

ORDINANCE NO. _____

An ordinance amending the existing Southeast Los Angeles Community Plan Implementation Overlay District (Ordinance No. 185925) that will add new Slauson Subareas to encourage green jobs, provide expanded affordable housing opportunities, and path-oriented building design as part of an update to the Slauson Corridor Transit Neighborhood Plan.

THE PEOPLE OF THE CITY OF LOS ANGELES DO ORDAIN AS FOLLOWS:

Section 1. Table of Contents of Ordinance No. 185925 is modified to add a Chapter VI entitled "Slauson Subareas."

Sec. 2. Figure I of Ordinance No. 185925 is replaced in its entirety with Figure I attached hereto as Exhibit "A."

Sec. 3. Subsection O is added to Section I-2 entitled "Purposes" as follows:

- 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 Avenue.

Sec. 4. Section I-3 entitled "Subareas" of Ordinance No. 185925 is replaced in its entirety to read as follows:

Section I-3. SUBAREAS

The Southeast Los Angeles CPIO District contains 25 Subareas as shown on Figure I and as precisely delineated by solid boundary lines on the CPIO District Boundary Maps, attached to the ordinance establishing the Southeast Los Angeles CPIO District. The Subareas are contiguous or non-contiguous parcels characterized by common overarching Community Plan themes, goals, and policies, and are grouped by a common boundary. The Subareas are described below.

Corridors Subareas A, B, C and D

Corridors Subareas A, B, C and D seek to foster continued investment in the various commercial corridors throughout the Community Plan Area. These Subareas encourage a greater diversity of commercial goods and services for the community by encouraging certain commercial uses, and by providing restrictions for over-concentrated uses through a combination of parking incentives, land use regulations and development standards. Each Subarea contains certain basic development standards to ensure that any new development is compatible with the best attributes of each corridor's urban form.

The four Corridors Subareas are shown on Figures II-1, II-2 and II-3 and are summarized as follows:

Corridors Subarea A (“Neighborhood-Serving Corridor”)

The Neighborhood-Serving Corridor Subarea allows for more multi-family housing and a refined range of commercial uses that serve the needs of the surrounding neighborhood. Development standards promote neighborhood activity and facilitate a more pedestrian-oriented environment.

Corridors Subarea B (“Parkway Corridor”)

The Parkway Corridor Subarea is primarily residential in character and offers incentives for 100 percent residential affordable housing development. Neighborhood-serving commercial uses are encouraged.

Corridors Subarea C (“General Corridor”)

The General Corridor Subarea allows for a broad range of commercial uses and also allows multi-family residential development.

Corridors Subarea D (“Commercial Corridor”)

The Commercial Corridor Subarea is applied to major corridors that are auto-oriented and predominantly commercial, and that have high vehicle traffic. This Subarea allows for a broad range of commercial uses and requires commercial uses for new development at the ground floor.

Transit-Oriented Development (TOD) Subareas E, F, G and H

TOD Subareas E, F, G and H maximize the presence of fixed light rail transit and Metro Rapid bus lines within the community by providing increased housing and employment opportunities and encouraging quality retail and service amenities. Building upon the community’s rich transit infrastructure, these TOD Subareas promote a mix of uses including residential, employment and commercial shopping opportunities within walking distance of light rail transit stations and major bus intersections in order to encourage non-automobile based mobility methods and to reduce regional greenhouse gas emissions. These Subareas encourage increased housing through the use of various tools and programs.

Each TOD Subarea has different levels of density, height and massing tailored to the context of each specific station area, ranging from TOD Low to TOD Regional. These Subareas include a tiered incentive structure that prioritizes mixed-income and 100 percent affordable housing and seeks to ensure replacement units on the project site. Together these incentives are intended to ensure that low-income, transit dependent residents are able to continue to live in these transit centers. Throughout the TOD Subareas, development and design

standards provide for well-designed, pedestrian-oriented projects that are appropriate to the scale and context of each specific transit neighborhood. In all TOD Subareas, certain commercial uses are encouraged so as to provide goods and services not adequately provided in the Southeast Los Angeles CPIO District.

The four TOD Subareas are shown in Figures III-1, III-2 and III-3 and are summarized as follows:

TOD Subarea E (“TOD Low”)

The TOD Low Subarea is located in close proximity to Metro light rail station or Metro Rapid bus intersections and is characterized by lower intensity development that compliments the surrounding low density and low scale residential neighborhoods.

TOD Subarea F (“TOD Medium”)

The 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.

TOD Subarea G (“TOD High”)

The TOD High Subarea is located in close proximity to select Metro light rail stations. This Subarea offers incentives greater than those offered in the TOD Medium subarea for projects that include affordable housing.

TOD Subarea H (“TOD Regional”)

The TOD Regional Subarea allows for higher intensity commercial and mixed-use development that would provide greater housing and employment opportunities and offers the greatest incentives for projects that include affordable housing.

Industrial Subareas I, J, K and L

Industrial Subareas I, J, K and L seek to preserve and revitalize industrial land throughout Southeast Los Angeles. The industrial land in Southeast Los Angeles is a tremendous asset in generating employment and economic investment, and in maintaining a job/housing balance. The Industrial Subareas preserve appropriately located land suitable to accommodate existing, new and relocating industrial firms, including space for small-scale or niche manufacturing and emerging green technologies. These Subareas distinguish between areas that need to be preserved exclusively for industrial uses, areas where increased design sensitivity is needed near residential neighborhoods, and areas where greater flexibility is needed in the range of uses allowed. These Subareas also seek to protect residential and other sensitive uses located adjacent to

industrially zoned land from impacts associated with the incompatibility of uses. These Industrial Subareas also encourage a complementary mix of light manufacturing and commercial activity along certain industrial corridors in order to support economic development and jobs generation.

The four Industrial Subareas are shown on Figures IV-1 and IV-2 and are summarized as follows:

Industrial Subarea I (“Hybrid Limited Industrial”)

The Hybrid Limited Industrial 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 30 percent of the building’s floor area for residential uses. The Hybrid Limited Industrial Subarea is distinguished from the Hybrid Industrial Subarea by its limits on residential floor area.

Industrial Subarea J (“Hybrid Industrial”)

The Hybrid Industrial Subarea allows for a mix of uses, including light industrial and commercial uses, as well as live/work and residential uses. The Hybrid Industrial Subarea does not include limits on residential floor area.

Industrial Subarea K (“Compatible Industrial”)

The Compatible Industrial Subarea is applied to industrial land uses located adjacent to residential neighborhoods, which therefore require greater sensitivity through development standards and limitations on allowed uses. This Subarea allows light industrial and commercial uses, while restricting noxious and other incompatible uses.

Industrial Subarea L (“Industrial Innovation”)

The Industrial Innovation Subarea protects viable industrial areas. This Subarea allows a broad range of industrial uses that support the City’s employment base, and limits non-industrial uses. This Subarea is important to provide land for existing businesses and industry, as well as emerging businesses in clean and green technology, research and development, and food production, among others. Use restrictions limit non-industrial uses from encroaching into the stable industrial districts to ensure the economic sustainability of the community and the City.

Residential Subareas M, N and O

Residential Subareas M, N and O focus on strengthening residential neighborhood stability, promoting the preservation of affordable housing, and encouraging well-designed projects that are compatible with the surrounding neighborhood scale

and that enhance neighborhood character. The three Residential Subareas are shown on Figures V-1, V-2 and V-3 and are summarized as follows:

Residential Subarea M (“Legacy Single-Family Residential”)

The Legacy Single-Family Residential Subarea preserves the single-family character of certain lower density neighborhoods. Development standards ensure that building mass and setbacks keep new development projects in balance with the existing environment.

Residential Subarea N (“Multi-Family Residential”)

The Multi-Family Residential Subarea establishes development standards for higher density neighborhoods in order to ensure that new development projects are well-designed and represent an improvement for their respective neighborhoods.

Residential Subarea O (“Character Residential”)

The Character Residential Subarea includes neighborhoods that have an abundance of historically and architecturally significant buildings. Development standards within this Subarea guide the ongoing maintenance of these structures, and regulations ensure that new development projects complement the surrounding context, including protecting patterns of historic parcelization. Eligible historic resources are subject to an additional level of review.

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

Slauson Subareas SC, SF, SG, SI, SJ, SK1, SK2, SL, SN1, SN2

Slauson Subareas SC, SF, SG, SI, SJ, SK1, SK2, SL, SN1, and SN2 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 the Slauson Subareas 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; and establish building design standards to complement the Active Transportation Corridor. By employing design sensitivity, these 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 the Slauson Subareas 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. Use regulations incentivize CPIO 100 Percent Affordable Housing and CPIO Mixed-Income Housing Projects to be built near transit and the Active Transportation Corridor.

The ten Slauson Subareas are shown on Figure VI-1 and are summarized as follows:

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 ("Slauson 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.

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

Slauson Subarea SG ("Slauson 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.

Slauson Subarea SI ("Slauson Hybrid Limited Industrial")

The Slauson Hybrid Limited Industrial 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 Industrial 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).

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 a dense employment area and is thus incentivized to provide Green Employment Uses.

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

The Slauson Multi-Family Residential 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 Residential 2")

The Slauson Multi-Family Residential 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.

Sec. 5. The following definitions are added (in alphabetical order) to, or modified in, Section I-4.A entitled "General Definitions" of Ordinance No. 185925 to read as follows:

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 Community Plan area as set forth in Chapter VI, Figure VI-1.

CPIO Bonus – Any available increase in density, height or floor area ratio (FAR) over the Base permitted to be built on a Project site by this CPIO District.

CPIO Mixed-Income Housing Project – A project in TOD Subareas, E, F, G, or H, or in Slauson Subareas SL, SJ, SN1, or SN2 and which includes market-rate and Restricted Affordable Units and the number of Restricted Affordable Units meets the following minimum 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 Industrial"), SJ ("Slauson Hybrid Industrial"), SN1 ("Slauson Multi-Family Residential 1"), and SN2 ("Slauson Multi-Family Residential 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.

Green Employment Use – An employment use that may involve either jobs in business that produce green goods or services, or jobs in traditional businesses that are responsible for making their establishment's production process more environmentally friendly. These 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. This term Green Employment Use shall not include a Noxious Use.

LAHD – Los Angeles Housing Department.

Metro – Los Angeles County Metropolitan Transportation Authority.

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.

Residential Uses - Those uses first permitted in any R zone, including dwelling units, guest rooms, and live-work units.

Restricted Affordable Unit – A residential unit for which the amount of rent is restricted by a covenant so as to be affordable to and occupied by Extremely Low, Very Low, or Lower Income Households, as determined by LAHD.

Sec. 6. Section I-5 entitled "Relationship To Other Zoning Regulations" of Ordinance No. 185925 is replaced in its entirety to read as follows:

- A. In addition to the provisions in LAMC Section 13.14.B, the following exceptions apply unless expressly stated to the contrary in the CPIO Subarea regulations:
 1. The Greater Downtown Housing Incentive Area Ordinance set forth in LAMC Section 12.22.A.29 does not apply to Subareas E, F, and G.
 2. The Mini-Shopping Center Commercial Corner Development Standards and Conditions of Operation set forth in LAMC Section 12.22.A.23 do not apply in any Subareas.

3. Except where expressly stated otherwise in the Southeast Los Angeles CPIO District, small lot subdivision projects involving single-family dwellings shall be regulated pursuant to LAMC Section 12.22.C.27.
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- B. The maximum FAR available to Density Bonus Projects located in Height District 1 shall also apply when located in Height District 2D.
 - C. Nothing in the Southeast Los Angeles CPIO District is intended to override or conflict with any regulations in the LAMC or other ordinance establishing a park or Quimby fee or park or open space dedication requirement, including any provisions related to credits or fee and dedication calculations.
 - D. Nothing in this Southeast Los Angeles CPIO District is intended to override or conflict with any regulations in the LAMC that would otherwise require a conditional use permit.
 - E. Nothing in this Southeast Los Angeles CPIO District is intended to override or conflict with any bicycle parking regulations.
 - F. Nothing in this Southeast Los Angeles CPIO District is intended to override or conflict with the regulations set forth in LAMC 12.22.A.25 and 12.22.A.31 that provide bonuses, waivers and incentives for certain affordable housing projects.
 - G. If there are any conflicts between the provisions of the Southeast Los Angeles CPIO District regulating building height or transitional building height and any other zoning regulations, including the regulations set forth in LAMC 12.21.1 through 12.21.6, the provisions of the Southeast Los Angeles CPIO shall govern.
 - H. Notwithstanding LAMC Section 11.5.14.B.2, if there are conflicts between the provisions of the Southeast Los Angeles CPIO District and the development regulations set forth in any applicable redevelopment plan, the provisions of the Southeast Los Angeles CPIO shall govern.
 - I. (Purposefully skipped.)
 - J. Nothing in this Southeast LA CPIO is intended to override or conflict with any requirements to comply with the City's Protected Tree Ordinance (See LAMC Chapter 1, Article 7 (Division of Land Regulations) and Chapter 4, Article 6 (Preservation of Protected Trees)).

Sec. 7. Subsection C.5.(c) of Section I-6 of the Southeast Los Angeles CPIO is replaced in its entirety:

- (c) **CEQA Review for Eligible Historic Resources.** In complying with this Subsection 5, if at any time the Director, in consultation with the Office of Historic Resources, determines the Eligible Historic Resource is not a historical resource as defined by Public Resources Code Section 21084.1, approval of the Project through an Administrative Clearance (involving no

other discretionary approvals) shall be a ministerial approval for purposes of CEQA, including CEQA Guidelines, Section 15268. If the Director, in consultation with the Office of Historical Resources, determines the Eligible Historic Resource is a historical resource as defined by Public Resource Code Section 21084.1, approval of the Project through an Administrative Clearance shall be a discretionary approval for purposes of CEQA Guidelines, Section 15060(c)(1), and the Director may condition the Project with mitigation measures necessary to avoid impacts to a historical resource and/or deny the Project if a statement of overriding considerations is necessary but the Director determines the benefits of the Project do not outweigh the environmental impacts of the Project as required by CEQA Guidelines Section 15093.

Sec. 8. Figures II-1, II-2, II-3, and II-4 are replaced in its entirety with Figures II-1, II-2, II-3, and II-4 attached hereto as "Exhibit B".

Sec. 9. Figures III-1 and III-2 are replaced in their entirety with Figures III-1 and III-2 attached hereto as Exhibit "C".

Sec. 10. Subsection D of Section III-1 entitled "CPIO Affordable Housing Projects" of Ordinance No. 185925 is replaced in its entirety to read as follows:

D. CPIO Affordable Housing Projects.

1. **Base.** The applicable Base density, Base height and Base FAR for all CPIO Affordable Housing Projects are as set forth in Section III-3 and Table III-2.
2. **CPIO Bonuses.** CPIO Affordable Housing Projects may utilize CPIO Bonuses as provided in Section III-3 and Table III-2.
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 LAHD 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 LAHD, 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.
 - (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. **Targeted Commercial Use, Unified Lots and/or Publicly Accessible Open Space Covenants.** Prior to issuance of an Administrative Clearance for a CPIO Affordable Housing Project that includes a Targeted Commercial Use, Unified Lot, and/or Publicly Accessible Open Space the following shall apply:
 - (a) A covenant acceptable to the Department of City Planning shall be recorded guaranteeing that the subject Targeted Commercial Use, or another Targeted Commercial Use, or

combination of Targeted Commercial Uses, Unified Lot, and/or Publicly Accessible Open Space 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 the covenants provided for in Section III-1.D.7(a) 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.

- 8. **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.

Sec. 11. Paragraph (a) of Subsection E.4 of Section III-1 entitled "Targeted Commercial Use Covenants" of Ordinance No. 185925 is replaced in its entirety to read as follows:

- (a) A covenant acceptable to the Department of City Planning shall be recorded guaranteeing that the subject Targeted Commercial Use, or another Targeted Commercial Use, or combination of Targeted Commercial 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.

Sec. 12. Subsection A.3 of Section III-3 entitled "Bonuses for Height" of Ordinance No. 185925 is replaced in its entirety to read as follows:

- 3. **CPIO Bonuses for Height.** The following CPIO Bonuses for height apply:
 - (a) For a Density Bonus Project or a TOC Project, any incentive for height provided through the Density Bonus or TOC program shall be in addition to the Base height set forth in Table III-2.

- (b) For a CPIO Affordable Housing Project, the Base height and CPIO Bonus height are set forth in Table III-2.
- (c) For a 100 percent commercial project, the minimum height, Base height and the CPIO Bonus Height shall be as set forth in Table III-3, except as follows:
 - (i) 100 percent commercial projects that include one or more Targeted Commercial Use(s) may exceed the Base height set forth in Table III-3 by one additional story (not to exceed 15 feet).
 - (ii) Child care facility and Sit-Down Restaurant uses shall not be eligible for the additional story unless the proposed use exceeds 5,000 sq. feet.

Sec. 13. Subsection B.2 of Section III-3 entitled "Floor Area Ratio (FAR)" of Ordinance No. 185925 is replaced in its entirety to read as follows:

- 2. **Floor Area Ratio (FAR).** The maximum building FAR shall be as provided in Tables III-2, and III-3, and is subject to the following:
 - (a) For a Density Bonus Project or a TOC Project, any FAR increase provided through those programs shall be added to the Base FAR set forth in Table III-2.
 - (b) A CPIO Affordable Housing Project's CPIO Bonus FAR shall be as set forth in Table III-2, except as follows:
 - (i) CPIO Bonus FAR may be increased for CPIO Affordable Housing Projects that include a Targeted Commercial Use, or combination of Targeted Commercial Uses, a Unified Lot, a Publicly Accessible Open Space and/or a Public Plaza as provided below, but cannot exceed the Maximum Allowable Bonus FAR set forth in subdivision 2(d).
 - (ii) The CPIO Bonus FAR for Targeted Commercial Uses shall be up to 50 percent of the building floor area devoted to each Targeted Commercial Use.
 - (iii) Projects that result in or create a Unified Lot:
 - a. Projects that involve new construction and consolidate two lots to form a Unified Lot that is at

least 10,000 square feet are allowed up to a 10 percent increase in FAR.

- b. Projects that involve new construction and consolidate three or more lots to form a Unified Lot that is at least 15,000 square feet are allowed up to a 15 percent increase in FAR.
- c. No Project can receive more than one FAR increase related to the creation of one or more Unified Lots.
- d. The FAR increase provided for Unified Lots cannot exceed the Maximum Allowable Bonus FAR set forth below in subdivision 2 (d).

(iv) Projects that include Publicly Accessible Open Space that are:

- a. At least 5,000 square feet but less than 10,000 square feet in size, 25 percent of the area devoted to Publicly Accessible Open Space shall be added to the Bonus FAR provided the Maximum Allowable Bonus FAR set forth below in subdivision 2(d) is not exceeded.
- b. 10,000 square feet or more, 50 percent of the floor area devoted to Publicly Accessible Open Space shall be added to the Bonus FAR provided the Maximum Allowable Bonus FAR set forth below in subdivision 2 (d) is not exceeded.
- c. No Project can receive more than one FAR increase related to the creation of a Publicly Accessible Open Space.

(c) For a 100 percent commercial project, the Base FAR and CPIO Bonus FAR are set forth in Table III-3.

- (i) CPIO Bonus FAR is allowed for 100 percent commercial projects that include a Targeted Commercial Use, or combination of Targeted Commercial Uses, a Unified Lot, a Publicly Accessible Open Space and/or a Public Plaza as provided below, but cannot exceed the Maximum Allowable Bonus FAR set forth in subdivision 2(d).

- (ii) The CPIO Bonus FAR for Targeted Commercial Uses shall be up to 50 percent of the building floor area devoted to each Targeted Commercial Use.
- (iii) Projects that result in or create a Unified Lot:
 - a. Projects that involve new construction and that consolidate two lots to form a Unified Lot that is at least 10,000 square feet, are allowed up to a 10 percent increase in FAR.
 - b. Projects that involve new construction that consolidate three lots or more to form a Unified Lot that is at least 15,000 square feet, are allowed up to a 15 percent increase in FAR.
 - c. No Project can receive more than one FAR increase related to the creation of one or more Unified Lots.
 - d. The FAR increase provided for Unified Lots cannot exceed the Maximum Allowable Bonus FAR set forth below in subdivision 2(d).
- (iv) Projects that include Publicly Accessible Open Space:
 - a. If the Publicly Accessible Open Space is at least 5,000 sq. ft. but less than 10,000 square feet in size, 25 percent of the floor area devoted to Publicly Accessible Open Space shall be added to the Base FAR but cannot exceed the Maximum Allowable Bonus FAR set forth below in Subdivision 2(d) below.
 - b. If the Publicly Accessible Open Space is 10,000 square feet or more, 50 percent of the floor area devoted to Publicly Accessible Open Space shall be added to the Base FAR but cannot exceed the Maximum Allowable Bonus FAR set forth in Subdivision 2(d) below.
 - c. No Project can receive more than one FAR increase related to the creation of a Publicly Accessible Open Space.
- (v) If a Public Plaza is included, an additional 0.5 Bonus FAR may be obtained. For example, a project with a FAR of 1.5:1 that includes a Public Plaza may increase its FAR to 2.0:1.

- (d) **Maximum Allowable Bonus FAR.** For all Projects except Density Bonus Projects and TOC Projects, the total combined floor area provided under this CPIO shall not exceed the following Maximum Allowable Bonus FAR, inclusive of all incentives and bonuses, as follows:
- (i) Projects in Subarea E (TOD Low) shall be limited to 3:1;
 - (ii) Projects in Subarea F (TOD Medium) shall be limited to 3.5:1;
 - (iii) Projects in Subarea G (TOD High) shall be limited to 4:1; and
 - (iv) Projects in Subarea H (TOD Regional) shall be limited to 6:1.
- (e) **Adjustments.** The FAR regulations in this Section III B.2 shall not be eligible for a CPIO Adjustment.

Sec. 14. The introduction to Chapter IV entitled “Industrial Subareas” of Ordinance No. 185925 is modified in its entirety to read as follows:

INDUSTRIAL SUBAREAS

- I – Hybrid Limited Industrial
- J – Hybrid Industrial
- K – Compatible Industrial
- L – Industrial Innovation

OVERVIEW

Industrial Subareas I, J, K, and L seek to preserve and revitalize industrial land throughout Southeast Los Angeles as described in Chapter 1, Section I-3 and consistent with the purposes set forth in Chapter 1, Section I-2.

The intent of these supplemental development regulations in this Chapter is to upgrade industrial development and design standards in order to: encourage industry as a better neighbor to residences and other surrounding uses; protect industrial investment against incompatible residential, retail, and commercial uses; prevent future industrial blight; and improve the aesthetic character and quality of building facades and the edges of industrial areas as seen from public views. 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. Projects within an Industrial Subarea (See Figures IV-1, and IV-2) shall comply with the applicable supplemental development regulations in this Chapter.

Sec. 15. Figures IV-1, IV-2, and IV-3 of Ordinance No. 185925 are replaced in its entirety with Figures IV-1, IV-2, and IV-3 attached hereto as "Exhibit D".

Sec. 16. Figures V-1, and V-2 of Ordinance No. 185925 are replaced in its entirety with Figures V-1, and V-2 attached hereto as "Exhibit E".

Sec. 17. Subsection C.2.(b) entitled "Subarea O (Character Residential)" of Section V-2 of Ordinance No. 185925 is modified to read in its entirety as follows:

- (i) **Front.** The Primary Frontage shall be located no closer to the street than the Primary Frontage of the adjacent residential building closest to the street, and shall be located no further from the street than the Primary Frontage of the adjacent residential building farthest from the street.
- (ii) **Side and Rear.** The side and rear setback dimensions shall be as set forth in the underlying zone, except as follows:
 - (1) New construction, including additions to existing buildings, on Unified Lots shall not encroach into side and rear setback areas associated with the original individual lots in accordance with C.1(b)(1) above.
 - (2) Accessory buildings. The following requirements shall apply as follows:
 - (A) The side and rear yard setback requirements shall not apply to accessory buildings (including but not limited to, garages, recreation rooms).
 - (B) The accessory building's footprint shall not exceed 10 percent of the overall square footage of the lot, the height shall not exceed 15 feet, and the building shall be a single story.
 - (C) The accessory building shall be detached from the main house and set back a minimum of 10 feet, as measured from the rear most façade of the main house.
 - (D) The accessory building requirements of this subsection C.2(b)(ii)(2) shall not apply when in conflict with projects built under State ADU Law and LAMC Section 12.22.A.33.
 - (3) In addition to the allowable yard projections in LAMC Section 12.22.C.20, loggias (covered walkways), gazebo structures and pools may encroach into the

rear and side yard setback areas that are internal to Unified Lots.

- (4) Where the yard setback dimensions in this Chapter V are more restrictive than those set forth in the underlying zone, including LAMC Sections 12.22.C.27 (Small Lot Subdivisions) and 12.08 (R1R3 Variation Zone), the more restrictive setbacks shall prevail.

Sec. 18. Chapter VI is added to the CPIO District to read as follows:

CHAPTER VI - SLAUSON SUBAREAS

SLAUSON SUBAREAS

SC	Slauson General Corridor
SF	Slauson TOD Medium
SG	Slauson TOD High
SI	Slauson Hybrid Industrial Limited
SJ	Slauson Hybrid Industrial
SK1	Slauson Compatible Industrial Hub
SK2	Slauson Compatible Industrial Corridor
SL	Slauson Industrial Innovation
SN1	Slauson Multi-Family Residential 1
SN2	Slauson Multi-Family Residential 2

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. 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. Use regulations incentivize CPIO 100 Percent Affordable Housing and CPIO 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.

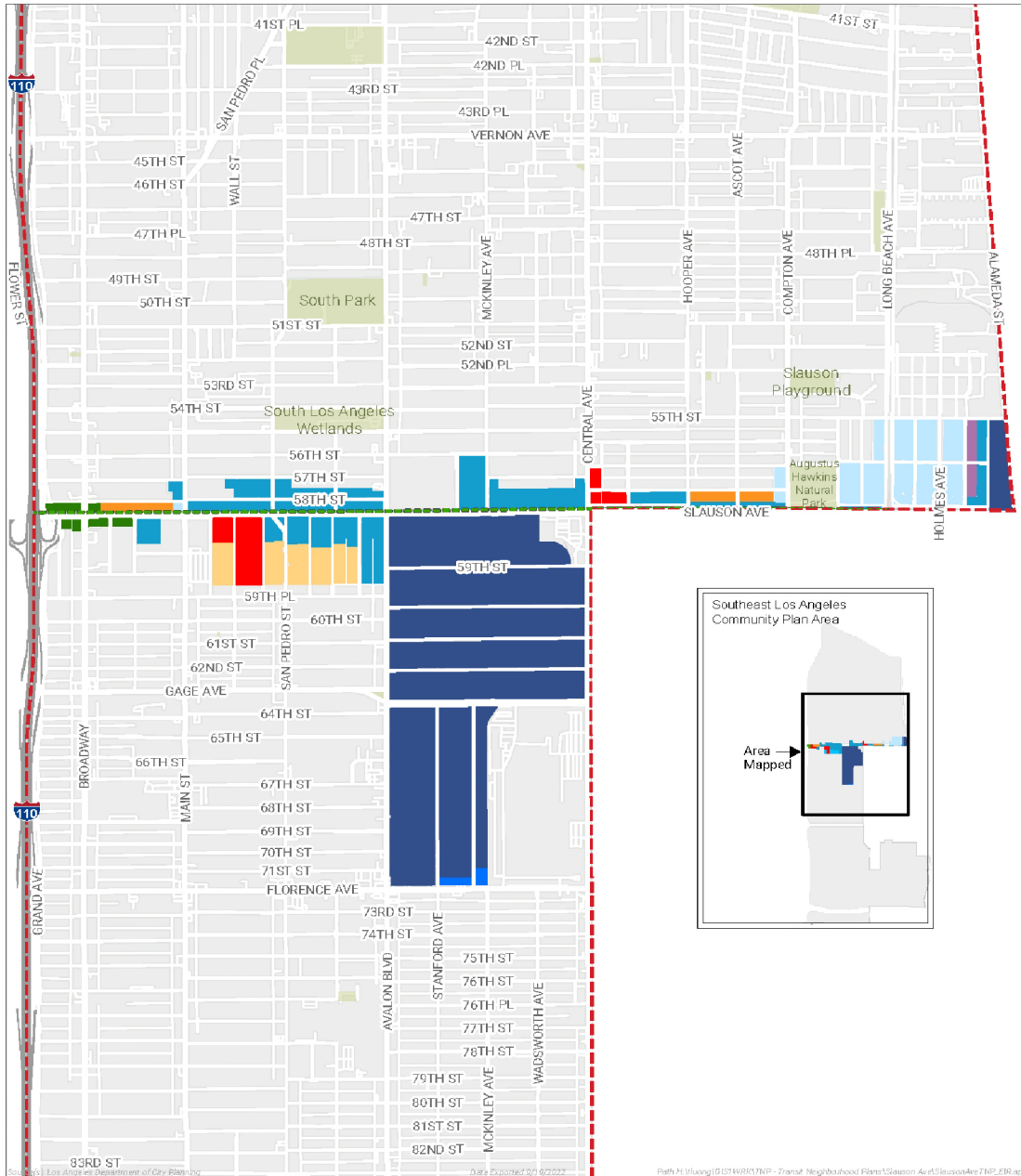


FIGURE VI-1 SLAUSON SUBAREAS

- | | |
|--|---------------------------------|
| Slauson - Hybrid Limited (SI) | Slauson - Multi-Family 2 (SN2) |
| Slauson - Hybrid Industrial (SJ) | Slauson - General Corridor (SC) |
| Slauson - Compatible Industrial Hub (SK1) | Slauson - TOD High (SG) |
| Slauson - Compatible Industrial Corridor (SK2) | Active Transportation Corridor |
| Slauson - Industrial Innovation (SL) | Southeast Los Angeles CPA |
| Slauson - Multi-Family 1 (SN1) | |



Section VI-1. APPLICABILITY FOR PROJECTS ELIGIBLE FOR BONUSES

- A. Purpose.** The purposes of this section are (1) to encourage the construction of CPIO 100 Percent Affordable Housing Projects, CPIO Mixed-Income Housing Projects by providing specific CPIO Bonuses and streamlined procedures to approve said projects; (2) to encourage the construction of projects that comprise Green Employment Use(s) by providing specific CPIO 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 (City's Density Bonus Ordinance), 12.22.A.31 (TOC Affordable Housing Incentive Program) or any other State or local program, including Government Code Sections 65915-65918 (State Density Bonus Law), may not use any CPIO Bonus or incentive in this Section 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 and Tables VI-3a and VI-3b.
 - 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 in Subareas SF (Slauson TOD Medium), SG (Slauson TOD High), SI (Slauson Hybrid Limited Industrial), SJ (Slauson Hybrid Industrial), SN1 (Slauson Multi-Family Residential 1), and SN2 (Slauson Multi-Family Residential 2).** In Subareas SF, SI, SJ, SN1, and SN2, the following regulations apply:
- 1. Base.** The applicable Base density, Base height, and Base FAR for all CPIO Affordable Housing Projects are set forth in Section VI-3 and Tables VI-3a and VI-3b.
 - 2. CPIO Bonuses.** CPIO Affordable Housing Projects may utilize CPIO Bonuses as provided in Section VI-3 and Tables VI-3a and VI-3b.

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 LAHD 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 LAHD, 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. **Targeted Commercial Use, Unified Lot, and/or Publicly Accessible Open Space Covenants in Subareas SF (Slauson TOD Medium) and SG (Slauson TOD High).** In Subareas SF and SG, prior to issuance of an Administrative Clearance for a CPIO Affordable Housing Project that includes a Targeted Commercial Use, Unified Lot, and/or Publicly Accessible Open Space, the following regulations shall apply:

- (a) A covenant acceptable to the Department of City Planning shall be recorded guaranteeing that the subject Targeted Commercial Use, or another Targeted Commercial Use, or combination of Targeted Commercial Uses, Unified Lot and/or Publicly Accessible Open Space 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 the covenants provided for in Section VI-1.D.7.(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.

8. **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. **100 percent Commercial Projects in Subareas SF (Slauson TOD Medium), SG (Slauson TOD High).** In Subareas SF and SG, a Project with new construction that include 100 percent commercial uses (no residential uses) shall comply with the following regulations:

- 1. **Base.** The Base height, including the minimum height, and Base FAR for 100 percent Commercial Projects are set forth in Section VI-3 and Table VI-3c.

2. **Bonuses.** One hundred (100) percent Commercial Projects that include Targeted Commercial Uses may use CPIO Bonuses for height and FAR as provided in Sections VI-3.A.1.(c) and VI-3.C.3.(b) and in Table VI-3c.
3. **Administrative Clearance.** One hundred (100) percent Commercial Projects 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. **Targeted Commercial Use Covenants.** Prior to issuance of an Administrative Clearance for a 100 percent Commercial Project that includes a Targeted Commercial Use, the following shall apply:
 - (a) A covenant acceptable to the Department of City Planning shall be recorded guaranteeing that the subject Targeted Commercial Use, or another Targeted Commercial Use, or combination of Targeted Commercial 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.

F. Green Employment Uses in Subareas SK1 (Slauson Compatible Industrial Hub), SK2 (Slauson Industrial Corridor), SL (Slauson Industrial Innovation). In Subareas SK1, SK2, and SL, the following regulations apply to a Project that proposes Green Employment Use(s):

1. **Base.** The Base height and Base FAR for Green Employment Uses are set forth in Section VI-3 and Table VI-3a.
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 and Table VI-3a.
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 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. In addition to any regulations set forth by the underlying zone and the LAMC, a Project with any new use or change of use shall comply with the following use regulations set forth in Table VI-1 and Table V1-2.

1. **Subareas SC (Slauson General Corridor), SF (Slauson TOD Medium), SG (Slauson TOD High).** In Subareas SC, SF, and SG, the following regulations apply:
 - (a) **Use.** Any new use or change of use shall be controlled by the underlying zoning and the LAMC except where modified by Table VI-2.
 - (b) **Existing Uses.** Existing uses made non-conforming by this CPIO, shall comply with LAMC Section 12.23.
2. **Subareas SI (Slauson Hybrid Limited Industrial), SJ (Slauson Hybrid Industrial), SK1 (Slauson Compatible Industrial Hub), SK2 (Slauson Industrial Corridor), SL (Slauson Industrial Innovation).** In Subareas SI, SJ, SK1, SK2 and SL, the following regulations apply:
 - (a) **Allowed Uses.**
 - i) In Subareas SI, SJ, SK1, or SK2, any new use or any change of use shall be limited only to the allowed uses listed in Table VI-1, and as may be further regulated by Table VI-2.
 - ii) 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:
 - i) **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 percent of the building's legally permitted gross floor area but may not create an additional dwelling unit.
3. **Subareas SN1, SN2 (Slauson Multi-Family Residential 1), SN2 (Slauson Multi-Family Residential 2).** In Subareas SN1 and SN2, the following regulations apply:

The underlying zoning shall control. No additional land use regulations apply as set forth in Table VI-2.

TABLE VI-1: ALLOWED USES IN SUBAREAS SI, SJ, SK1, SK2

Subareas: SI: Slauson Hybrid Industrial Limited, SJ: Slauson Hybrid Industrial, SK1: Slauson Compatible Industrial Hub, SK2: Slauson-Compatible Industrial Corridor			
Use ¹	Regulations	Applicable Subarea	Exemptions/ Clarifications/ Regulations
Commercial Uses	Allowed.	SI, SJ, SK1, SK2	Commercial Uses subject to any additional limitations by the underlying zone.
Community Facilities	Allowed.	SI, SJ, SK1, SK2	
Light Manufacturing and Assembly	Allowed.	SI, SJ, SK1, SK2	
Media Production	Allowed.	SI, SJ, SK1, SK2	
Multipurpose Cultural Facilities	Allowed.	SI, SJ, SK1, SK2	
Professional Office Uses	Allowed.	SI, SJ, SK1, SK2	
Research and Development	Allowed.	SI, SJ, SK1, SK2	
Residential Uses	Allowed, except as limited below. In Subarea SI, Residential Uses shall comply with the limitations set forth in Section VI-3 D.2(b)(siting and orientation)	SI, SJ	
	Prohibited.	SK1, SK2	
Vocational School	Allowed.	SI, SJ, SK1, SK2	
Warehouse/Storage Building	Allowed	SI, SJ, SK1, SK2	All storage shall be within an enclosed building.
¹ Uses are defined in Chapter 1 of this CPIO or LAMC Section 12.03.			

TABLE VI-2: USE REGULATIONS

Subareas: SC: Slauson General Corridor; SF: Slauson TOD Medium; SG: Slauson TOD High; SI: Slauson Hybrid Industrial Limited, SJ: Slauson Hybrid Industrial, SK1: Slauson Compatible Industrial Hub, SK2: Slauson Compatible Industrial Corridor, SL: Slauson Industrial Innovation; SN1: Slauson Multi-Family Residential 1; SN2: Slauson Multi-Family Residential 2			
Use ¹	Regulation	Applicable Subarea	Exemptions/ Clarifications
Alcohol Sales, Off-Site	Not more than one establishment is permitted within a ½ mile (2,640 linear foot) radius of another Off-Site Alcohol Sales use. ²	SI, SJ, SK1, SK2, SL	• Full-Service Grocery Stores are exempt. • Full-Service Grocery Stores that sell alcohol shall still be included in the ½ mile radius calculation when other new Off-Site Alcohol Sales requests are made in ½ mile proximity. • This term is also expressed as Off-Site Alcohol Sales.
		SC, SF, SG	• Full-Service Grocery Stores and Full-Service Drug Stores are exempt. • Full-Service Grocery Stores and Full-Service Drug Stores that sell alcohol shall still be included in the ½ mile radius calculation when other new Off-Site Alcohol Sales requests are made in ½ mile proximity. • This term is also expressed as Off-Site Alcohol Sales.
	Underlying zone controls.	SN1, SN2	
Auto-Related Use	Not more than one establishment is permitted within a ½ mile (2,640 linear foot) radius of another Auto-Related Use. ²	SI, SJ, SK1, SK2, SL, SC,	• Expansion, re-modeling, replacement of existing Auto-Related Uses, or inclusion of other accessory uses shall be allowed provided that such changes comply with the development standards of this CPIO and are allowed by the underlying zone. • Multiple Auto-Related Uses or accessory Auto-Related Uses are allowed when combined within the same lot or parcel of an existing Auto-Related Use.

Subareas: SC: Slauson General Corridor; SF: Slauson TOD Medium; SG: Slauson TOD High; SI: Slauson Hybrid Industrial Limited, SJ: Slauson Hybrid Industrial, SK1: Slauson Compatible Industrial Hub, SK2: Slauson Compatible Industrial Corridor, SL: Slauson Industrial Innovation; SN1: Slauson Multi-Family Residential 1; SN2: Slauson Multi-Family Residential 2

Use ¹	Regulation	Applicable Subarea	Exemptions/ Clarifications
	Prohibited.	SF, SG	- Expansion, re-modeling, replacement of existing Auto-Related Uses, or new accessory uses are exempt from the prohibition provided the Project complies with all applicable development standards of this CPIO and the Project is allowed by the underlying zone. - New Auto-Related Uses or accessory Auto-Related Uses are exempt from the prohibition when the new uses are combined within the same lot or parcel of an existing Auto-Related Use.
	No additional land use regulations apply	SN1, SN2	
Check Cashing Facility	Not more than one establishment is permitted within a ½ mile (2,640 linear foot) radius of another Check Cashing Facility. ²	SC	
	Prohibited.	SF, SG	
	No additional land use regulations apply	SI, SJ, SK1, SK2, SL, SN1, SN2	
Crate and Assembly Uses	Not more than one establishment is permitted within a ½ mile (2,640 linear foot) radius of another Crate and Assembly Use. ²	SI, SJ, SK1, SK2	Includes pallet storage uses
	No additional land use regulations apply	SL, SN1, SN2, SC, SF, SG	Includes pallet storage uses
Drive-Through Establishments	Prohibited.	SF, SG	Includes Freestanding Restaurant with Drive Through

Subareas: SC: Slauson General Corridor; SF: Slauson TOD Medium; SG: Slauson TOD High; SI: Slauson Hybrid Industrial Limited, SJ: Slauson Hybrid Industrial, SK1: Slauson Compatible Industrial Hub, SK2: Slauson Compatible Industrial Corridor, SL: Slauson Industrial Innovation; SN1: Slauson Multi-Family Residential 1; SN2: Slauson Multi-Family Residential 2

Use ¹	Regulation	Applicable Subarea	Exemptions/ Clarifications
	Allowed if permitted by underlying zone,	SN1, SN2, SI, SJ, SK1, SK2, SL, SC	Freestanding Restaurant with Drive-Through uses subject to additional regulations below. Drive-through establishments located within multi-tenant buildings exempted from additional regulations.
Freestanding Restaurant with Drive-Through	Not more than one establishment is permitted within a ½ mile (2,640 linear foot) radius of another Freestanding Restaurant with Drive-Through use. ²	SI, SJ, SK1, SK2, SL	Expansion, re-modeling, or replacement of existing establishments shall be permitted provided that such change complies with the development standards of this CPIO.
		SC	Expansion, re-modeling, rebuilding or replacement of existing establishments shall be exempt provided there is no <u>change of use</u> and all work complies with the development standards of this CPIO District.
	Limited.	SC	- Freestanding Restaurant with Drive-Through is allowed if <u>not</u> abutting, or across the street, alley or intersection of, a school. 'School' shall include elementary, middle or high schools, including charter and magnet schools.
	Prohibited.	SF, SG	
	No additional land use regulations apply	SN1, SN2	
Gun Shop	Not more than one establishment is permitted within a ½ mile (2,640 linear foot) radius of another Gun Shop use. ²	SI, SJ, SK1, SK2, SL, SC	
	Prohibited.	SF, SG	

Subareas: SC: Slauson General Corridor; SF: Slauson TOD Medium; SG: Slauson TOD High; SI: Slauson Hybrid Industrial Limited, SJ: Slauson Hybrid Industrial, SK1: Slauson Compatible Industrial Hub, SK2: Slauson Compatible Industrial Corridor, SL: Slauson Industrial Innovation; SN1: Slauson Multi-Family Residential 1; SN2: Slauson Multi-Family Residential 2

Use ¹	Regulation	Applicable Subarea	Exemptions/ Clarifications
	No additional land use regulations apply	SN1, SN2	
Motel	Not more than one establishment is permitted within a ½ mile (2,640 linear foot) radius of another Motel use. ²	SC	
	Prohibited.	SF, SG	
	No additional land use regulations apply	SN1, SN2, SI, SJ, SK1, SK2, SL	
Noxious Uses	These uses are prohibited within 2,500 feet of any Sensitive Land Uses.	SL	
	No additional land use regulations apply	SI, SJ, SK1, SK2, SN1, SN2, SC, SF, SG	
Office Uses	Allowed.	SL	• Includes Creative Office Uses.
	No additional land use regulations apply	SI, SJ, SK1, SK2, SN1, SN2, SC, SF, SG	
Pawn Shop	Not more than one establishment is permitted within a ½ mile (2,640 linear foot) radius of another Pawn Shop use. ²	SI, SJ, SK1, SK2, SL, SC	
	Prohibited.	SF, SG	
	No additional land use regulations apply	SN1, SN2	
Payday Lender	Not more than one establishment is permitted within a ½ mile (2,640 linear foot) radius of another Payday Lender use. ²	SC	
	Prohibited.	SF, SG	
	No additional land use regulations apply	SI, SJ, SK1, SK2, SL, SN1, SN2	

Subareas: SC: Slauson General Corridor; SF: Slauson TOD Medium; SG: Slauson TOD High; SI: Slauson Hybrid Industrial Limited, SJ: Slauson Hybrid Industrial, SK1: Slauson Compatible Industrial Hub, SK2: Slauson Compatible Industrial Corridor, SL: Slauson Industrial Innovation; SN1: Slauson Multi-Family Residential 1; SN2: Slauson Multi-Family Residential 2

Use ¹	Regulation	Applicable Subarea	Exemptions/ Clarifications
Public Self Storage	Not more than one establishment is permitted within a ½ mile (2,640 linear foot) radius of another Public Self Storage use. ²	SI, SJ, SK1, SK2, SL, SC	
	Prohibited.	SF, SG	
	No additional land use regulations apply	SN1, SN2	
Recycling Collection	Prohibited.	SI, SJ, SK1, SK2, SF, SG	
	Not more than one establishment is permitted within a ½ mile (2,640 linear foot) radius of another Recycling Collection use. ²	SC	
	No additional land use regulations apply	SN1, SN2, SL	
Restaurants	Prohibited, except as exempted.	SL	Cafes/restaurants constructed as an accessory use to the primary use are exempt.
	No additional land use regulations apply	SI, SJ, SK1, SK2, SN1, SN2, SC, SF, SG	
Retail Sales (including Major Retailers)	Prohibited, except as exempted.	SL	Retail Sales constructed as an accessory use to the primary use are exempt.
	No additional land use regulations apply	SI, SJ, SK1, SK2, SN1, SN2, SC, SF, SG	
100% Residential Uses	Prohibited.	SG	This prohibition includes live/work (Joint Living and Work Quarters¹) units.
	Limited.	SI	See Residential Uses below for exemptions.
	No additional land use regulations apply	SC, SF, SJ, SK1, SK2,	

Subareas: SC: Slauson General Corridor; SF: Slauson TOD Medium; SG: Slauson TOD High; SI: Slauson Hybrid Industrial Limited; SJ: Slauson Hybrid Industrial; SK1: Slauson Compatible Industrial Hub; SK2: Slauson Compatible Industrial Corridor; SL: Slauson Industrial Innovation; SN1: Slauson Multi-Family Residential 1; SN2: Slauson Multi-Family Residential 2

Use ¹	Regulation	Applicable Subarea	Exemptions/ Clarifications
		SL, SN1, SN2	
Residential Uses	Limited.	SI	- Projects involving construction of a new building shall limit any residential floor area (excluding Joint Living and Work Quarters¹ units) to a maximum of 50% of the total floor area of the building. - CPIO 100 Percent Affordable Housing Projects, permanent supportive housing projects, senior housing projects, and transitional housing projects are exempt from the 50% limitation on the maximum total floor area of the building.
	Prohibited.	SK1, SK2, SL	
	No additional land use regulations apply	SC, SF, SG, SJ, SN1, SN2	
Smoke/Vapor Shops	Not more than one establishment is permitted within a ½ mile (2,640 linear foot) radius of another Smoke/Vapor Shop use. ²	SC, SI, SJ, SK1, SK2, SL	
	Prohibited.	SF, SG	
	No additional land use regulations apply	SN1, SN2	
Swap Meets	Prohibited.	SF, SG	
	No additional land use regulations apply	SC, SI, SJ, SK1, SK2, SL, SN1, SN2	

¹ Uses are defined in Chapter 1 of this CPIO or LAMC Section 12.03.

² 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.

Section VI-3. DEVELOPMENT STANDARDS

All Projects in Slauson Subareas are subject to the following development standards:

A. Building Height. In addition to the height standards set forth by the underlying zone and the LAMC, a Project with new construction shall comply with the following height regulations:

1. Ground Floor.

i) 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.

1. Except in Subareas SC, SF, and SG for a Project with an Active Floor Area, the Ground Floor shall have a minimum height of 11 feet, measured from the finished floor to the finished ceiling.

2. Except in Subareas SI and SJ, 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.

3. Except in Subareas SK1, SK2, SL, SN1, and SN2, the Ground Floor minimum height rule of 14 feet does not apply.

2. Base Height. The Base height limit, including any minimum height, shall be set forth in Tables VI-3a, VI-3b, and VI-3c, and as further enumerated below:

i) In Subareas SC, SF, SG, SK1, SK2, SL, SN1, and SN2, no additional Base height regulations apply except for those outlined in Tables VI-3a, VI-3b, and VI-3c.

ii) In Subareas SI and SJ, TOC Projects or Density Bonus Projects shall have a Base height limit set forth in Table VI-3a.

3. Bonuses for Height. The following CPIO Bonuses for height shall be set forth in Tables VI-3a, VI-3b, and VI-3c, and as further enumerated below:

i) In Subarea SC, 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 by the underlying zone (See also Table VI-3a).

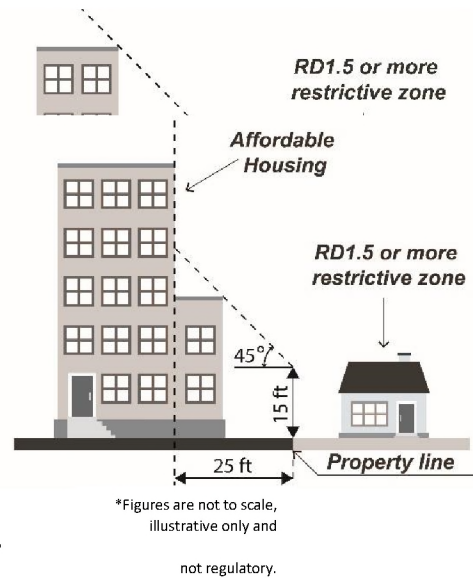
There are no height Bonuses for CPIO Affordable Housing Projects and Green Employment Uses.

- ii) In Subareas SF and SG, the following Bonuses for 100 percent commercial projects shall be set forth in Table VI-3c, and as further enumerated below:
 - (1) 100 percent commercial projects that include one or more Targeted Commercial Use(s) may exceed the Base height set forth in Table VI-3c by one additional story (not to exceed 15 feet).
 - (2) Child care facility and Sit-Down Restaurant uses shall not be eligible for the additional story unless the proposed use exceeds 5,000 sq. feet.
 - iii) In Subareas SF, SG, SI, SJ, SK1, SK2, SL, SN1, and SN2, 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 Tables VI-3a and VI-3b, but shall not exceed the Bonus height listed in Tables VI-3a and VI-3b.
- 4. A live/work (Joint Living and Work Quarters) Project shall not exceed a maximum height of 6 stories.
 - 5. **Adjustments.** The height regulations in this Section VI-3.A shall not be eligible for a CPIO Adjustment.

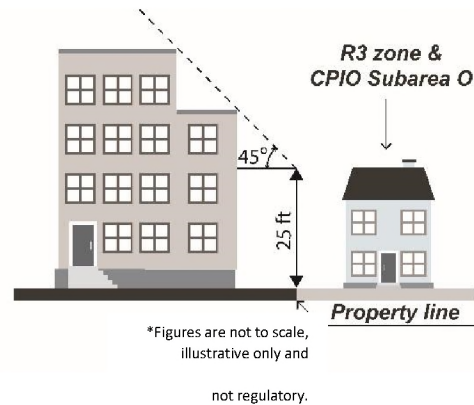
B. Transition to Residential.

- 1. **Subareas SC, SF, SG.** In Subareas SC, SF, and SG, a Project with new construction shall comply with the following regulations:
 - (a) Where a parcel is either abutting or across an alley from a property in the RD1.5 or more restrictive zone, the building height shall be stepped-back within a 45 degree angle as measured 15 feet above grade at the property line of the lot in the more restrictive zone.

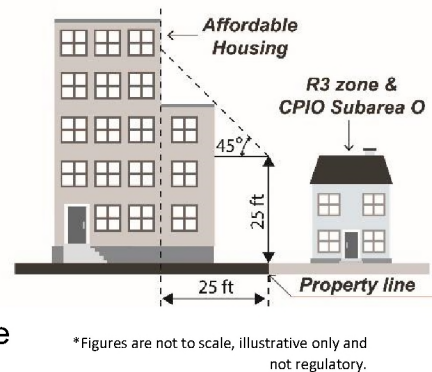
- (b) For all CPIO Affordable Housing Projects, Density Bonus Projects or TOC Projects, that are either abutting or across an alley from a property in the RD1.5 or more restrictive zone, the required height transition applies only to the first 25 feet of depth as measured from the property line of the lot in the more restrictive zone.



- (c) When a parcel is either abutting or across an alley from a property that is both in the R3 zone and is in Subarea O of the CPIO, the building height shall be stepped-back within a 45 degree angle as measured 25 feet above grade at the property line of the lot in the R3 zone.



- (d) For all CPIO Affordable Housing Projects, Density Bonus Projects and TOC Projects, when on a parcel that is either abutting or across an alley from a property that is both in the R3 zone and is in Subarea O of the CPIO, 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.



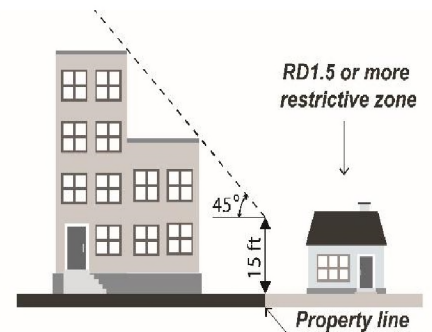
- (e) **Architectural Features.**

Architectural Features may exceed the allowable maximum height, including the maximum height granted through any CPIO Bonus or any bonus or incentive given under LAMC Section 12.22.A.25 or 12.22.A.31, by up to 20 percent.

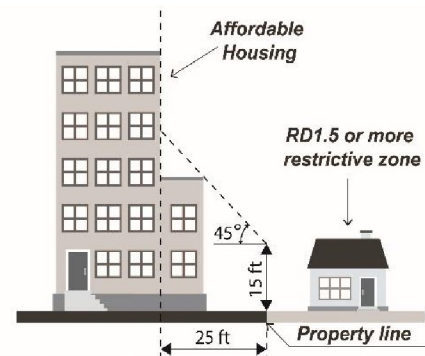
- (f) **Rooftop Structures and Equipment.** Rooftop structures, equipment and improvements may exceed the maximum building height when authorized pursuant to LAMC Section 12.21.1.B.3 (a) provided the structure, equipment or improvement is screened from public view using non-reflective materials or otherwise made compatible with the overall design of the building.
- (g) **Adjustments.** The height regulations in this Section VI-3.B.1 shall not be eligible for a CPIO Adjustment.

2. **Subareas SI, SJ, SK1, SK2, SL.** In Subareas SI, SJ, SK1, SK2, and SL, a Project with new construction shall comply with the following regulations:

- (a) The building height shall be stepped-back within a 45 degree angle as measured 15 feet above grade at the property line of the lot in the more restrictive zone.



- (b) For Density Bonus Projects or TOC Projects, the required height transition applies only to the first 25 feet of depth as measured from the property line of the lot in the more restrictive zone.



*Figures are not to scale,
illustrative only and not
regulatory

C. **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. **Subarea SC.** In Subarea SC, a Project with new construction shall comply with the following regulations:
 - (a) **Building Density.** The Base residential density shall be as provided in Table VI-3a, and as further enumerated below:

i) In addition to any regulations set forth by the underlying zone and the LAMC, Residential Projects shall not exceed a density of 1 unit per 800 square feet of lot area (1/800), except as follows:

(1) Density Bonus Projects or TOC Projects may utilize a Base density of 1 unit per 400 square feet of lot area (1/400).

(2) The density regulations in this Section VI-3.C.1.(a) shall not be eligible for a CPIO Adjustment.

(b) **Floor Area Ratio (FAR).**

Projects shall comply with applicable FAR regulations outlined in Table VI-3a, if any.

2. **Subareas SF, SG.** In Subareas SF and SG, a Project with new construction shall comply with the following regulations:

(a) **Residential Density.** The Base residential density shall be as provided in Table VI-3b, and as modified below:

i) For a Density Bonus Project or a TOC Project, the Base density shall be 1 unit per 800 square feet of lot area, except that a Density Bonus Project or TOC Project that meets or exceeds the affordability percentages of a CPIO Mixed-Income Housing Project, shall use a Base density of 1 unit per 400 square feet of lot area (1/400) in addition to any residential density incentive provided through the Density Bonus or TOC program.

ii) For a CPIO Affordable Housing Project, the Base density shall be increased from 1 unit per 800 square feet of lot area (1/800) to 1 unit per 300 square feet of lot area (1/300) as set forth in Table VI-3b.

iii) The density regulations in this Section VI-3.C.2.(a) shall not be eligible for a CPIO Adjustment.

(b) **Floor Area Ratio (FAR).** The maximum building FAR shall be as provided in Tables VI-3b, and VI-3c, and is subject to the following:

i) For a Density Bonus Project or a TOC Project, any FAR increase provided through those programs shall be added to the Base FAR set forth in Table VI-3b.

- ii) A CPIO Affordable Housing Project's Bonus FAR shall be as set forth in Table VI-3b, except as follows:
 - (1) Bonus FAR may be increased for CPIO Affordable Housing Projects that include a Targeted Commercial Use, or combination of Targeted Commercial Uses, a Unified Lot, a Publicly Accessible Open Space and/or a Public Plaza as provided below, but cannot exceed the Maximum Allowable Bonus FAR set forth in Section VI-3.C.2.(b)(iv).
 - (2) The Bonus FAR for Targeted Commercial Uses shall be up to 50 percent of the building floor area devoted to each Targeted Commercial Use.
 - (3) Projects that result in or create a Unified Lot:
 - a. Projects that involve new construction and consolidate two lots to form a Unified Lot that is at least 10,000 square feet are allowed up to a 10 percent increase in FAR.
 - b. Projects that involve new construction and consolidate three or more lots to form a Unified Lot that is at least 15,000 square feet are allowed up to a 15 percent increase in FAR.
 - c. No Project can receive more than one FAR increase related to the creation of one or more Unified Lots.
 - (4) Projects that include Publicly Accessible Open Space that are:
 - a. At least 5,000 square feet but less than 10,000 square feet in size, 25 percent of the area devoted to Publicly Accessible Open Space shall be added to the Bonus FAR.
 - b. 10,000 square feet or more, 50 percent of the floor area devoted to Publicly Accessible Open Space shall be added to the Bonus FAR.
 - c. No Project can receive more than one FAR increase related to the creation of a Publicly Accessible Open Space.

- iii) For a 100 percent commercial project, the Base FAR and Bonus FAR are set forth in Table VI-3c.
 - (1) Bonus FAR is allowed for 100 percent commercial projects that include a Targeted Commercial Use, or combination of Targeted Commercial Uses, a Unified Lot, a Publicly Accessible Open Space and/or a Public Plaza as provided below, but cannot exceed the Maximum Allowable Bonus FAR set forth in Section VI-3 C.2.(b)(iv).
 - (2) The Bonus FAR for Targeted Commercial Uses shall be up to 50 percent of the building floor area devoted to each Targeted Commercial Use.
 - (3) Projects that result in or create a Unified Lot:
 - a. Projects that involve new construction and that consolidate two lots to form a Unified Lot that is at least 10,000 square feet, are allowed up to a 10 percent increase in FAR.
 - b. Projects that involve new construction that consolidate three lots or more to form a Unified Lot that is at least 15,000 square feet, are allowed up to a 15 percent increase in FAR.
 - c. No Project can receive more than one FAR increase related to the creation of one or more Unified Lots.
 - (4) Projects that include Publicly Accessible Open Space:
 - a. If the Publicly Accessible Open Space is at least 5,000 square feet but less than 10,000 square feet in size, 25 percent of the floor area devoted to Publicly Accessible Open Space shall be added to the Base FAR.
 - b. If the Publicly Accessible Open Space is 10,000 square feet or more, 50 percent of the floor area devoted to Publicly Accessible Open Space shall be added to the Base FAR.
 - c. No Project can receive more than one FAR increase related to the creation of a Publicly Accessible Open Space.

- (5) If a Public Plaza is included, an additional 0.5 Bonus FAR may be obtained. For example, a project with a FAR of 1.5:1 that includes a Public Plaza may increase its FAR to 2.0:1.
 - iv) **Maximum Allowable Bonus FAR.** For all Projects except Density Bonus Projects and TOC Projects, the total combined floor area provided under this CPIO shall not exceed the following Maximum Allowable Bonus FAR, inclusive of all incentives and bonuses, as follows:
 - (1) Projects in Subarea SF (Slauson - TOD Medium) shall be limited to 3.5:1.
 - (2) Projects in Subarea SG (Slauson - TOD High) shall be limited to 4:1.
 - v) **Adjustments.** The FAR regulations in this Section VI-3.C.2.(b) shall not be eligible for a CPIO Adjustment.
- 3. **Subareas SI, SJ, SK1, SK2, SL, SN1, SN2.** In Subareas SI, SJ, SK1, SK2, SL, SN1 and SN2, a Project with new construction shall comply with the following regulations:
 - (a) **Residential Density.** The Base and Bonus residential density shall be as provided in Table VI-3a, and as further enumerated below:
 - i) The density regulations in this Section VI-3.C.3(a) shall not be eligible for a CPIO Adjustment.
 - (b) **Floor Area Ratio (FAR).** The Base and Bonus FAR shall be as provided in Table VI-3a, and as further enumerated below:
 - i) In Subareas SI and SJ, Density Bonus Projects or TOC Projects shall have a Base FAR as listed in Table VI-3a.
 - (1) Any FAR increase provided through Density Bonus Projects or TOC Projects shall be added to the Base FAR set forth in Subsection VI-3.C.3(b)(i) .
 - ii) In Subarea SI, Mixed-Use Projects involving the construction of new buildings shall limit residential floor area to 50 percent of the total building floor area. A 100 percent residential Project shall be prohibited. However, live/work dwelling units (Joint Living and Work Quarters), CPIO 100 Percent Affordable Housing Projects, permanent supportive housing projects, senior housing projects, and transitional housing

projects are allowed and are exempted from the 50% limitation on the maximum total floor area of the building.

- iii) In Subareas SN1 and SN2, Density Bonus Projects or TOC Projects shall have a Base FAR as listed in Table VI-3a.
 - (1) Any FAR increase provided through those programs shall be added to the Base FAR set forth in Table VI-3a.
- iv) In Subareas SK1, SK2, and SL, no additional FAR regulations apply except for those outlined in Table VI-3a.
- v) The FAR regulations in this Section VI-3.C.3(b) shall not be eligible for a CPIO Adjustment.

**TABLE VI-3a
DENSITY, FAR, & HEIGHT
FOR ALL PROJECTS IN SUBAREAS SC, SI, SJ, SK1, SK2, SL, SN1, SN2**

		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
Subarea		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 percent of the total floor area of the building. - To utilize Bonuses, Project must qualify as a CPIO Affordable Housing Project.¹ - CPIO 100 Percent Affordable Housing Projects and permanent supportive housing projects are exempt from the 50% limitation on the maximum total floor area of the building.
			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	To utilize Bonuses, Project must qualify as a CPIO Affordable Housing Project.¹
			5 stories for Density Bonus or TOC	2.5:1 for Density Bonus or TOC				
SK 1	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.
SK 2	Slauson - Compatible Industrial Corridor	n/a	Limited by Base FAR	1.5:1	n/a	Limited by Bonus FAR	2.5:1	
SL	Slauson - Industrial Innovation	n/a	Limited by Base FAR	1.5:1	n/a	Limited by Bonus FAR	3:1	

Table VI-3a continues on the next page.

TABLE VI-3a (continued)

		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
Subarea		Base Density	Base Height (Limit)	Base FAR	Bonus Density	Bonus Height (up to)	Bonus FAR (up to)	
SN 1	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.¹
SN 2	Slauson - Multi-Family 2	1/2000	45 feet	3:1	1/600	56 feet	n/a	
SC	Slauson - General Corridor	1/800 1/400 for Density Bonus or TOC	Height is set forth by the underlying height district	FAR is set forth by the underlying height district	n/a	n/a	n/a	In Subarea SC, CPIO Affordable Housing Project or Green Employment Uses are not eligible for Bonuses.

¹ CPIO Affordable Housing Project: A Project of five residential units or more, which may also include Commercial Uses, that qualifies as either a CPIO 100 Percent Affordable Housing Project or a CPIO Mixed-Income Housing Project.

- CPIO 100 Percent Affordable Housing Project: A project in which 100 percent of the residential dwelling units, excluding any manager unit(s), are Restricted Affordable Units.
- CPIO Mixed-Income Housing Project: A project comprised of a mix of market-rate and Restricted Affordable Units at the following percentages:
A minimum of 25 percent of the total units in the Project, excluding any manager unit(s), are designated for Lower Income Households, or 15 percent for Very Low Income households; or 11 percent for Extremely Low Income Households.

**TABLE VI-3b
DENSITY, FAR, & HEIGHT
FOR ALL PROJECTS THAT INCLUDE RESIDENTIAL IN SUBAREAS SF AND SG**

Subarea	ALL PROJECTS – BASE (including Density Bonus and TOC)				CPIO AFFORDABLE HOUSING PROJECTS - BONUS				Clarifications
	Base Density ¹	Minimum Height	Base Height	Base FAR	Bonus Density	Bonus Height ²	Bonus FAR ³	Maximum Allowable Bonus FAR ³	
SF (Slauson - TOD Medium)	1/800	2 Stories	4 Stories / 60 Feet	1.5:1	1/300	5 Stories / 75 feet	3:1	up to 3.5:1	Up to 3.5:1 FAR for CPIO Affordable Housing Projects that include a TCU, UL and/or PAOS (inclusive of all bonuses and incentives).
SG (Slauson - TOD High) ¹	1/800	2 Stories	7 Stories / 105 feet	1.5:1	1/300	8 Stories / 120 feet	3.5:1	up to 4:1	Up to 4.1 FAR for CPIO Affordable Housing Project that includes a TCU, UL and/or PAOS (inclusive of all bonuses and incentives).
¹ Base Density for Density Bonus and TOC Projects that meet certain requirements 1/400; see Section VI-3.C.2.(a) i) ² Targeted Commercial Uses see Section VI-3. A.3.(ii) for bonus height. ³ Targeted Commercial Use(s) (TCU), Unified Lot (UL) and/or Publicly Accessible Open Space (PAOS); see Section VI-3. C.2(b)(ii) for bonus FAR.									

TABLE VI-3c
FAR AND HEIGHT FOR 100% COMMERCIAL PROJECTS IN SUBAREAS SF AND SG

Subarea	Minimum Height	Base Height	Bonus Height ¹	Base FAR	Bonus FAR ²	Clarifications
SF (Slauson - TOD Medium)	2 Stories	4 Stories / 60 Feet	5 Stories / 75 Feet	1.5:1	up to 3.5:1	- Full-Service Grocery Store uses shall be exempt from the 2 story minimum height regulation. - Projects that incorporate select Targeted Commercial Uses qualify for 5 story Bonus height.¹ - Projects that incorporate a Targeted Commercial Use(s), UL, PAOS and/or PP qualify for up to 3.5:1 Bonus FAR.
SG (Slauson - TOD High)	2 Stories	7 Stories / 105 feet	N/A	1.5:1	2.25:1	Professional Office and/or Research and Development Projects (where such uses shall comprise a minimum of 30 percent of the total square footage of the building) qualify for 2.25:1 Bonus FAR.
			8 Stories / 120 feet		4:1	Projects that involve hotel uses qualify for 4:1 Bonus FAR and 8 story Bonus height.
			8 Stories / 120 feet		up to 4:1	- Projects that incorporate select Targeted Commercial Uses qualify for 8 story Bonus height.¹ - Projects that incorporate a Targeted Commercial Use(s), UL, PAOS and/or PP qualify for up to 4:1 Bonus FAR.

¹ Targeted Commercial Uses see Section VI-3. A.3.(ii) for bonus height.

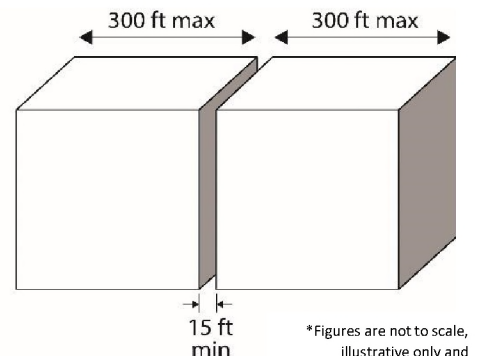
² Targeted Commercial Use(s) (TCU), Unified Lot (UL), Publicly Accessible Open Space (PAOS) and/or a Public Plaza (PP), see Section VI-3 C.2.(b)(ii) for bonus FAR.

D. Building Disposition.

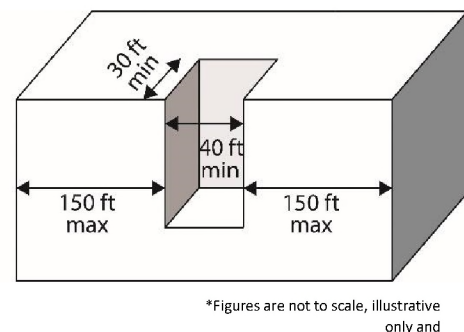
1. **Subareas SC, SF, SG.** In addition to any regulations set forth by the underlying zone and the LAMC, in Subareas SC, SF, and SG, a Project with new construction and additions, shall comply with the following regulations:

- (a) **Street Wall.** 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:

- i) 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



- ii) 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.



- (b) **Primary Frontage.**

- i) In Subareas SF and SG, the Ground Floor shall be located along the Primary Lot Line for at least 75 percent of the length of the Primary Frontage, up to a minimum height of 12 feet as measured from the abutting sidewalk grade or right of way.

- ii) In Subareas SF and SG, the Ground Floor may be set back up to 20 feet along the Primary Frontage to the extent necessary to accommodate Pedestrian Amenities.

(c) **Lot Coverage.**

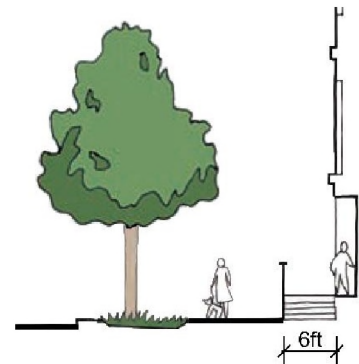
- i) In Subareas SF and SG, projects shall provide a minimum lot coverage of 30 percent. Lot coverage shall be the cumulative total of the Building Footprint of all buildings on the lot including existing buildings to remain on the Project site and new buildings.

(d) **Landscape Buffer.**

- i) In Subareas SF and SG, a 5-foot landscape buffer, inclusive of all required setbacks, shall be provided between the Project site and any abutting lot zoned RD1.5 or more restrictive. Landscaping that is drought tolerant, evergreen, and capable of growing to a height of 10 feet shall be utilized, and a decorative masonry wall a minimum of six and a maximum of eight feet in height shall be constructed along the shared property line.

(e) **Residential Setbacks.**

- i) In Subareas SF and SG, a Project that consists exclusively of dwelling units with no Active Floor Area, where legally permitted, shall be set back at least six feet and not more than ten feet from the property line. This setback area shall be improved with landscaping and/or Pedestrian Amenities.



*Figures are not to scale,
illustrative only and
not regulatory.

- ii) In Subareas SF and SG, for Mixed-Use Projects, no setback requirements shall apply to any portion of a street facing building frontage used for residential uses.
- iii) In Subareas SF and SG, projects that involve the construction of new one and two family dwellings, including small lot subdivisions authorized by LAMC Section 12.22.C.27, shall have zero side-yard setbacks with abutting or shared common walls, as permitted by LAMC Chapter IX.

2. **Subareas SI, SJ, SK1, SK2.** In addition to any regulations set forth by the underlying zone and the LAMC, in Subareas SI, SJ, SK1 and SK2, a Project with new construction, shall comply with the following regulations apply:

(a) **Residential-Adjacent Setbacks.**

- i) A Project with an industrial use shall provide a minimum 5-foot setback along any property line that is adjacent to a residentially zoned property.
 - (1) The residential-adjacent setback shall not be required when residential uses are located across a public street or alley from the Project site.
 - (2) 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.

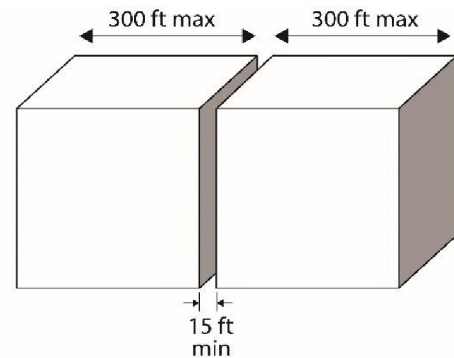
(b) **Siting and Orientation.**

- i) 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.

(c) **Street Wall.**

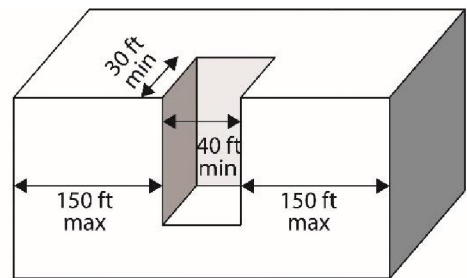
- i) In Subareas SI and SJ, any street-facing façade of a Project where the cumulative total exceeds 300 feet in length shall comply with either subsection (a) or (b) below:

- (1) 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



*Figures are not to scale, illustrative only and

- (2) 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.



*Figures are not to scale, illustrative only and

3. **Subareas SN1, SN2.** In addition to any regulations set forth by the underlying zone and the LAMC, in Subareas SN1 and SN2, a Project with new construction and additions, shall comply with the following regulations:
- (a) **Parking Areas, Garages and Carports.** A Project with onsite parking shall conform to the following standards:

- i) No parking areas shall be allowed between the Primary Frontage and the Primary Lot Line, except for required driveways.
 - ii) Detached garages and carports associated with the construction of a new building shall be located behind any main building(s).
 - iii) Attached parking areas shall be located either underground (subterranean or semi-subterranean), or behind any main building(s).
 - iv) Any semi-subterranean parking areas (i.e. parking podiums) shall include exterior façades 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, adequately screen the parking area.
 - v) Curb cuts shall be limited to the minimum number permitted as determined by LADOT and driveway widths shall be the minimum width permitted by the LAMC.
- (b) **Front Yards.** Residential front yards shall not be paved or used for vehicular parking or storage. Pavement shall be used only for walkways and driveways. Residential front yards shall be landscaped with plant materials, decomposed granite, turf block or a combination thereof. Residential front yards shall be open and not obstruct the views of the home from the street.
 - (c) **Parkways.** Parkways, the area between the street and sidewalk, when present, shall be porous and landscaped and shall be covered by a pervious surface.

E. Building Design.

- 1. **Subareas SC, SF, SG.** In addition to any regulations set forth by the underlying zone and the LAMC, in Subareas SC, SF, and SG, a Project with new construction and additions, shall comply with the following regulations:
 - (a) **Glazing.**
 - i) In Subarea SC, the Ground Floor Primary Frontage shall have a minimum of 25 percent clear transparent glazing (such as, windows and doors). The other floors of the Primary Frontage

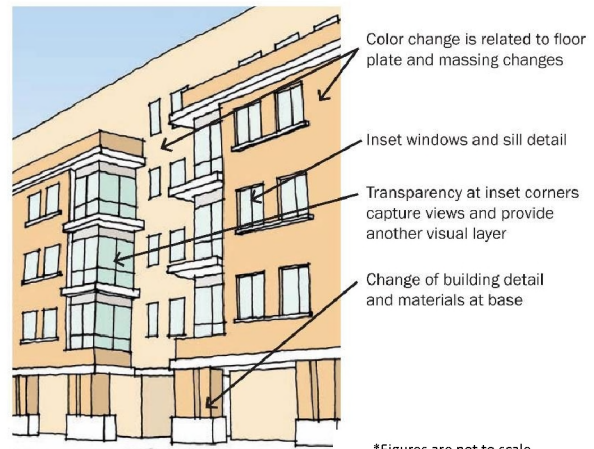
shall have a minimum of 15 percent clear transparent glazing, inclusive of all of those floors. All other building façades facing public streets shall have a minimum of 15 percent clear transparent glazing.

- ii) In Subareas SF and SG, clear transparent glazing (e.g., windows or doors), shall occupy a minimum of 50 percent of Primary Frontage of the Ground Floor. For all other building façades facing public streets, clear transparent glazing shall occupy a minimum of 15 percent inclusive of all floors except the Primary Frontage of the Ground Floor.

- (b) **Articulation.** All exterior building walls shall provide a break in the plane, or a change in material, at least every 20 feet in horizontal length and every 15 feet in vertical length, created by an articulation or architectural detail, such as:

- i) Ground Floor storefront bays;
- ii) A change in plane of at least 18 inches;
- iii) Windows that are recessed at least 2 inches, or that project such as bays;
- iv) Building overhangs, such as canopies or eaves;
- v) Terraces, balconies, porches or cantilevered designs;
- vi) Wood accents and wood trim for windows and doors;
- vii) Varying roof forms and heights; and

- viii) 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) **Projects Near Freeways.** A Project that is within 100 feet of a freeway right-of-way, shall comply with the following:
- i) Balconies are not permitted on any portion of a building that is within 100 feet of a freeway right-of-way.
 - ii) A Project that abuts a freeway right-of-way shall provide a minimum 5-foot landscaped setback from the freeway right-of-way property line. The landscaping shall be drought tolerant, evergreen, and capable of growing to a height of 10 feet at maturity. A decorative masonry wall a minimum of six feet and a maximum of eight feet in height shall be constructed along the property line.
- (d) **Active Floor Area.** In Subareas SF and SG, for a Project, the Ground Floor of the Primary Frontage shall incorporate Active Floor Area or Pedestrian Amenities along at least 75 percent of the Primary Frontage to a depth of at least 25 feet excluding areas required to be used for vehicular access.
- (e) **Street-Oriented Entrance.**
- i) A Project shall provide a Street-Oriented Entrance. Street-Oriented Entrances need not be parallel to the Primary Lot Line, provided that they are no more than 20 feet from the

Primary Lot Line and augmented by entrance forecourts or other design features that establish a visual connection to the Primary Lot Line.

- ii) In the case of a non-residential Project, Street-Oriented Entrances shall be accessible during business hours and shall be no more than three feet above or below the grade of the abutting public sidewalk grade.

(f) **Building Materials.**

- i) Projects shall utilize two or more high-quality building materials and treatments on building exteriors such as brushed aluminum, brick, finished wood, or “Santa Barbara” smooth finish stucco.
- ii) The following materials and treatments are prohibited: Styrofoam plant-ons and rough texture stucco (such as, lace, heavy dash, tunnel dash, heavy sand float).
- iii) The Primary Frontage may be comprised of no more than 80 percent stucco.

(g) **Path-Abutting Sites.** For a Project with new construction that abuts the Active Transportation Corridor, the following development standards, in addition to development standards outlined in Section VI-3.E.1.(a-f), shall apply:

i) **Path-Oriented Building Entrance.**

- (1) The Project shall provide a Path-Oriented Building Entrance in addition to a Street-Oriented Entrance. Path-Oriented Building Entrances need not be parallel to the 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.
- (2) For a non-residential Project, any Path-Oriented Building Entrance shall be accessible during business hours. Such entrance shall be no more than three feet above or below the sidewalk grade of the Active Transportation Corridor.

- ii) **Setback from the Active Transportation Corridor.** For any individual yard or setback width or depth that abuts the Active Transportation Corridor, a Project with new construction and additions shall provide a minimum 10-foot setback, measured from the property line of the Active Transportation Corridor to the building's Path-Facing Frontage, except if the underlying zone and LAMC requires a greater yard or setback requirement, the LAMC will control. 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.
 - (1) Before filing an application, applicants shall have a pre-consultation with 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.
 - iii) **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.
 - (1) A mural shall comply with the requirements of LAMC Section 22.119.
- 2. **Subareas SI, SJ, SK1, SK2, SL.** In addition to any regulations set forth by the underlying zone and the LAMC, in Subareas SI, SJ, SK1, SK2, and SL, a Project with new construction, shall comply with the following regulations:
 - (a) **Non-Path Abutting Sites.** For a Project that abuts the Active Transportation Corridor, the following development standards shall apply:
 - i) **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.
 - ii) **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:

- (1) A change in plane of at least 18 inches;
- (2) Windows that are recessed at least 2 inches, or that project (such as bays;
- (3) Building overhangs, such as canopies or eaves;
- (4) Terraces, balconies, porches, or cantilevered designs;
- (5) Wood accents and wood trim for windows and doors;
- (6) Varying roof forms and heights; and
- (7) Other Architectural Features or building materials that create a visual break, such as stucco reveals that are a minimum of 2 inches in depth.

iii) **Street-Oriented Entrance.**

- (1) Projects shall provide a Street-Oriented Entrance. The Street-Oriented Entrance 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.
- (2) For non-residential Projects, any Street-Oriented Entrance shall be accessible during business hours. Such entrances shall be no more than three feet above or below sidewalk grade.

(b) **Path-Abutting Sites.** A Project that abuts the Active Transportation Corridor shall comply with the following development standards:

- i) **Glazing.** The Ground Floor of both the Primary Frontage and the Path-Facing 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 from sidewalk grade.
- ii) **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:

- (1) A change in plane of at least 18 inches;
- (2) Windows that are recessed at least 2 inches, or that project (such as bays);
- (3) Building overhangs, such as canopies or eaves;
- (4) Terraces, balconies, porches, or cantilevered designs;
- (5) Wood accents and wood trim for windows and doors;
- (6) Varying roof forms and heights; and
- (7) Other Architectural Features or building materials that create a visual break, such as stucco reveals that are a minimum of 2 inches in depth.

iii) **Street-Oriented Entrance.**

- (1) A Project 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.
- (2) For a non-residential Project, any Street-Oriented Entrance shall be accessible during business hours. Such entrances shall be no more than three feet above or below sidewalk grade.

iv) **Path-Oriented Building Entrance.**

- (1) A Project shall provide a Path-Oriented Building Entrance in addition to a Street-Oriented Entrance. The Path-Oriented Building Entrance need not be parallel to the 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.
- (2) For non-residential Projects, any Path-Oriented Building Entrance 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.

- v) **Setback from Active Transportation Corridor.** For any individual yard or setback width or depth that abuts the Active Transportation Corridor, a Project with new construction and additions shall provide a minimum 10-foot setback, measured from the property line of the Active Transportation Corridor to the building's Path-Facing Frontage, except if the underlying zone and LAMC requires a greater yard or setback requirement, the LAMC will control. 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.

- (1) Before filing an application, applicants shall have a pre-consultation with 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.

- vi) **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.

- (1) A mural shall comply with the requirements of LAMC Section 22.119.

- 3. **Subareas SN1, SN2.** In addition to any regulations set forth by the underlying zone and the LAMC, in Subareas SN1 and SN2, a Project with new construction and additions, shall comply with the following regulations:

- (a) **Primary Frontage.** A primary building entrance shall be provided that is directly visible and accessible from the Primary Lot Line, or individual entrances from a centrally located or common-access courtyard accessible from the Primary Lot Line. The primary building entrance(s) shall be accentuated by a canopy, recess, unique building materials, or another Architectural Feature that denotes the entrance against the rest of the façade.
 - (b) **Roof Forms.** A Project that involves the construction of additions or new detached dwelling units shall utilize roof forms that are

consistent with the existing roof forms of the main building. For example, if a property is developed with a structure that has a 4/12 pitch gabled roof, the addition or second dwelling unit shall utilize the same gable roof pitch.

(c) **Building Materials.**

- i) A Project shall utilize at least two building materials across all exterior façades of the building (e.g., wood window sashes, smooth stucco, wood, brick).
- ii) Rough texture stucco (e.g., lace, heavy dash, tunnel dash, heavy sand float) is prohibited.

(d) **Articulation.**

- i) All exterior building walls shall provide a break in the plane or a change in material at least every 20 feet in horizontal length and every 15 feet in vertical length. Fenestration that is recessed a minimum of two inches from the outside wall may be counted as a break in plane.

(e) **Path-Abutting Sites.** For a Project with new construction (excluding additions) that abut the Active Transportation Corridor, the following development standards, in addition to development standards subsections (a)-(d) above, shall apply:

i) **Path-Oriented Building Entrance.**

- (1) A Project shall provide a Path-Oriented Building Entrance in addition to a Street-Oriented Entrance. The Path-Oriented Building Entrance need not be parallel to the 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.
- (2) For a non-residential Project, any Path-Oriented Building Entrance 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.

ii) **Setback from the Active Transportation Corridor.** For any individual yard or setback width or depth that abuts the Active

Transportation Corridor, a Project with new construction and additions shall provide a minimum 10-foot setback, measured from the property line of the Active Transportation Corridor to the building's Path-Facing Frontage, except if the underlying zone and LAMC requires a greater yard or setback requirement, the LAMC will control. 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.

(1) Before filing an application, an applicant shall have a pre-consultation with 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.

iii) **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.

(1) A mural shall comply with the requirements of LAMC Section 22.119.

F. Parking Design.

1. **Subareas SC, SF, SG.** In addition to any regulations set forth by the underlying zone and the LAMC, in Subareas SC, SF, and SG, a Project with new construction, shall comply with the following 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.** For Major Retailers and Mixed-Use Projects, 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.**

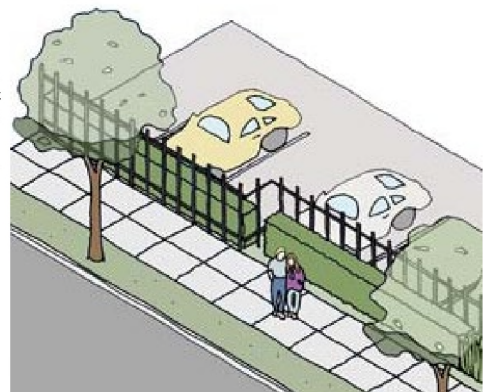
Wherever at-grade or above ground parking is to be provided within a building's Ground Floor level fronting a public street (excluding alleys), the entire building shall be set back six feet from the adjacent public street and the setback shall be improved with diverse landscaping that is comprised of two or more plant types that, at maturity, screens the Ground Floor parking area up to a 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 legally 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.

*Figures are not to scale,
illustrative only and not
regulatory.

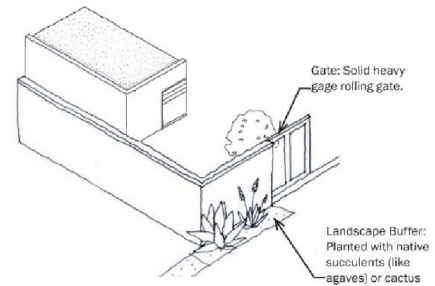


2. **Subareas SI, SJ, SK1, SK2, SL, SN1, SN2.**

- (a) In Subareas SI, SJ, SK1, SK2, and SL, the following shall apply for a non-residential Project:

i) **Surface Parking Screening.**

Where legally permitted, surface parking that abuts a public sidewalk shall provide a visual screen consisting of a three-foot wide landscaped buffer, and a three-and-a-half-foot high decorative wall, hedge or a combination thereof along the property line facing the street intended to screen headlights. The wall and/or hedge shall provide pedestrian entrances (separate from vehicular entrances) from the public sidewalk.



*Figures are not to scale, illustrative only and

- (b) In Subareas SI, SJ, SN1 and SN2, the following requirements shall apply to a Project with new construction that abuts the Active Transportation Corridor:

- i) No parking area shall be allowed between the Primary Frontage and the Primary Lot Line, except for any required driveway.
- ii) Multiple parking areas shall be attached and located underground (subterranean), semi-subterranean (i.e., parking podiums), or behind or to the side of any main building(s).
- iii) Any semi-subterranean parking areas (i.e., parking podiums) shall include exterior facades that are integrated into the

overall architecture of the building to adequately screen the parking area.

- iv) Driveway widths shall be the minimum allowed by the LAMC and curb cuts shall be the minimum allowed by LADOT.

G. Signs.

1. **Subareas SC, SF, SG, SI, SJ, SK1, SK2, SL.** In addition to any regulations set forth by the underlying zone and the LAMC, in Subareas SC, SF, SG, SI, SJ, SK1, SK2 and SL, a Project shall comply with the following signage regulations:

- (a) **Prohibited Signs.** The following types of signs are prohibited: pole sign, illuminated architectural canopy sign, Feather Sign, digital display; and Canister/Can/Cabinet Sign.
- (b) **Required Signs.**
 - i) In Subareas SI, SJ, SK1, SK2, and SL, an applicant shall provide a tenant identification sign for any non-Residential Use.

H. Equipment, Fencing and Walls, and Utilities.

1. **Subareas SC, SF, SG.**

In addition to any regulations set forth by the underlying zone and the LAMC, in Subareas SC, SF, and SG, a Project with new construction and additions shall comply with the following equipment and utility regulations:

- (a) **Security Devices.** The following security devices are prohibited:
 - i) Interior roll-down doors and security grilles unless they are at least 75 percent transparent (open), retractable, and designed to be fully screened from view during business hours.
 - ii) Permanently affixed exterior security grilles or bars.
 - iii) Exterior accordion (or scissor) gates.
 - iv) Exterior roll-down doors that are less than 75 percent transparent

- v) Exterior roll-down doors that have exterior housing that is visible from the sidewalk.
- (b) **Mechanical Equipment.** 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.
- (c) **Fencing.** Chain link fencing (with or without slats), corrugated metal, and barbed/razor wire is prohibited along a Primary Frontage or where a parcel is either directly adjacent to or across an alley from a property in the RD1.5 zone or a more restrictive zone, or a property containing a Community Facility.
- (d) **Refuse Enclosures.** Areas where trash and recycling containers are stored outside shall be fully enclosed, including roofing, with solid masonry walls or other similar materials that are capable of preventing the release of refuse odors

2. **Subareas SI, SJ, SK1, SK2, SL.**

In addition to any regulations set forth by the underlying zone and the LAMC, in Subareas, SI, SJ, SK1, SK2 and SL, a Project with new construction shall comply with the following equipment and utility regulations:

- (a) **Security Devices.** For buildings fronting on Gage Avenue, or Slauson Avenue, the following security devices are prohibited on all Primary Frontages:
 - i) Interior roll-down doors and security grilles unless they are at least 75 percent transparent (open), retractable, and designed to not be visible from the public right-of-way during business hours.
 - ii) Permanently affixed exterior security grilles or bars.
 - iii) Exterior accordion (or scissor) gates.
 - iv) Exterior roll-down doors that are less than 75 percent transparent
 - v) Exterior roll-down doors that have exterior housing that is visible from the sidewalk.

- (b) **Mechanical Equipment.** For buildings fronting on 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.
- (c) **Fencing and Walls.** In addition to any regulations set forth by the underlying zone and the LAMC, a Project with new construction and additions shall comply with the following fencing and wall regulations:
 - i) For a non-residential Project, 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.
 - ii) Chain link fencing (with or without slats), corrugated metal and barbed/razor wire is prohibited.
 - iii) 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.
- (d) **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 are capable of preventing the release of refuse odors.

I. Auto-Related Use and New Franchise Automobile Sales Standards.

- 1. **Subareas SC, SF, SG.** In addition to any regulations set forth by the underlying zone and the LAMC, in Subareas SC, SF, and SG, a Project with Auto-Related Uses and New Franchise Automobile Sales Uses shall comply with the following regulations.
 - (a) A solid masonry wall, at least six feet in height, for security and visual screening shall be provided at the property line where a parcel is either directly adjacent to or across an alley from a residentially zoned property or a property containing a Community Facility.
 - (b) No permit shall be issued until a covenant has been recorded on the subject property in a form and manner approved by the Department

of City Planning, for the life of the use, demonstrating that the following requirements shall apply:

- i) All actual repair or installation work shall be conducted within an enclosed building.
- ii) All vehicles undergoing, or awaiting, repair or pick-up shall be parked on-site. Overnight storage of vehicles shall be parked on-site. No on-street parking spaces shall be utilized for storage or parking of vehicles. Storage of or parking of vehicles which require repair for 30 days or more is prohibited.
- iii) Equipment or parts removed from vehicles during the repair process shall be stored indoors or shall be deposited in an approved covered outdoor collection receptacle for appropriate off-site disposal.
- iv) All loading and un-loading of vehicles shall be done on-site.

J. Lighting.

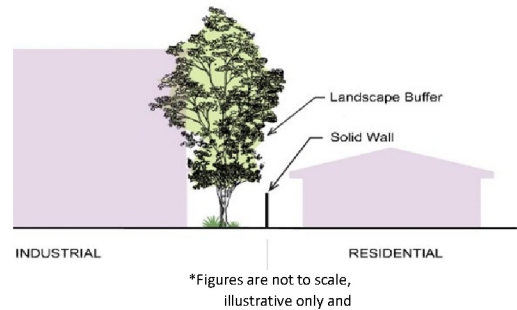
- 1. **Subareas SI, SJ, SK1, SK2, SL.** In addition to any regulations set forth by the underlying zone and the LAMC, in Subareas SI, SJ, SK1, SK2, and SL, a Project with new construction shall comply with the following regulation:
 - (a) Provide outdoor lighting for all parking areas and pedestrian 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. A Project is subject to the following regulations:

- 1. **Subareas SI, SJ, SK1, SK2, SL.**
 - (a) In Subareas SI, SJ, SK1, and SK2, when a Project site abuts a residentially-zoned property, all work and storage activities shall be performed wholly within an enclosed building.
 - (b) In Subarea SL, open air storage and open work areas, including pallet yards and storage yards, shall not be located within 15 feet of abutting residentially-zoned properties or existing school uses.
 - (c) **Fencing.** Solid perimeter fencing for outdoor storage, including storage yards and pallet yards, shall be provided consistent with

materials described in Subsection 1.3.(a) above, and shall be 12 feet high at side and rear only when abutting a residentially-zoned property.

- (d) **Outdoor Storage.** Outdoor storage of materials, where allowed, shall not exceed the height of the exterior fence.



Section VI-4. PARKING REGULATIONS

- A. **Required Parking Spaces.** The required number of parking spaces for a Project shall be set forth in the applicable provisions of the LAMC except as provided in Table VI-4, and as set forth below.

1. All Slauson Subareas.

- (a) **Guest Parking.** Residential guest parking spaces may be provided through shared use of required commercial parking spaces in a Mixed-Use Project.
- (b) **Eligible Historic Resources.**
- i) Any 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.
 - ii) In Subarea SC, any portion of a Project involving the Restoration or Rehabilitation of a Designated or Eligible Historic Resource shall be exempt from all off-street parking requirements provided that it does not include an addition of more than 500 square feet or involve a demolition to more than 10 percent of the original building envelope
- (c) **Parking Incentives.** A CPIO Affordable Housing Project or a Project with Green Employment Uses or identified commercial uses may reduce the required parking as set forth in Table VI-4.
- (d) **Electric Vehicle Charging Spaces.** Any parking spaces provided above the minimum requirement in the LAMC shall be electric vehicle

charging spaces with all necessary improvements to allow vehicle charging.

**TABLE VI-4:
PARKING REGULATIONS**

Subareas: SC: Slauson General Corridor; SF: Slauson TOD Medium; SG: Slauson TOD High; SI: Slauson Hybrid Limited Industrial, SJ: Slauson Hybrid Industrial, SK1: Slauson Compatible Industrial Hub, SK2: Slauson Compatible Industrial Corridor, SL: Slauson Industrial Innovation, SN1: Slauson Multi-Family Residential 1, SN2: Slauson Multi-Family Residential 2.	
Parking Standards	Subareas
Projects that establish a Green Employment Use may reduce the required parking for the Green Employment Use by 25 percent.	SK1, SK2, SL
CPIO Affordable Housing Projects may choose from the following three (3) options: Options 1 and 2 – the same two options as set forth in LAMC Subsection 12.22 A.25(d). Option 3 – 25 percent less parking for the entire Project.	SI, SJ, SN1, SN2
CPIO Affordable Housing Projects may choose from the following three (3) options: Options 1 and 2 – the same two options as set forth in LAMC Subsection 12.22 A.25(d). Option 3 – 50 percent less parking for the entire Project.	SF, SG
Required parking for Targeted Commercial Uses may be reduced by a maximum of 25 percent.	SC
Projects that establish a Targeted Commercial Use, other than a sit-down restaurant, may reduce the required parking for the Targeted Commercial Use by 50 percent.	SF, SG
Sit-Down Restaurants of any size may provide a minimum of one (1) parking space per 500 square feet of floor area.	SI, SJ, SK1, SK2, SL
In new buildings, Sit-Down Restaurants of any size may provide a minimum of one (1) parking space per 500 square feet of floor area.	SC, SF, SG
Projects that establish a hotel, Professional Office Use, or Research and Development Use may reduce the required parking for that use by 25 percent.	SG

Sec. 19. Appendix A – Environmental Standards of Ordinance No. 185925 is replaced in its entirety to read as follows:

APPENDIX A – ENVIRONMENTAL STANDARDS

OVERVIEW

As described in Section 1-8 of the CPIO District, these Environmental Standards are included to implement the Mitigation & Monitoring Program included as part of the South

Los Angeles and Southeast Los Angeles Community Plans update and reviewed in the South Los Angeles and Southeast Los Angeles Environmental Impact Report (Case No. ENV-2008-1781-EIR), certified by the City Council.

In addition to Projects in Subareas that are required to comply with these Environmental Standards, any other discretionary project in the boundaries of the Southeast Los Angeles Community Plan Area that seeks to rely on the Southeast Los Angeles EIR for its CEQA clearance (including through tiering, preparing an addendum, supplemental EIR or a statutory infill exemption), may incorporate or impose the following Environmental Standards on the project. Compliance may be achieved through covenant, conditions, plan notations, or other means determined reasonably effective by the Director of Planning or the decision-maker.

AIR QUALITY

AQ1 Projects (except for a Project in Residential Subareas M, N, SN1, SN2, and O) shall ensure all contractors include the best management practices provided in the bulleted list below in contract specifications:

- Restrict idling of construction equipment and on-road heavy duty trucks to a maximum of 5 minutes when not in use.
- Use diesel-fueled construction equipment to be retrofitted with after treatment products (e.g. engine catalysts) to the extent they are readily available and feasible.
- Use heavy duty diesel-fueled equipment that uses low NO_x diesel fuel to the extent it is readily available and feasible.
- Use construction equipment that uses low polluting fuels (i.e. compressed natural gas, liquid petroleum gas, and unleaded gasoline) to the extent available and feasible.
- All on-road heavy-duty diesel trucks or equipment with a gross-vehicle weight rating (GVWR) of 19,500 pounds or greater shall comply with EPA 2007 on-road emission standards for PM and NO_x:
 - PM – 0.01 g/bhp-hr
 - NO_x – at least 1.2 g/bhp-hr
- Use zero-emission trucks and equipment where available, or cleanest available technology.
- Every effort should be made by the Contractor to utilize grid-based electric power at any construction site, where feasible.
- Where access to the power grid is not available, on-site generators are required to meet 0.01 g/bhp-hr standard for PM, or be equipped with Best Available Control Technology (BACT) for PM emissions reductions.
- Use building materials, paints, sealants, mechanical equipment, and other materials that yield low air pollutants and are nontoxic.

- Construction contractors shall use pre-painted construction materials, as feasible.
- Construction contractors shall provide temporary traffic controls such as a flag person, during all phases of construction to maintain smooth traffic flow.
- Prepare haul routes, when required by the LAMC, that conform to local requirements to minimize traversing through congested streets or near sensitive receptor areas.
- Maintain a buffer zone that is a minimum of 1,000 feet between truck traffic and sensitive receptors, where feasible.
- When required by LADOT, upgrade signal synchronization to improve traffic flow.
- Configure construction parking to minimize traffic interference.
- When required by LADOT, provide dedicated turn lanes for movement of construction trucks and equipment on- and off-site.
- Schedule construction activities that affect traffic flow on the arterial system to off-peak hours to the extent practicable.
- Traffic speeds on all unpaved roads shall be 15 mph or less.
- Construction contractors shall reroute construction trucks away from congested streets or sensitive receptor areas, as feasible.
- Construction contractors shall appoint a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM₁₀ generation. The name and contact information of the construction relations officer shall be posted at a location on the project site that is accessible and visible from the public right-of-way.
- Identify Sensitive Land Uses within 500 feet of a project that involves ground-disturbing activities and notify sensitive uses before construction projects occur, including disclosure of the name and contact information for the construction relations officer acting as the community liaison.
- Implement the fugitive dust control measures as required in the South Coast Air Quality Management District's Rule 403 Fugitive Dust.
- Require installation of high efficiency filtration systems (MERV 13) for housing projects within 500 feet of freeways and oil drilling sites.

CULTURAL RESOURCES

CR1 Projects (excluding Projects in Residential Subareas M, N, SN1, SN2, and O) that involve construction-related soil disturbance shall require that if during construction activities any cultural materials are encountered, construction activities within a 50-meter radius shall be halted immediately and the project applicant shall notify the City. A qualified archeologist (as approved by the City) shall be retained by the project applicant and shall be allowed to conduct a more detailed inspection and examination of the exposed cultural materials. During this time, excavation and construction would not be allowed in the immediate vicinity of the find. However, those activities could continue in other areas of the project site. If the find were determined to be significant by the

archeologist, the City and the archeologist would meet to determine the appropriate course of action. All cultural materials recovered from the site would be subject to scientific analysis, professional museum curation, and a report prepared according to current professional standards.

CR2 Projects (excluding Projects in Residential Subareas M, N, SN1, SN2, and O) that involve construction-related soil disturbance shall require that during excavation and grading, if paleontological resources are uncovered, all work in that area shall be halted immediately and the project applicant shall notify the City. The project applicant shall retain a paleontologist to assess the nature, extent, and significance of any cultural materials that are encountered and to recommend appropriate methods to preserve any such resources. Said paleontologist will have the authority to put a hold on grading operations and mark, collect and evaluate any paleontological resources found on the site where it is discovered during construction. Said paleontologist shall be provided a reasonable amount of time to prepare and implement protection measures coordinating with the City of Los Angeles Building and Safety Department. Any paleontological remains and/or reports and surveys shall be submitted to the Los Angeles County Natural History Museum.

CR3 In the event that objects or artifacts that may be tribal cultural resources are encountered during the course of any ground disturbance activities (excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, removing peat, clearing, driving posts, augering, backfilling, blasting, stripping topsoil or a similar activity), all such activities shall temporarily cease on the project site until the potential tribal cultural resources are properly assessed and addressed pursuant to the process set forth below:

- Upon a discovery of a potential tribal cultural resource, the Applicant shall immediately stop all ground disturbance activities and contact the following: (1) all California Native American tribes that have informed the City they are traditionally and culturally affiliated with the geographic area of the proposed project; (2) and the Department of City Planning, Office of Historic Resources.
- If the City determines, pursuant to Public Resources Code Section 21074 (a)(2), that the object or artifact appears to be tribal cultural resource, the City shall provide any effected tribe a reasonable period of time, not less than 14 days, to conduct a site visit and make recommendations to the Applicant and the City regarding the monitoring of future ground disturbance activities, as well as the treatment and disposition of any discovered tribal cultural resources.
- The Applicant shall implement the tribe's recommendations if a qualified archaeologist and by a culturally affiliated tribal monitor, both retained by the City and paid for by the Applicant, reasonably concludes that the tribe's recommendations are reasonable and feasible.
- The Applicant shall submit a tribal cultural resource monitoring plan to the City that includes all recommendations from the City and any effected tribes that have been

reviewed and determined by the qualified archaeologist and by a culturally affiliated tribal monitor to be reasonable and feasible. The Applicant shall not be allowed to recommence ground disturbance activities until this plan is approved by the City.

- If the Applicant does not accept a particular recommendation determined to be reasonable and feasible by the qualified archaeologist or by a culturally affiliated tribal monitor, the Applicant may request mediation by a mediator agreed to by the Applicant and the City who has the requisite professional qualifications and experience to mediate such a dispute. The Applicant shall pay any costs associated with the mediation.
- The Applicant may recommence ground disturbance activities outside of a specified radius of the discovery site, so long as this radius has been reviewed by the qualified archaeologist and by a culturally affiliated tribal monitor and determined to be reasonable and appropriate.
- Copies of any subsequent prehistoric archaeological study, tribal cultural resources study or report, detailing the nature of any significant tribal cultural resources, remedial actions taken, and disposition of any significant tribal cultural resources shall be submitted to the South Central Coastal Information Center (SCCIC) at California State University, Fullerton.

HAZARDS AND HAZARDOUS MATERIALS

HM1 Projects that involve construction-related soil disturbance located on land that is currently or was historically zoned as industrial shall conduct a comprehensive search of databases of sites containing hazardous waste or hazardous materials, including on lists prepared pursuant to Government Code, section 65962.5. A report setting forth the results of this database search shall be provided to the City and shall be made publicly available (e.g. historical environmental reports prepared by Enviroscan, EDR or similar firms). If the report indicates the project site or property within one-quarter mile of the project site has the potential to be contaminated with hazardous waste or hazardous materials for any reason, a Phase I Environmental Site Assessment (ESA) shall be prepared.

The Phase 1 ESA shall identify any hazardous materials/wastes that could be present on the project site. The Phase 1 shall also include recommendations and measures for further site assessment to address any hazardous materials/wastes potentially present on the project site. The Phase 1 assessment shall be prepared by an Environmental Professional (as defined in Title 40 Code of Federal Regulations § 312.10 Definitions) to evaluate whether the site or the surrounding area is contaminated with hazardous substances from the potential past and current uses. The ESA shall be made publicly available. Depending on the results of the Phase 1 ESA, further investigation and remediation may be required in accordance with local, state, and federal regulations and policies and shall be clearly indicated in the ESA. If the Phase 1 ESA finds that

there is no contamination on the site, a letter of No Further Action shall be provided to the City.

The City shall require that a Phase 2 Site Assessment be conducted as may be indicated by the site-specific Phase 1 Environmental Site Assessment. If a Phase 2 is found necessary, it shall be performed prior to project approval or made a condition on the project if that is found to be adequate for remediation by the Environmental Professional and the relevant federal, state, or local agency.

Should the Phase 2 Site Assessment indicate soil and/or groundwater contamination is present, a detailed Soil Management Plan (SMP) for the treatment of contaminated soils and materials shall be developed and implemented in accordance with applicable laws and regulations. The SMP shall be prepared prior to the Department of Building and Safety's issuance of a grading permit to review and address any impacted soil that may be encountered during excavation and grading. The SMP shall provide for the sampling, testing, and timely disposal of such soil and shall specify the testing parameters and sampling frequency. Any impacted soils shall be properly treated and disposed of in accordance with applicable SCAQMD, DTSC, and LARWQCB requirements. An Environmental Professional shall be on-site during excavation and grading of the project site to monitor environmental conditions pertaining to soil. Written confirmation by the Environmental Professional stating that required site remediation was completed consistent with the relevant federal, state or local requirements shall be provided to the City prior to issuance of certificates of occupancy.

NOISE AND VIBRATION

N1 Projects (except for Projects in Residential Subareas M, N, SN1, SN2, and O) shall ensure that all contractors include the following best management practices in contract specifications, where applicable:

- Construction haul truck and materials delivery traffic shall avoid residential areas whenever feasible. If no alternatives are available, truck traffic shall be routed on streets with the fewest residences.
- The construction contractor shall locate construction staging areas away from sensitive uses.
- When construction activities are located in close proximity to noise-sensitive land uses, noise barriers (e.g., temporary walls or piles of excavated material) shall be constructed between activities and noise sensitive uses.
- Impact pile drivers shall be avoided where possible in noise-sensitive areas. Drilled piles or the use of a sonic vibratory pile driver are quieter alternatives that shall be utilized where geological conditions permit their use. Noise shrouds shall be used when necessary to reduce noise of pile drilling/driving.
- Construction equipment shall be equipped with mufflers that comply with manufacturers' requirements.

- The construction contractor shall use on-site electrical sources to power equipment rather than diesel generators where feasible.
- Use electric or solar generators, when available.

N2 Projects (except for Projects in Residential Subareas M, N, SN1, SN2, and O) shall comply with the following conditions:

- Industrial activity yards that include the operation of heavy equipment shall be shielded by sound barriers that block line-of-sight to sensitive receptors.
- Mechanical equipment (e.g., heating, ventilation and air conditioning (HVAC) Systems) shall be enclosed with sound buffering materials.
- Truck loading/unloading activity shall be prohibited between the hours of 10:00 p.m. and 7:00 a.m. when located within 200 feet of a residential land use.
- Parking structures located within 200 feet of any residential use shall be constructed with a solid wall abutting the residences and utilize textured surfaces on garage floors and ramps to minimize tire squeal.

N3 Projects (except for Projects in Residential Subareas M, N, SN1, SN2 and O) that are adjacent to buildings listed or determined eligible for listing in the National Register of Historic Places or the California Register of Historical Resources, designated as a Historic-Cultural Monument by the City of Los Angeles, within a Historic Preservation Overlay Zone ("historic buildings"), or determined to be historically significant in SurveyLA or other historic resource survey meeting all of the requirements of Public Resources Code, section 5024.1(g), shall ensure all of the following requirements are met:

- Historic buildings adjacent to the project's construction zones are identified.
- A Vibration Control Plan is prepared and approved by the City.
- The Vibration Control Plan shall be completed by a qualified structural engineer.
- The Vibration Control Plan shall include a pre-construction survey letter establishing baseline conditions at potentially affected buildings. The survey letter shall provide a shoring design to protect the identified land uses from potential damage. The structural engineer may recommend alternative procedures that produce lower vibration levels such as sonic pile driving or caisson drilling instead of impact pile driving.

At the conclusion of vibration causing activities, the qualified structural engineer shall issue a follow-up letter describing damage, if any, to impacted buildings. The letter shall include recommendations for any repair, as may be necessary, in conformance with the Secretary of the Interior Standards. Repairs shall be undertaken and completed in conformance with all applicable codes including the California Historical Building Code (Part 8 of Title 24).

N4 Projects (except for Projects in Residential Subareas M, N, SN1, SN2, and O) shall ensure that all contractors include the following best management practices in contract specifications, where applicable:

- Impact pile drivers shall be avoided where possible in vibration-sensitive areas. Drilled piles or the use of a sonic vibratory pile driver are alternatives that shall be utilized where geological conditions permit their use.
- The construction activities shall involve rubber-tired equipment rather than metal-tracked equipment.
- The construction contractor shall manage construction phasing (scheduling demolition, earthmoving, and ground-impacting operations so as not to occur in the same time period), use low-impact construction technologies, and shall avoid the use of vibrating equipment where possible to avoid construction vibration impacts.

Sec. 20. Upon adoption of this Ordinance, the Director of City Planning shall prepare a document for publication on the Department of City Planning webpage(s) that combines the modifications to the Southeast Los Angeles CPIO in this Ordinance with the Southeast Los Angeles Ordinance No. 185925 and replaces any reference to Chapter I with a reference to the equivalent procedure in Chapter 1A, as applicable.

EXHIBIT A

Figure 1

CPIO District Boundaries

CORRIDORS SUBAREAS

- Subarea A - Neighborhood Serving Corridor
- Subarea B - Parkway Corridor
- Subarea C - General Corridor
- Subarea D - Commercial Corridor

TOD SUBAREAS

- Subarea E - TOD Low
- Subarea F - TOD Medium
- Subarea G - TOD High
- Subarea H - TOD Regional

INDUSTRIAL SUBAREAS

- Subarea I - Hybrid Limited
- Subarea J - Hybrid
- Subarea K - Compatible Industrial
- Subarea L - Industrial Innovation

RESIDENTIAL SUBAREAS

- Subarea M - Legacy Single Family
- Subarea N - Multi-Family
- Subarea O - Character Residential

SLAUSON SUBAREAS

- Slauson Subareas (see Chapter VI, Figure VI-1 for Subarea detail)

BOUNDARY

- Southeast Los Angeles

City of Los Angeles

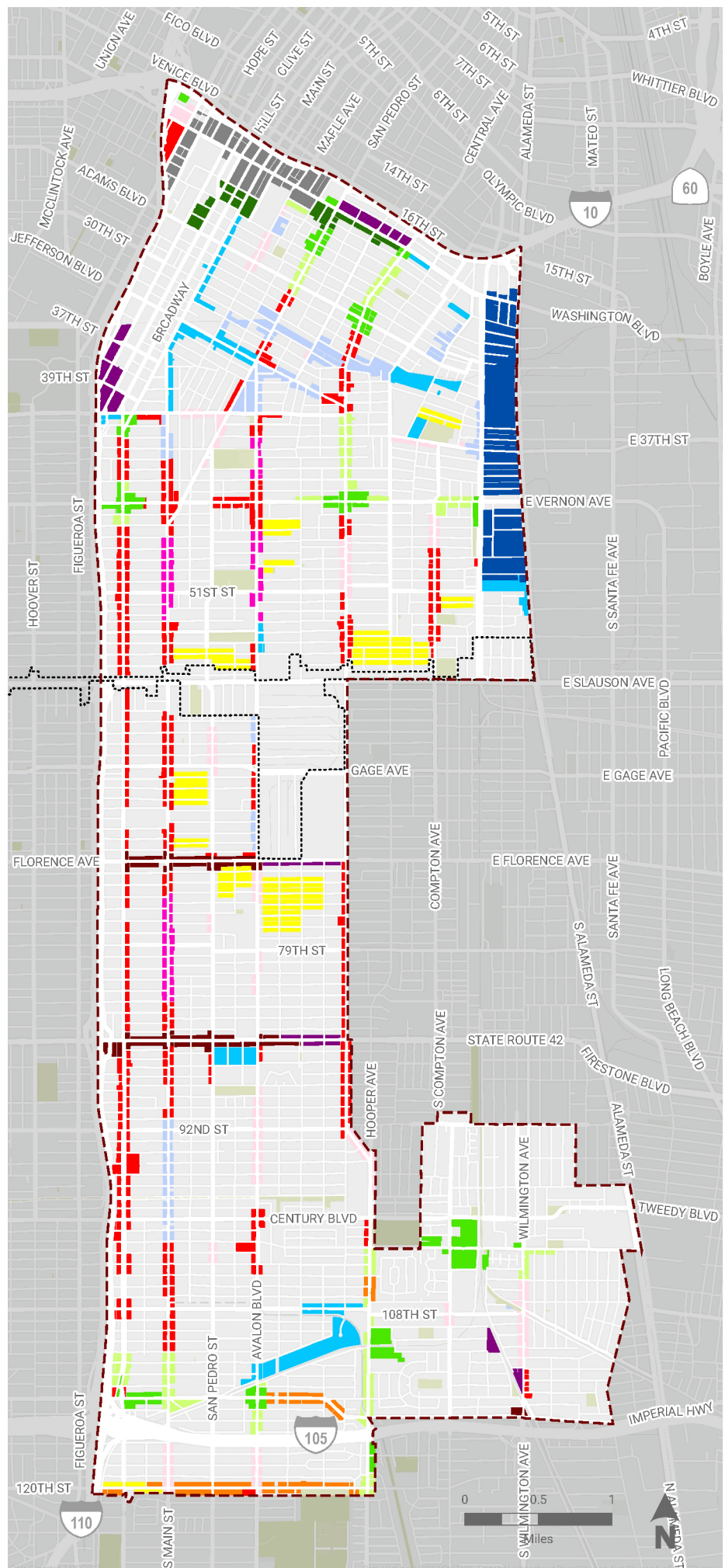
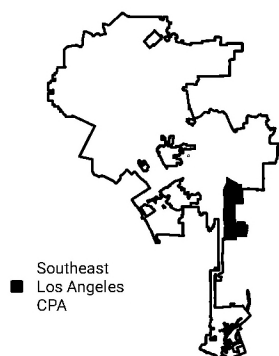
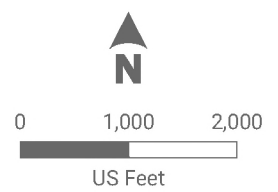


EXHIBIT B



FIGURE II-1 CORRIDORS SUBAREAS

- Subarea A - Neighborhood - Serving Corridor
- Subarea B - Parkway Corridor
- Subarea C - General Corridor
- Slauson Subareas
- Southeast Los Angeles CPA



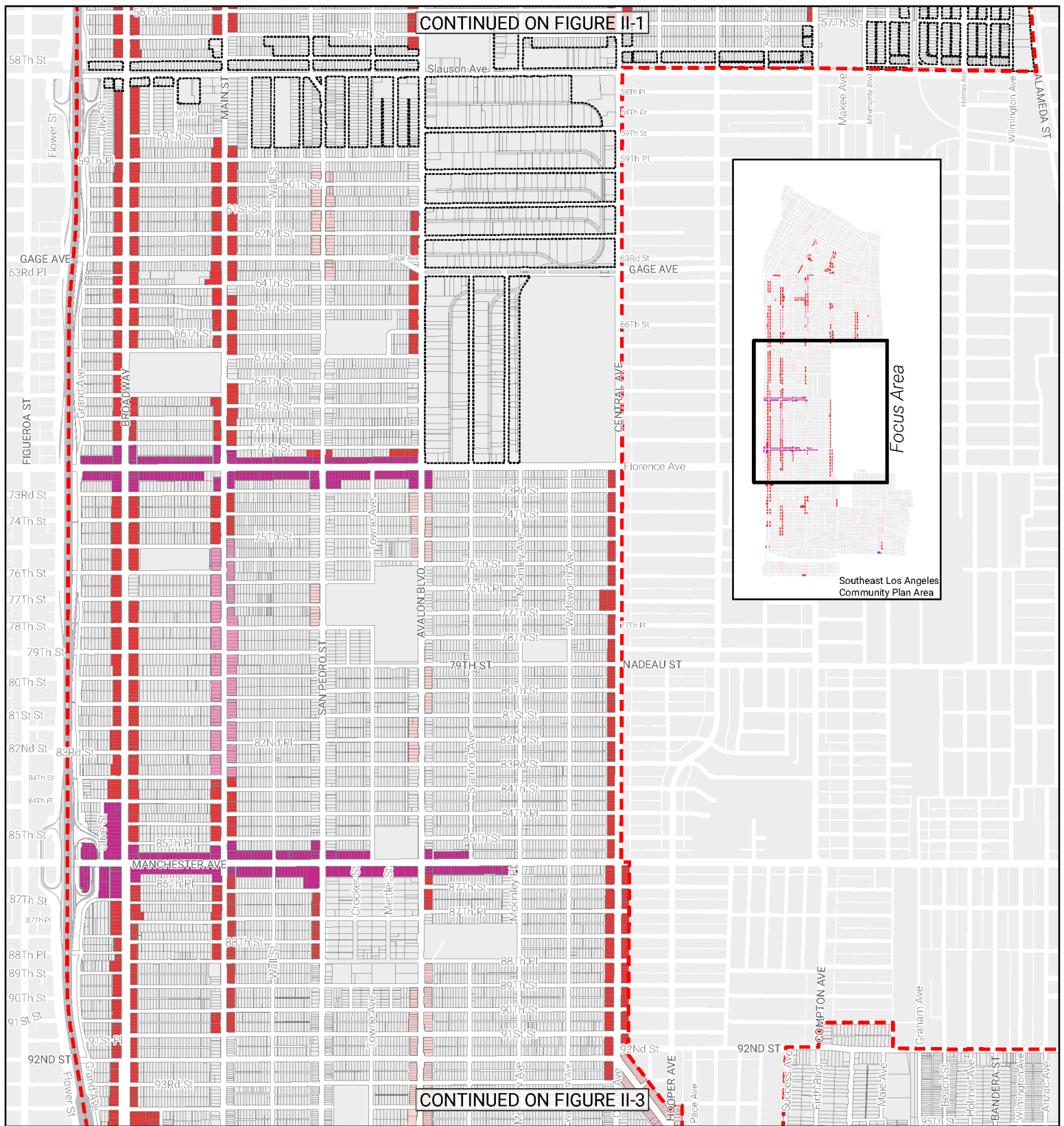
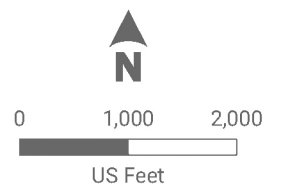


FIGURE II-2 CORRIDORS SUBAREAS

- Subarea A - Neighborhood - Serving Corridor
- Subarea B - Parkway Corridor
- Subarea C - General Corridor
- Subarea D - Commercial Corridor
- Slauson Subareas
- Southeast Los Angeles CPA



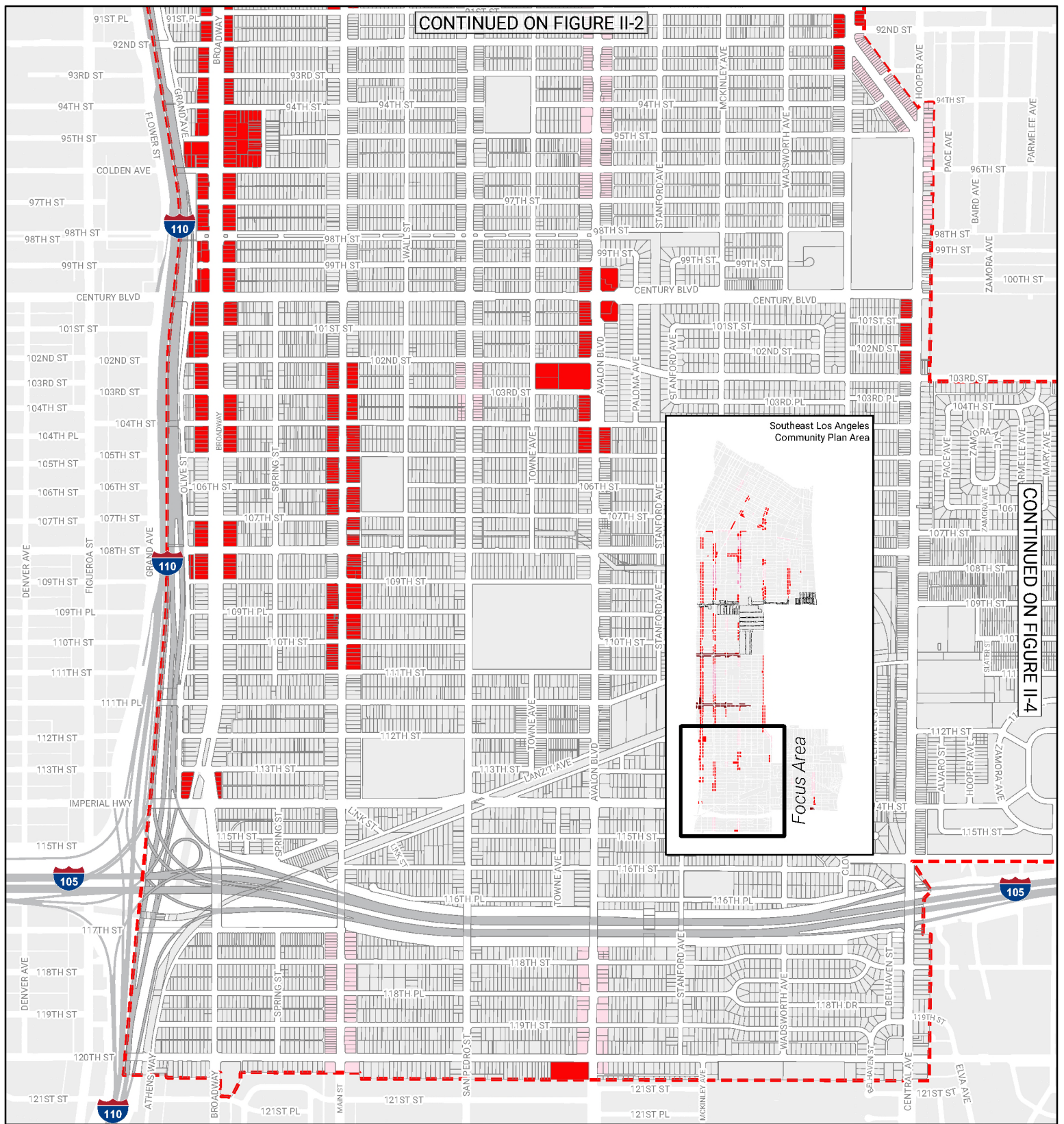
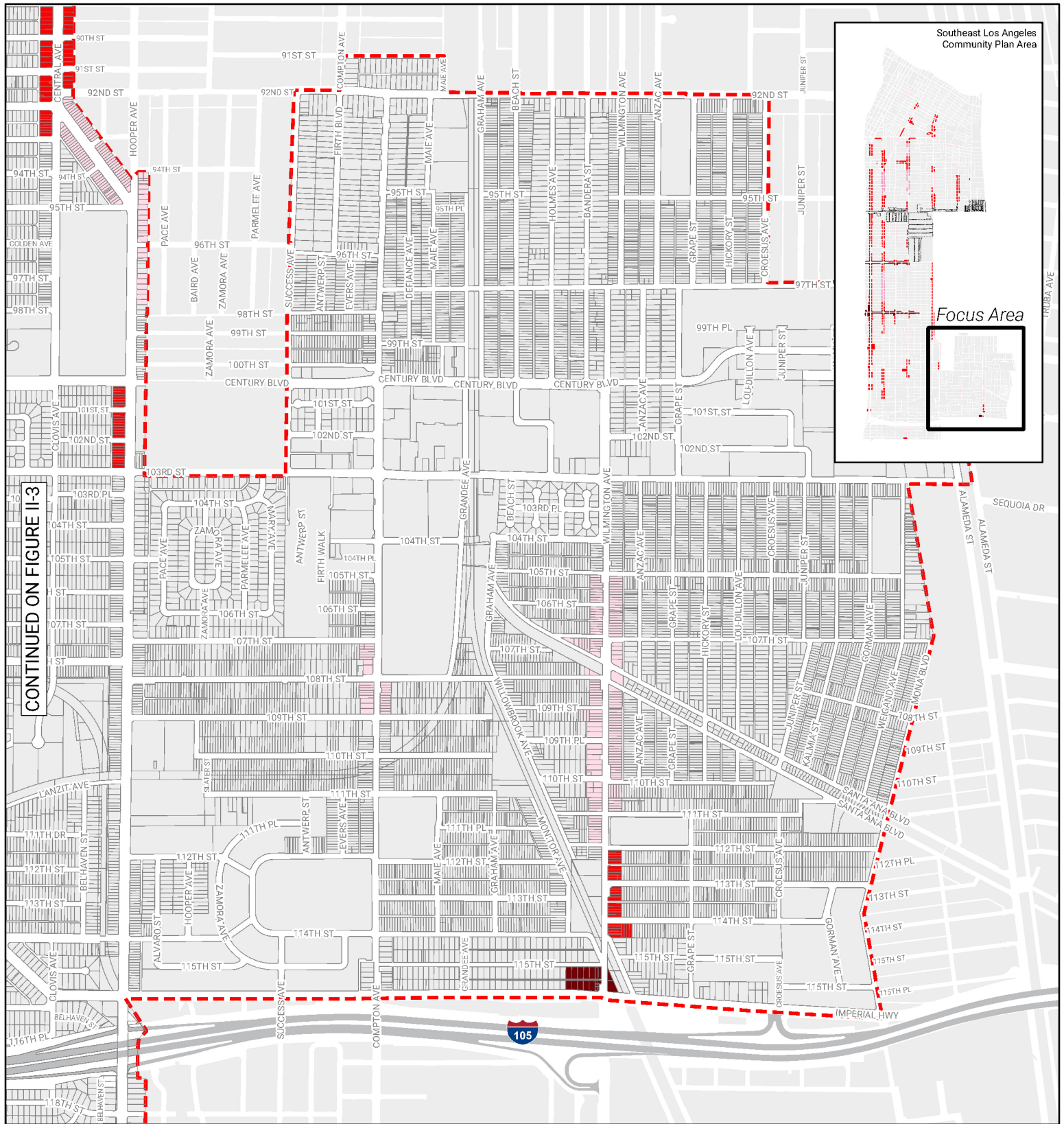


FIGURE II-3 CORRIDORS SUBAREAS

- Subarea A - Neighborhood - Serving Corridor
- Subarea C - General Corridor
- Southeast Los Angeles CPA





CONTINUED ON FIGURE II-3

FIGURE II-4 CORRIDORS SUBAREAS

- Subarea A - Neighborhood - Serving Corridor
- Subarea C - General Corridor
- Subarea D - Commercial Corridor
- Southeast Los Angeles CPA

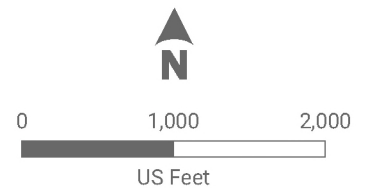


EXHIBIT C

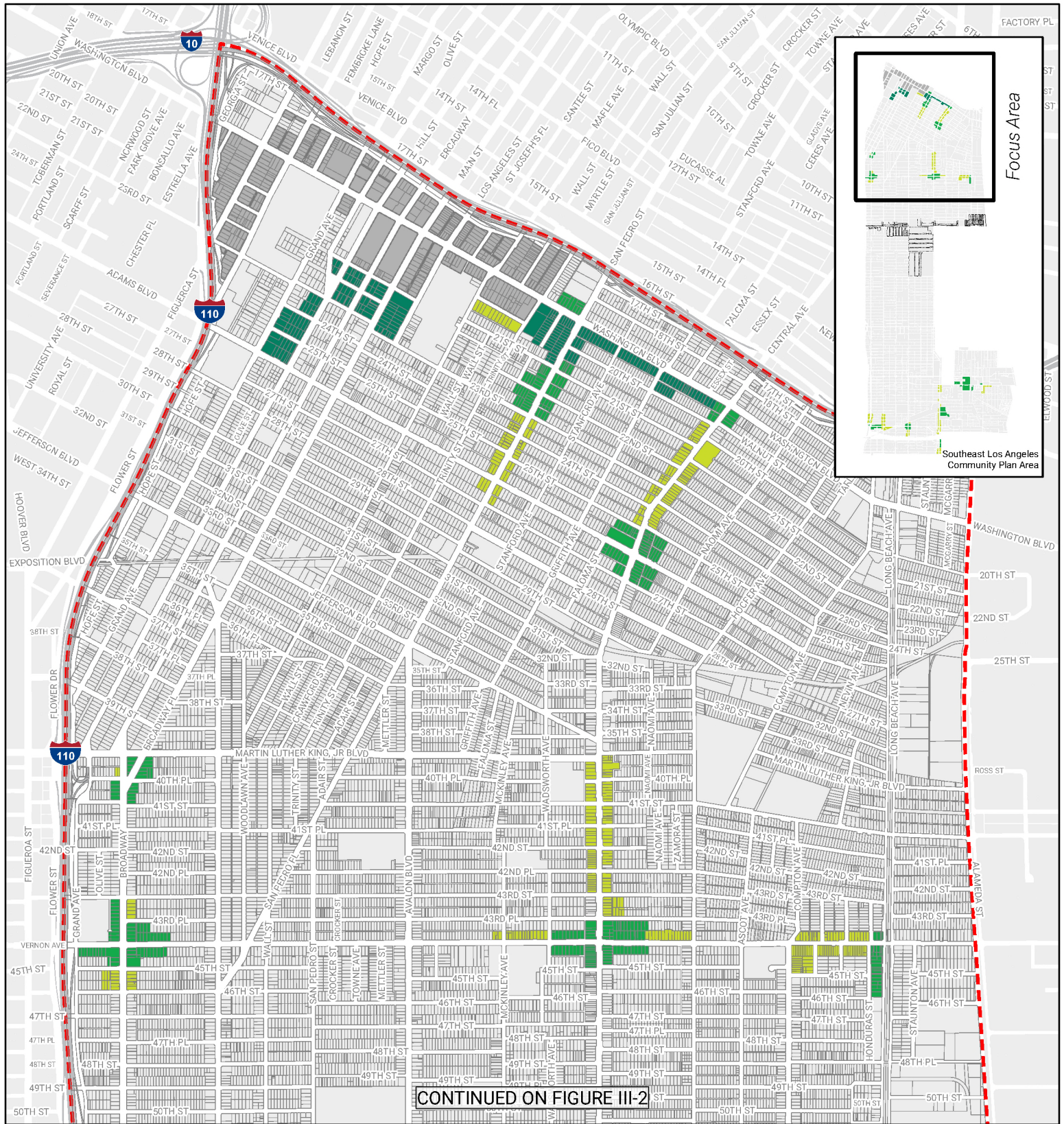
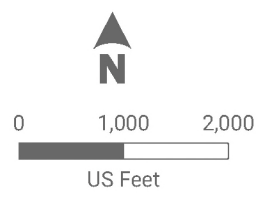


FIGURE III-1 TOD SUBAREAS

- Subarea E - TOD Low
- Subarea F - TOD Medium
- Subarea G - TOD High
- Subarea H - TOD Regional
- Southeast Los Angeles CPA



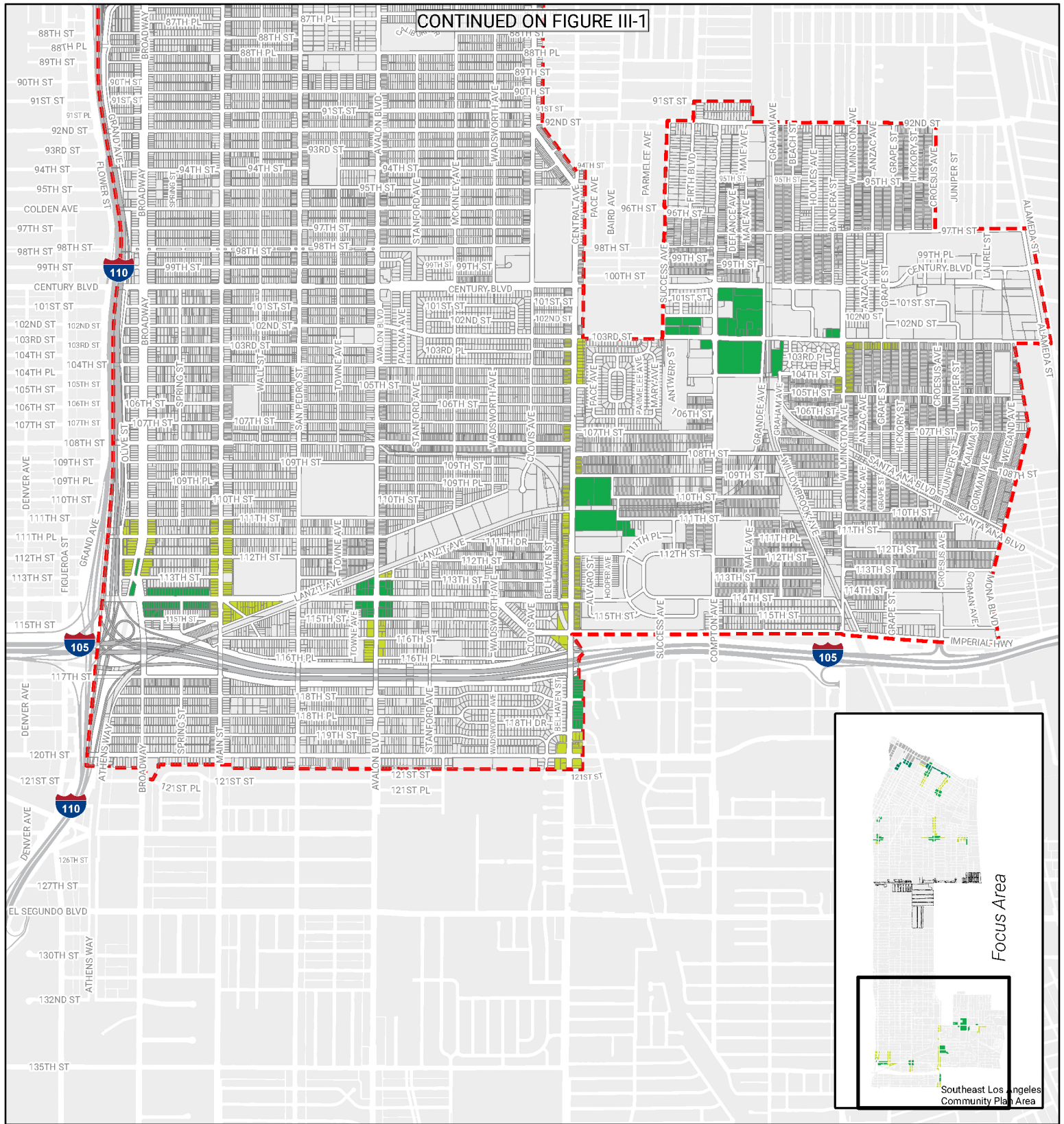


FIGURE III-2 TOD SUBAREAS

- Subarea E - TOD Low
- Subarea F - TOD Medium
- Southeast Los Angeles CPA

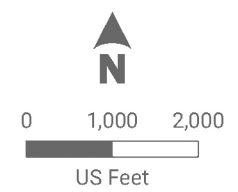


EXHIBIT D

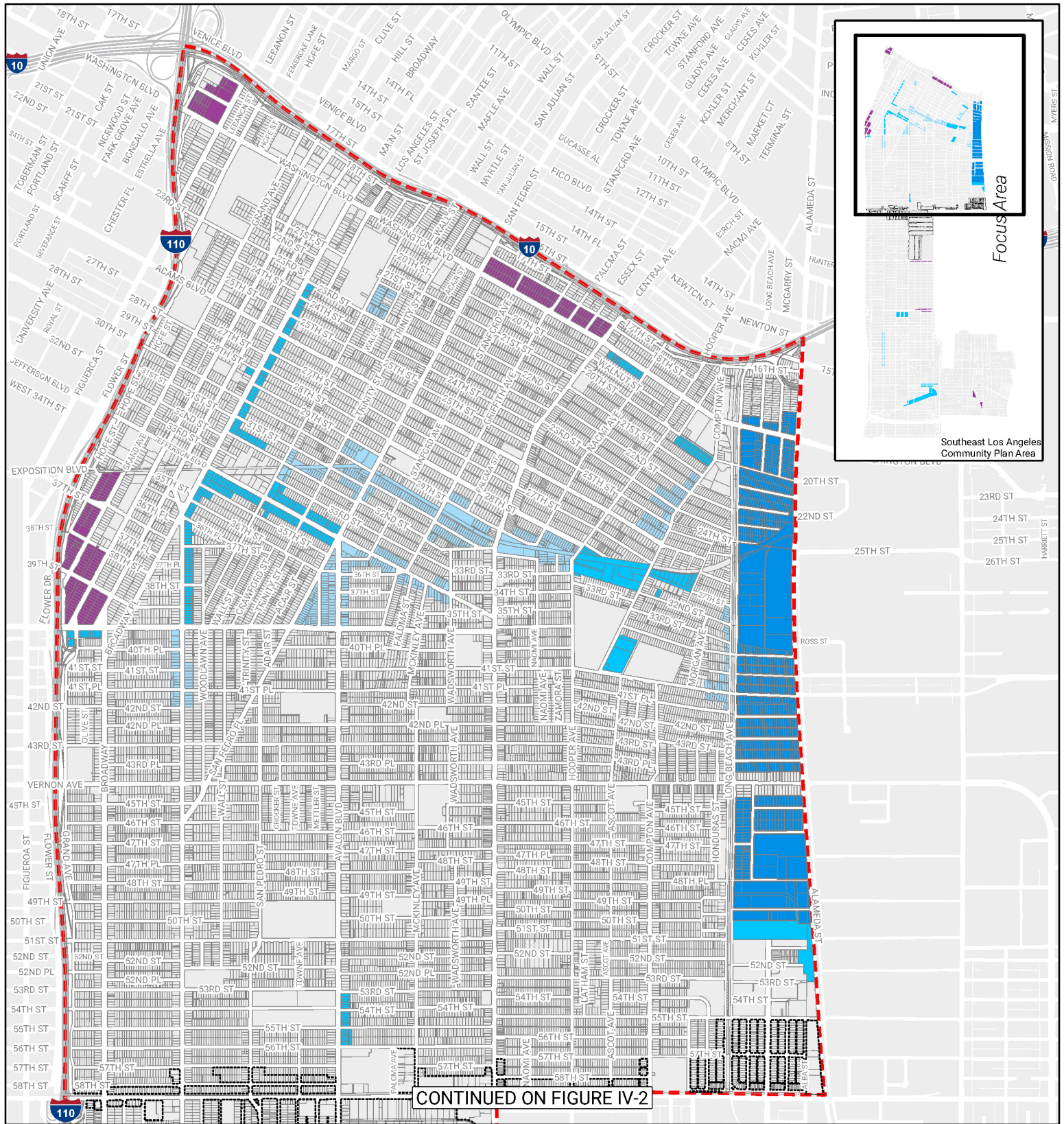
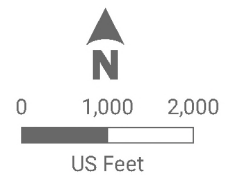


FIGURE IV-1 INDUSTRIAL SUBAREAS

- Subarea I - Hybrid Limited
- Subarea J - Hybrid
- Subarea K - Compatible Industrial
- Subarea L - Industrial Innovation
- Slauson Subareas
- Southeast Los Angeles CPA



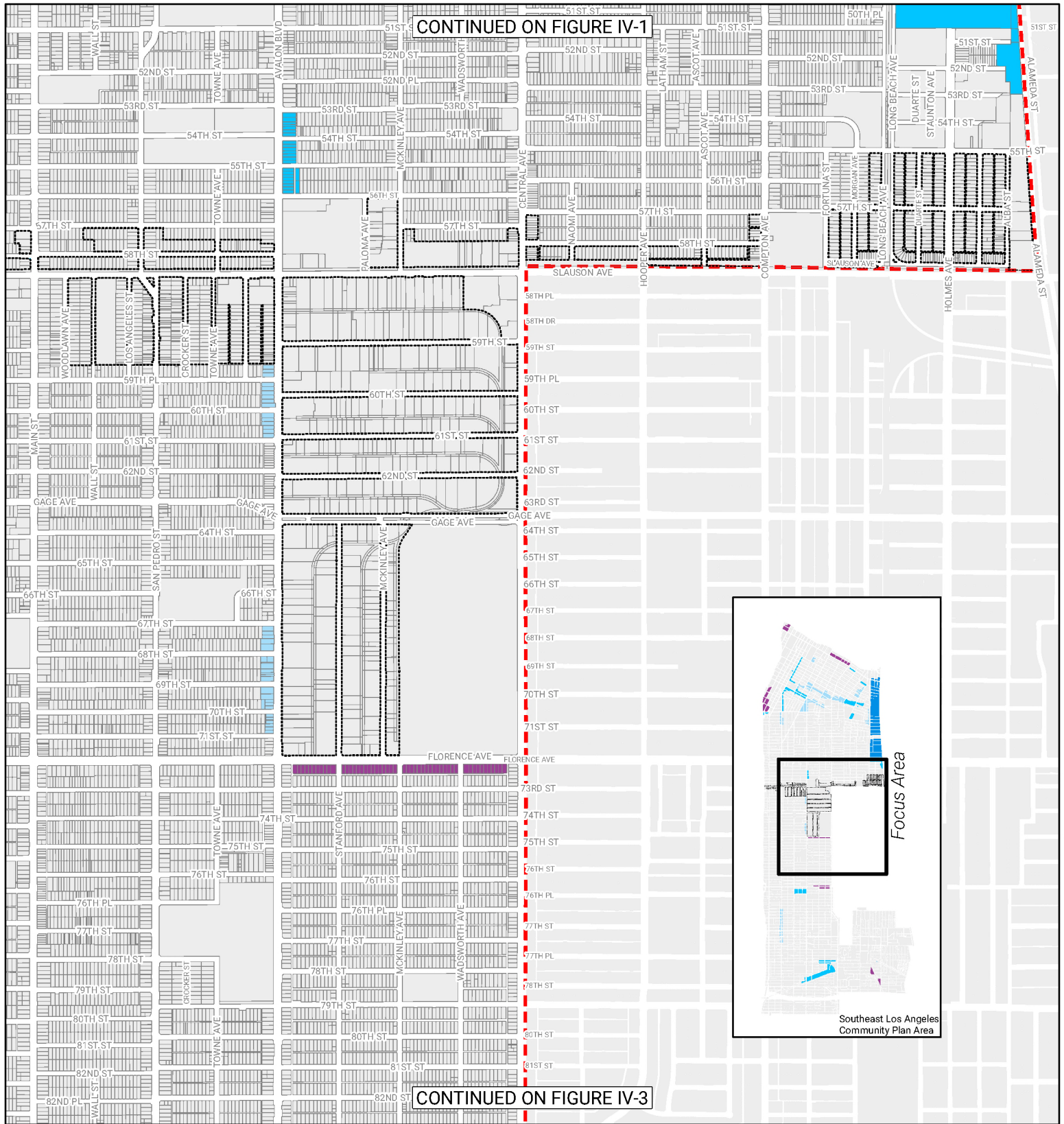
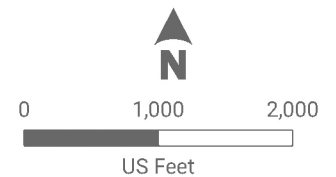


FIGURE IV-2 INDUSTRIAL SUBAREAS

- Subarea I - Hybrid Limited
- Subarea J - Hybrid
- Subarea K - Compatible Industrial
- Subarea L - Industrial Innovation
- Slauson Subareas
- Southeast Los Angeles CPA



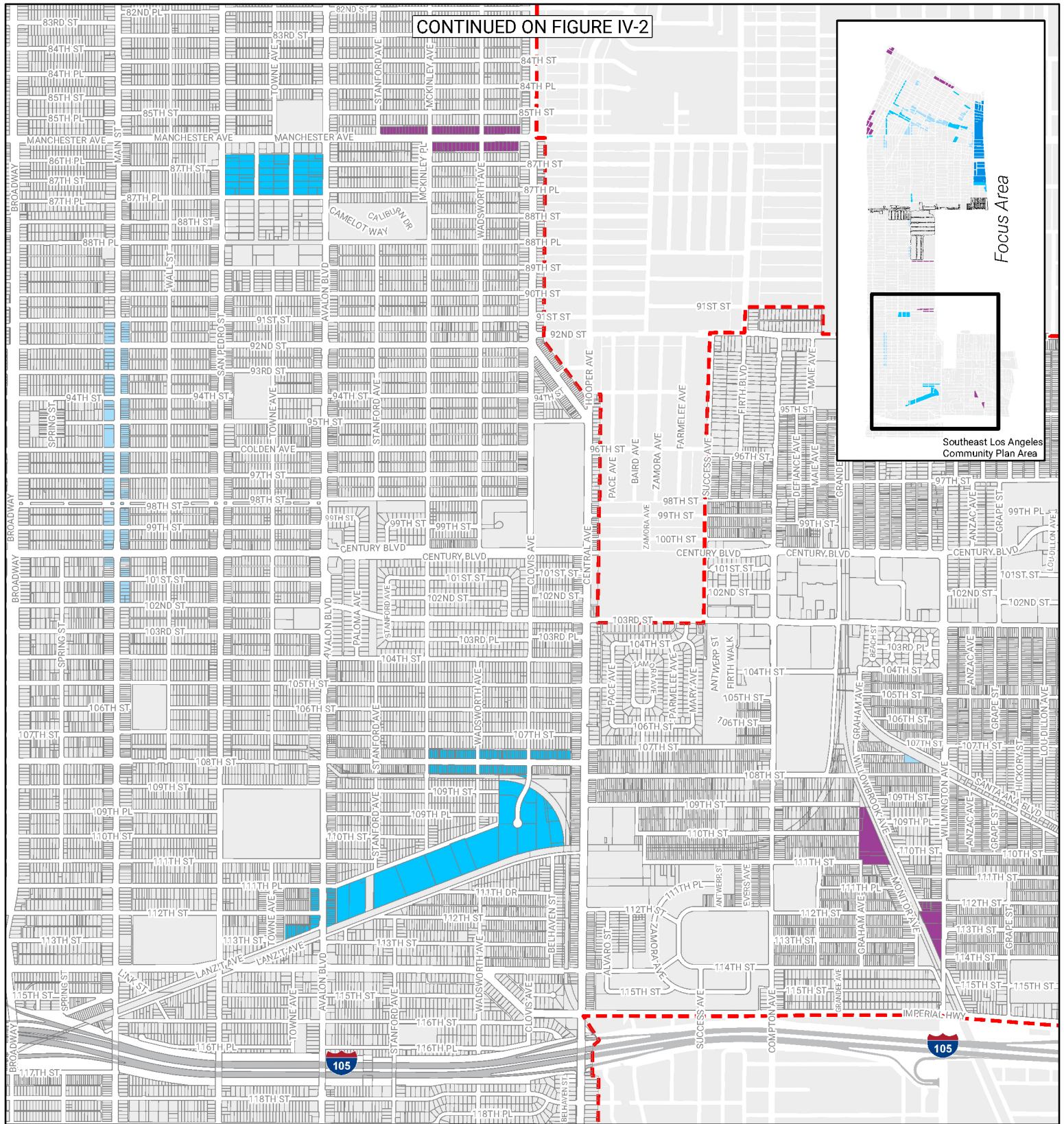


FIGURE IV-3 INDUSTRIAL SUBAREAS

- Subarea I - Hybrid Limited
- Subarea J - Hybrid
- Subarea K - Compatible Industrial
- Southeast Los Angeles CPA

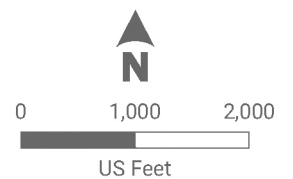


EXHIBIT E

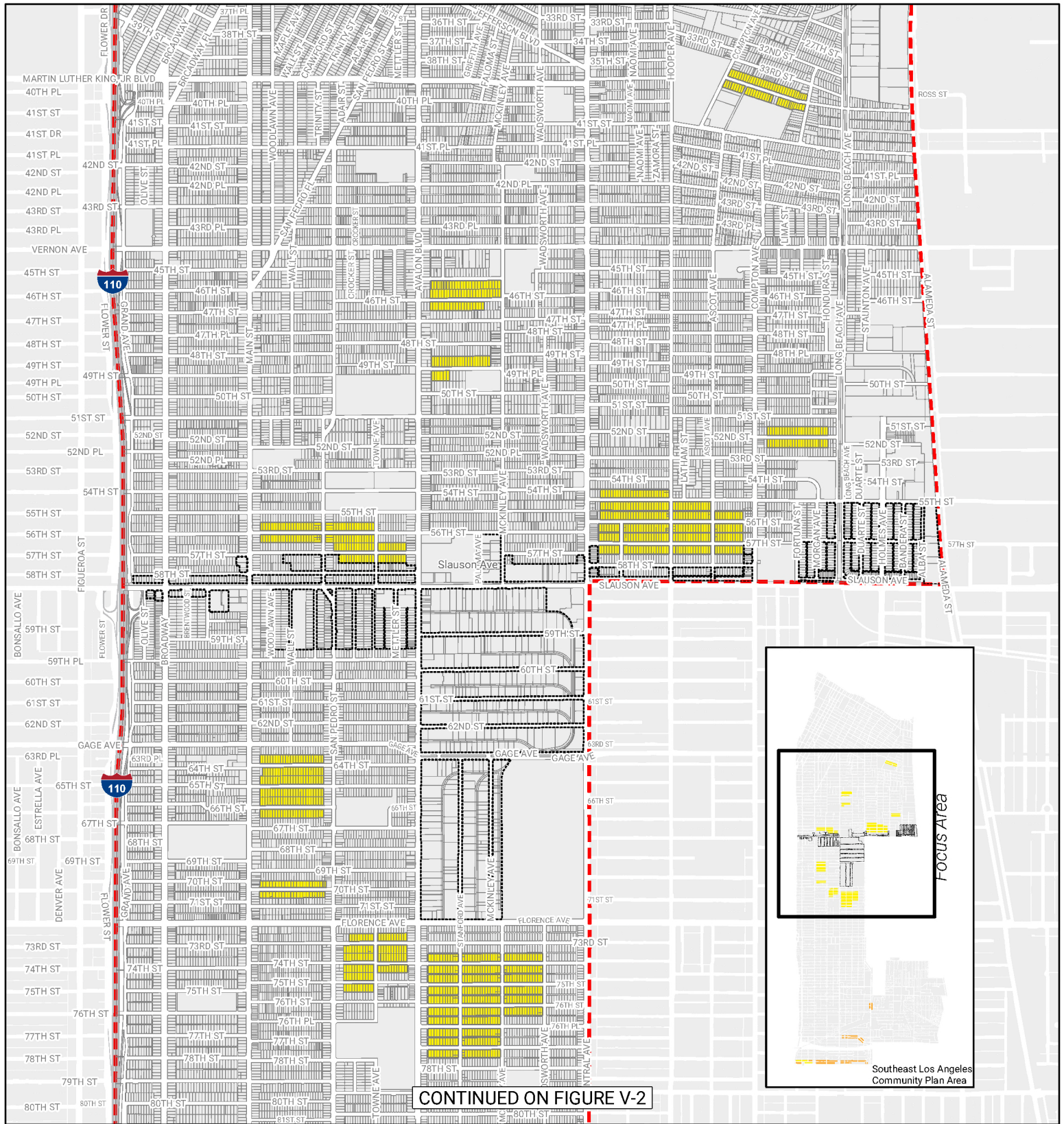
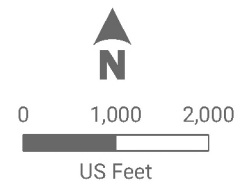


FIGURE V-1 RESIDENTIAL SUBAREAS

- Subarea M - Legacy Single Family
- Subarea N - Multi-Family Design
- Slauson Subareas
- Southeast Los Angeles CPA



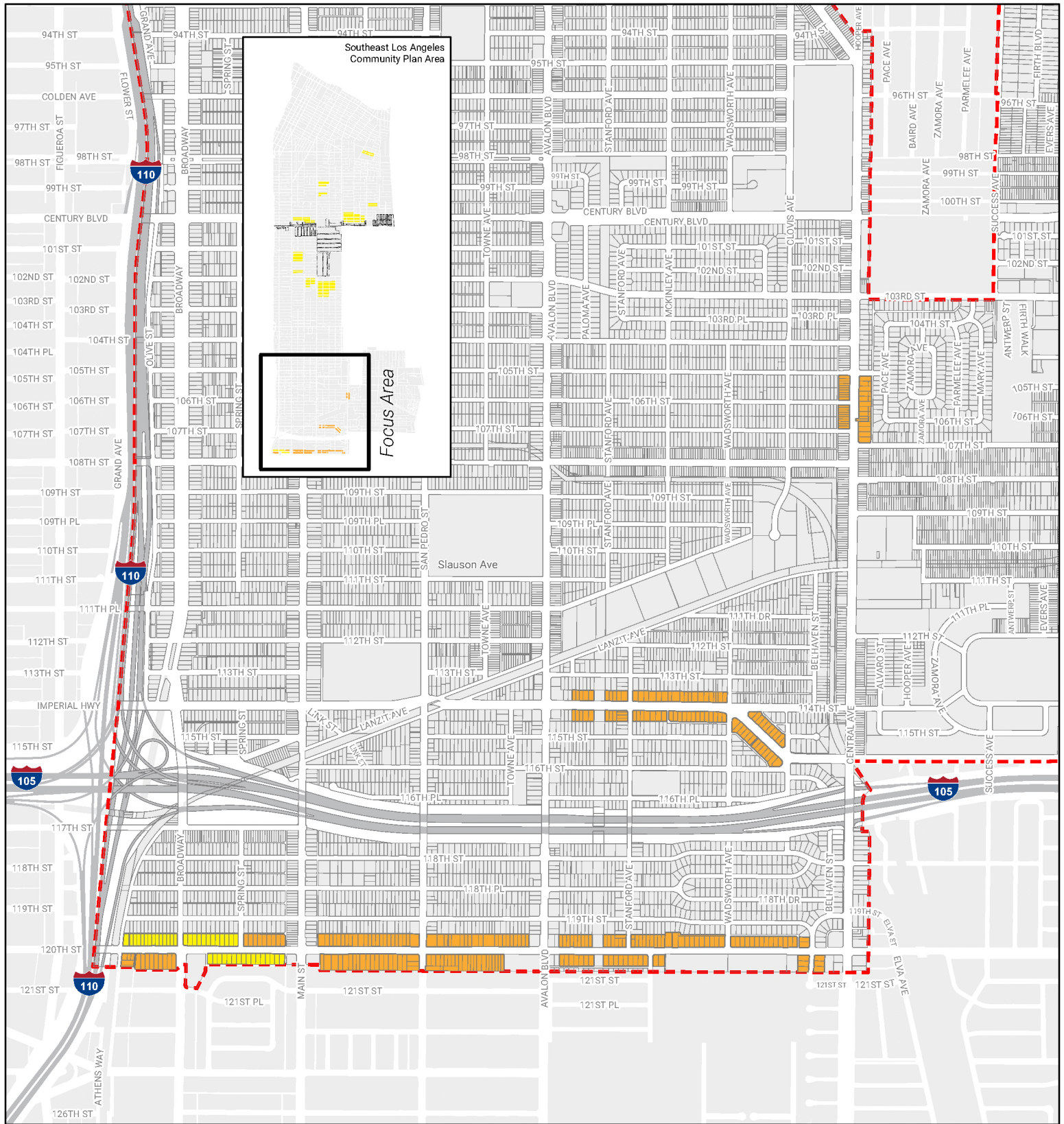
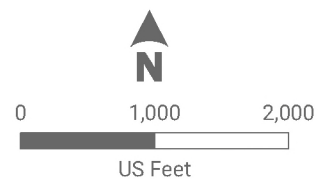


FIGURE V-2 RESIDENTIAL SUBAREAS

- Subarea M - Legacy Single Family
- Subarea N - Multi-Family Design
- Southeast Los Angeles CPA



21. The City Clerk shall certify to the passage of this ordinance and have it published in accordance with Council policy, either in a daily newspaper circulated in the City of Los Angeles or by posting for ten days in three public places in the City of Los Angeles: one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall; one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall East; and one copy on the bulletin board located at the Temple Street entrance to the Los Angeles County Hall of Records.

Approved as to Form and Legality

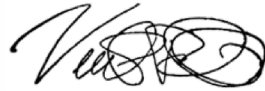
HYDEE FELDSTEIN SOTO, City Attorney

Pursuant to Charter Section 559, I
approve this ordinance on behalf
of the City Planning Commission and
recommend that it be adopted.

By



PARISSH A. KNOX
Deputy City Attorney



VINCENT P. BERTONI, AICP
Director of Planning

Date

June 13, 2024

June 12, 2024

File No.

Date

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The Clerk of the City of Los Angeles
hereby certifies that the foregoing
ordinance was passed by the Council
of the City of Los Angeles.

CITY CLERK

MAYOR

Ordinance Passed

Approved