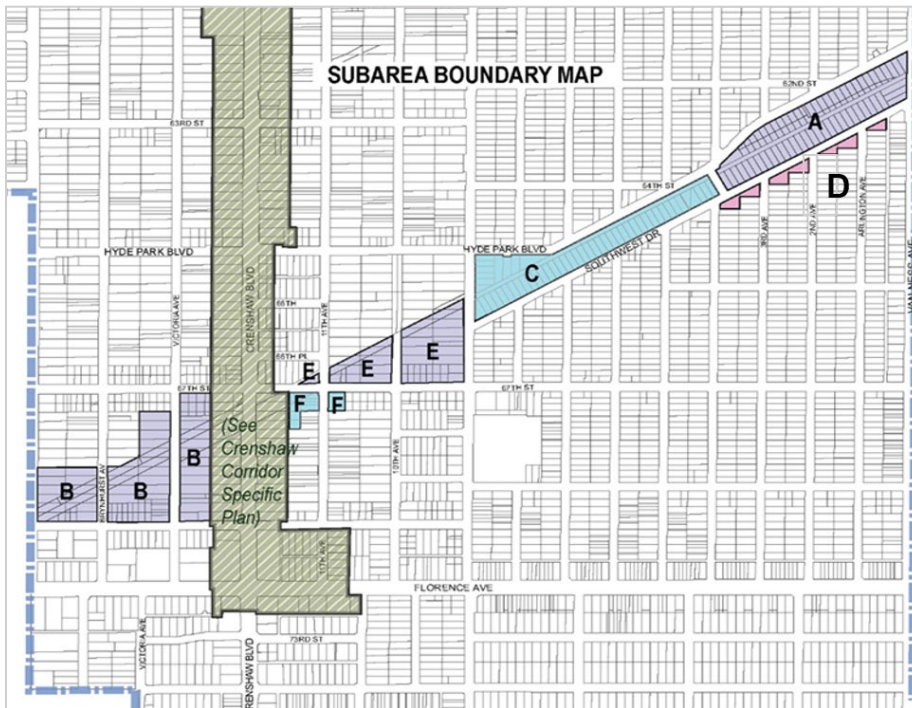
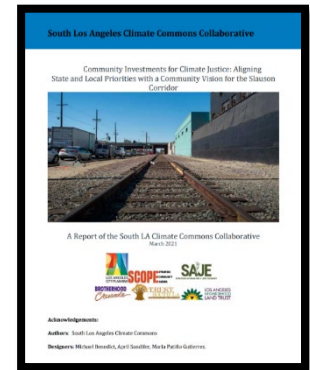


Figure 7. Parcel Group map for the Hyde Park Industrial Corridor CPIO Subarea



## SOUTH LA CLIMATE COMMONS

Formed in 2018, the South LA Climate Commons Collaborative is a coalition of organizations and agencies that focus on improvements and investments surrounding the topics of climate justice, displacement avoidance, and workforce development. The State of California's Strategic Growth Council awarded the South LA Climate Commons with grant funding to conduct a one-year, community-driven planning process to develop recommendations that outline a vision for future implementation. Early in 2021, the comprehensive outreach culminated in a [final report](#). This effort was followed by the South LA Eco-Lab that was awarded a \$35 million TCC Implementation Grant in 2022. For more information, see the [project website](#).



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

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

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

## OTHER CITY ECONOMIC DEVELOPMENT INITIATIVES

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

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

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



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

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

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



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

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

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

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

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



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

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

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

The TNP was adopted by the Los Angeles City Council on November 22, 2022. As of December 2022, the TNP's adopted regulations are under legislative review and are intended to become effective in mid-2023. Finalized ordinance language will be available and become effective after the legislative review is completed. Refer to the Los Angeles City Planning website for the updated [South Los Angeles CPIO](#) ordinance after legislative review is completed.

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

The TNP was adopted by the Los Angeles City Council on November 22, 2022. As of December 2022, the TNP's adopted regulations are under legislative review and are intended to become effective in mid-2023. Finalized ordinance language will be available and become effective after the legislative review is completed. Refer to the Los Angeles City Planning website for the updated [Southeast Los Angeles CPIO](#) ordinance after legislative review is completed.



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

The TNP was adopted by the Los Angeles City Council on November 22, 2022. As of December 2022, the TNP's adopted regulations are under legislative review and are intended to become effective in mid-2023. Finalized ordinance language will be available and become effective after the legislative review is completed. Refer to the Los Angeles City Planning website for the updated [West Adams-Baldwin Hills-Leimert CPIO](#) ordinance after legislative review is completed.

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

The TNP was adopted by the Los Angeles City Council on November 22, 2022. As of December 2022, the TNP's adopted regulations are under legislative review and are intended to become effective in mid-2023. Finalized ordinance language will be available and become effective after the legislative review is completed. For more detailed information about the specific zone changes and General Plan amendments to land use designations, refer to the [Change Area Map and Matrix](#).