A New Zoning Code for a 21st Century Los Angeles

To create livable communities, encourage sustainable development and foster economic vitality, we need a modern and user-friendly zoning code – we need to re:code LA.

ZAC: May 27, 2015
INTRODUCTION

HERE THIS EVENING:

• Winter & Company
  • Nore’ Winter

• Code Studio
  • Lee Einsweiler
  • Colin Scarff

• White & Smith
  • Mark White
INTRODUCTION

AGENDA:
1. Recap SF Analysis
   • Typologies
   • Case studies
   • Issues
2. Strategies
   • General standards
   • Tailoring to setting
3. Bulk Planes
   • Types
   • Application

DESIRED OUTCOMES:
1. Feedback on Approach
2. Feedback on Strategies
3. Identify next steps
PROCESS

- Code Analysis
- Downtown Code
- All other Commercial & Mixed Use
- Step I & 2: SF Residential (R-1 focus)
- Step 3: All other Residential Districts
- The Full Code
- Potential Application: ICO & Neighborhood Plans
- All other Code Components
STEP 1

JAN. 2015 | MARCH 2015 | MAY 2015 | JULY 2015

Analyze Neighborhood Character

Classify into Typologies

Identify Goals for Neighborhood Character

Identify Potential Tools for Neighborhood Character

Determine Zoning Approach

Select the Tools & Calibrate Them

JAN. 2015 | MARCH 2015 | MAY 2015 | JULY 2015

Analyze Neighborhood Character

Classify into Typologies

Identify Goals for Neighborhood Character

Identify Potential Tools for Neighborhood Character

Determine Zoning Approach

Select the Tools & Calibrate Them
BMO Condition (with Bonus)
BASIC TYPOLOGIES

GROUP A - GRIDDED
   A.1 | GRIDDED – UNIFORM: MEDIUM LOTS
   A.2 | GRIDDED – UNIFORM: LARGE LOTS
   A.3 | GRIDDED – UNIFORM: ALLEYS
   A.4 | GRIDDED – NONUNIFORM: LARGE LOTS

GROUP B - CURVILINEAR
   B.1 | CURVILINEAR – UNIFORM: MEDIUM LOTS
   B.2 | CURVILINEAR – NONUNIFORM: LARGE LOTS

GROUP C - HILLSIDE
   C.1 | HILLSIDE – WINDING: NARROW/MEDIUM LOTS
   C.2 | HILLSIDE – WINDING: LARGE LOTS
A.1 GRIDDED - UNIFORM MEDIUM LOTS

DESCRIPTION:
This typology consists of a common linear street grid with narrow, rectangular-shaped lots and no alley. Streets are a 60-foot R.O.W. with on-street parking. Lots are accessed via private, narrow driveways leading to detached garages in the rear of the lot. This pattern of driveways allows for separation between neighboring buildings. Buildings address the street with consistent setbacks and semi-private porches and entries facing the street.

This typology has a high degree of consistency. Typically developed in the 1920s, but spanning into the 1940s, the homes are of modest scale. Original construction size spans from 1,500 to 3,000 square feet. Front yards are open and inviting while back yards are private.

DEVELOPMENT TRENDS:
This typology is common throughout Los Angeles. Many of these neighborhoods are experiencing substantial infill development while others remain quite stable. Therefore, it will be important to consider a wide range of development trends and opinions when developing standards in this typology.
A.3 GRIDDED - UNIFORM ALLEYS

DESCRIPTION:
This typology exists in certain pocket neighborhoods in L.A. It is very similar to A.1, but each block includes an alley. While traditionally used for access to parking and utilities, the trend seems to have shifted and alleys are currently not well utilized. Some lots continue to utilize the alley for parking, but others have put in driveways from the main streets instead. Streets are a 60'-right-of-way and include on-street parking and detached sidewalks with tree lawns. Buildings address the street, but setbacks are varied. Semi-private porches and entries facing the street.

This typology has a high degree of consistency in terms of lot size, but home size and setbacks vary. This typology includes small front and back yards and tends to maximize the buildable area.

DEVELOPMENT TRENDS:
This typology is quite isolated, occurring in Venice Beach neighborhood and ??. This typology has experienced a great degree of infill development, as it is a very desirable area of the city to live in. Higher income residents have moved into this area and built larger homes in recent years. Therefore, considering compatible form standards is important.

Neighborhood Characteristics - Aerial Photograph

Neighborhood Characteristics - Buildings vs. Open Space

Lot Characteristics Diagram

BLACK: Original Structures  FRONT SETBACK PATTERN  AUTO ACCESS

White: Front Setback Pattern

Red: Auto Access

Building Characteristics:
CONSTRUCTION ERA: 1940-1960s
ORIG. BUILDING SIZE: 1,000-2,900 square feet
FLOOR AREA RATIO: 0.20 - 0.35 FAR
BUILDING HEIGHT: 1 and 2-stories
SIDE WALL VS. LOT LENGTH: approx. 30-50%
FRONT WALL VS. LOT WIDTH: approx. 60-70%
ROOF FORM: Hip & Gable
PORCH/ENTRY: Small, not prominent
RESIDENTIAL TYPOLOGIES | GROUP B

B.1 CURVILINEAR - UNIFORM
Medium Lots

DESCRIPTION:
This typology is fairly common further away from the city center and tends to be indicative of post-WWII development. Streets are gently curving, but still oriented on a fairly consistent grid-like pattern. Some cul-de-sacs exist, especially where land abuts open space or incompatible uses. Buildings address the street, with consistent setbacks. Entries face the street. Parking on-site varies - some homes include detached garages at the rear of the property where others include attached garages at the front. Others include attached garages perpendicular to the street.

This typology has a high degree of consistency in terms of lot size and setbacks. Home sizes vary. Most front and back yards are provided, as buildings tend to maximize buildable area.

DEVELOPMENT TRENDS:
This typology has a lower amount of recent infill development than other typologies. Many traditional homes have previously been modified with 2nd-story additions, so new two-story buildings appear rather compatible. However, some outliers do exist, and so considering appropriate form standards is necessary.

Neighborhood Characteristics - Aerial Photograph

Neighborhood Characteristics - Buildings vs. Open Space

Original Structures
Front Setback Pattern
Auto Access

Lot Characteristics Diagram

SITE/LOT CHARACTERISTICS:

- LOT SIZE: 6,000-10,000 square feet
- LOT SHAPE: Rectangular and fan-shaped
- LOT ORIENTATION: Narrow side facing street
- LOT WIDTH: 50-75 feet
- LOT COVERAGE: High
- LOT ACCESS: Driveway
- BUILDING PLACEMENT: Rather uniform
- GARAGE: Detached and attached

BUILDING CHARACTERISTICS:

- CONSTRUCTION ERA: 1940-1950s
- ORIG. BUILDING SIZE: 1,000-3,000 square feet
- FLOOR AREA RATIO: 0.30 - 0.45 FAR
- BUILDING HEIGHT: 1 and 2-stories
- SIDE WALL VS. LOT LENGTH: approx. 30-50%
- FRONT WALL VS. LOT WIDTH: approx. 30-70%
- ROOF FORM: Hip & Gable
- PORCH/ENTRY: Street-facing

Streets include on-street parking, detached (and sometimes attached) sidewalks, and a consistent setback along a curvilinear grid.

Some homes are parked in rear garages with a driveway along the side of the property.

Some homes include street-facing, attached garages.

Other homes include a garage perpendicular to the street, but attached to the home.

Architectural styles and home sizes vary.
RESIDENTIAL TYPOLOGIES | GROUP C

C.2 HILLSIDE - WINDING ESTATES

DESCRIPTION:
This typology exists in the hillside neighborhoods like Bel Air. Streets are curvilinear, following the topography and often include windy roads. Lot shapes are irregular and lot sizes are very large. Setbacks are varied, but topography and landscaping dominates the streetscape. Properties are secluded and often gated. These types of estate lots usually include site amenities such as pools, tennis courts, and accessory buildings. Due to the large lot size, lot coverage is usually low even though the building sizes are very large.

This typology has a medium degree of consistency in terms of lot sizes and setbacks. Home sizes vary, but tend to be larger than traditional neighborhood homes. Lot coverage is low to medium.

DEVELOPMENT TRENDS:
This particular typology has experienced a significant amount of infill development. Sensitivity to the landscape is a high concern due to very large homes being placed on steep lots.

NEIGHBORHOOD CHARACTERISTICS:
- STREET PATTERN: Curvilinear/Winding
- TOPOGRAPHY: Steep Topography
- BLOCK WIDTH: Not Applicable
- STREET RIGHT-OF-WAY: 30-50 feet
- SIDEWALKS: None
- SETBACKS: 15-50 feet (front)
- CONSISTENCY LEVEL: Medium
- TRANSITION TYPE: Soft

SITE/LOT CHARACTERISTICS:
- LOT SIZE: 10,000 - 45,000 square feet
- LOT SHAPE: Irregular
- LOT ORIENTATION: Varied
- LOT WIDTH: 80-200 feet
- LOT COVERAGE: Low/Medium
- LOT ACCESS: Driveway
- BUILDING PLACEMENT: Varied and attached
- GARAGE: Attached and detached

BUILDING CHARACTERISTICS:
- CONSTRUCTION ERA: Post 1920s
- ORIG. BUILDING SIZE: 1,500-10,000 square feet
- FLOOR AREA RATIO: 0.15-0.50 FAR
- BUILDING HEIGHT: 1-3 stories
- SIDE WALL VS. LOT LENGTH: Approx. 10-50%
- FRONT WALL VS. LOT WIDTH: Approx. 30-60%
- ROOF FORM: Hip & Gable
- PORCH/ENTRY: Street-facing

Some homes are very close to the street while others are not back a great distance.

This typology includes some of the largest homes in Los Angeles.

Streets are narrow and do not include sidewalks.

Gates are very apparent and some include grand entry designs.

Landscaping is very abundant in this typology and many properties are lined with tall straddles and/or landscape walls.

Home sizes vary, although they tend to be larger than average in this typology.
Floor Area Ratio

CLASSIFYING TYPOLOGIES
Building Size

CLASSIFYING TYPOLOGIES
Historic Planning Areas

Harbor Gateway

Historic Districts, Planning Districts and Multi-Property Resources - July 2012

Context 1:
- Context: Residential Development and Suburbanization, 1850-1980
- Sub context: No Sub-context
- Theme: Post-War Suburbanization, 1938-1975
- Sub theme: Suburban Planning and Development, 1938-1975
- Property type: Post-War Suburb
- Property sub type: Subdivision(s)
- Criteria: A/1/1
- Status code: 35,3CS,553
- Reason: The district is significant for its role in the post-war suburbanization of the Harbor Gateway area. It is emblematic of a post-war subdivision with curvilinear streets and Traditional Ranch style houses with attached garages. The Japanese style landscaping reflects the changing demographics of the Harbor Gateway area, which became home to a large Japanese American community after World War II.
CASE STUDIES

1178 S. Victoria Ave.
Oxford Square HPOZ

DESCRIPTION:
This case study exists in typology A.2: Gridded-Uniform Large Lot. The lot width is 50 feet, which is a standard lot width in the traditional gridded neighborhoods. The lot length, in this condition, is 150 feet. This particular example includes a significant setback, which is uniform along the length of the block. This block includes mainly two-story buildings. This house includes a covered front porch running the width of the home, creating a one-story element on the front facade which minimizes the perceived scale of the home from the street. Parking is located in the rear of the home in a detached garage.

1178 S. Victoria Ave. STATISTICS:
- FAR = 0.42
- Lot Size = 8,500 square feet
- Building Size = 3,503 square feet
- Building Coverage = 27%

NEIGHBORING STATISTICS:
- FAR = approx. 0.27
- Lot Size = approx. 8,551 square feet
- Building Size = approx. 2,365 square feet
- Building Coverage =

507 N. Irving Blvd.
Larchmont Heights RFA

DESCRIPTION:
This case study exists in typology A.1: Gridded-Uniform Medium Lot. The lot width is 50 feet and the depth is 100 feet. This home incorporates varied massing and roof forms, which is consistent with the neighboring properties. A driveway along the side of the property leads to a detached garage, however a parking “court” is also included in front of the home. The lot coverage on this particular lot is very high.

507 N. Irving Blvd. STATISTICS:
- FAR = 0.56
- Lot Size = 15,094 square feet
- Building Size = 7,898 square feet
- Building Coverage = 45%

NEIGHBORING STATISTICS:
- FAR = approx. 0.33
- Lot Size = approx. 2,082 square feet
- Building Size = 1,684 square feet

Compatible
Incompatible
Questionable
CASE STUDIES

1053 S. Victoria Ave,
Oxford Square HPOZ

**DESCRIPTION:**
This case study exists in the A2: Gridded-Uniform Large Lot typology. It is a traditional 50-foot-wide lot, but is rather deep at 172 feet, making it a large lot. The home’s FAR is comparable to the higher end of traditional patterns, but the simple form and height of the structure make it stand out. Parking is located at the rear of the property via a narrow driveway, which is consistent with existing patterns.

**NEIGHBORING STATISTICS:**
- FAR = 0.35
- Lot Size = 8,022 square feet
- Building Size = 3,142 square feet
- Lot Coverage = 36%

435 Fuller Ave,
Fairfax RFA

**DESCRIPTION:**
This case study exists in the A2: Gridded-Uniform Large Lot typology. It highlights two neighboring properties. The lot widths are 50 feet and the depth is 115 feet. 435 Fuller appears monolithic compared to its surroundings for multiple reasons, including no building articulation or wall offsets, underground parking which raises the floor plates of the home, and it is constructed in front of the traditional setback. 435 Fuller has a similar FAR, but manages to fit in with the surrounding context better.

**STATISTICS:**
- FAR = 0.96
- Lot Size = 8,296 square feet
- Building Size = 7,906 square feet
- Lot Coverage = 96%

439 Fuller Ave,
Fairfax RFA

**DESCRIPTION:**

**STATISTICS:**
- FAR = 0.68
- Lot Size = 8,296 square feet
- Building Size = 8,005 square feet
KEY ISSUES TO ADDRESS IN THE CODE

ADMINISTRATIVE ISSUES
  Underlying zone

COMMUNITY LEVEL
  Loss of Neighborhood Character
  Historic Preservation
  Affordability

NEIGHBORHOOD LEVEL
  Streetscape Character
  Transition of Scale
  Use of Alleys

SITE LEVEL
  Loss of Open Space
  Parking
  Privacy and Looming

BUILDING LEVEL
  Massing
  Street Facing Garages
  Side Walls
  Building Articulation
# Key Issues to Address in the Code

<table>
<thead>
<tr>
<th></th>
<th>Issues</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td><strong>Community Level Issues</strong></td>
<td><strong>Loss of Neighborhood Character, in General</strong></td>
</tr>
<tr>
<td></td>
<td></td>
<td>1. Use a coordinated set of design standards that address key variables related to character. 2. Use a tiered set of districts that provide a range in the degree of control that is placed on neighborhood character.</td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>Conflict between underlying zoning and character in historic districts</strong></td>
</tr>
<tr>
<td></td>
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<td>1. Provide a base zone option that more closely reflects historic development patterns.</td>
</tr>
<tr>
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<td><strong>Proliferation of special overlays to address places with distinct character</strong></td>
</tr>
<tr>
<td></td>
<td></td>
<td>1. Provide a “conservation district” option that is coordinated as a base zone.</td>
</tr>
<tr>
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<td><strong>Attainable housing</strong></td>
</tr>
<tr>
<td></td>
<td></td>
<td>1. Two units are permitted by state law. 2. Encourage construction of detached accessory dwellings in FAR calculations and other standards.</td>
</tr>
</tbody>
</table>

**Re:Code LA**

**Detached Single Home Issues: Strategy Summary**

20-May-15
# KEY ISSUES TO ADDRESS IN THE CODE

<table>
<thead>
<tr>
<th>ISSUES</th>
<th>RESPONSE</th>
<th>IMAGES</th>
</tr>
</thead>
<tbody>
<tr>
<td>NEIGHBORHOOD LEVEL ISSUES</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Erosion of streetscape character</td>
<td>1. Minimize curb cuts</td>
<td></td>
</tr>
<tr>
<td></td>
<td>2. Encourage planting trees.</td>
<td></td>
</tr>
<tr>
<td>Abrupt change in scale with respect to neighbors</td>
<td>1. Require stepping down of building height near side yard setbacks.</td>
<td></td>
</tr>
<tr>
<td>Under utilization of alleys</td>
<td>1. Require parking access from alleys when available and active.</td>
<td><img src="image1.png" alt="Image" /></td>
</tr>
<tr>
<td></td>
<td>2. Provide disincentive to use front-facing garages.</td>
<td></td>
</tr>
</tbody>
</table>
### KEY ISSUES TO ADDRESS IN THE CODE

<table>
<thead>
<tr>
<th>ISSUES</th>
<th>RESPONSE</th>
<th>IMAGES</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>SITE LEVEL ISSUES</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Loss of open space</td>
<td>1. Establish a maximum lot coverage, as a percentage of lot area.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>2. Establish a minimum % of pervious surface in front setback.</td>
<td></td>
</tr>
<tr>
<td>Visual impacts of parking in front</td>
<td>1. Provide incentives for locating parking out of street view.</td>
<td></td>
</tr>
<tr>
<td>Loss of privacy</td>
<td>1. Reduce wall heights in rear portions of lots.</td>
<td></td>
</tr>
<tr>
<td>Tall front yard fences block a visual</td>
<td>1. Require a % of transparency in some settings.</td>
<td></td>
</tr>
<tr>
<td>connection with the neighborhood in some settings</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
# KEY ISSUES TO ADDRESS IN THE CODE

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<tr>
<th>ISSUES</th>
<th>RESPONSE</th>
<th>IMAGES</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>BUILDING LEVEL ISSUES</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Massing out of scale with setting</td>
<td>1. Require variation in massing for larger buildings.</td>
<td></td>
</tr>
<tr>
<td>Street-facing garages out of character in some settings</td>
<td>1. Provide incentives to locate garages out of view.</td>
<td></td>
</tr>
<tr>
<td>Looming effect of side walls on neighbors</td>
<td>1. Require that taller walls be located away from minimum side yard setbacks.</td>
<td></td>
</tr>
<tr>
<td>Building materials out of character in some more traditional settings</td>
<td>1. Provide an option for addressing building materials in limited situations in Conservation Districts</td>
<td></td>
</tr>
</tbody>
</table>
Design Variables Considered

- Bulk plane
- Floor area ratio
- Wall articulation
- Building coverage
Tailoring to Setting: "Policy" categories

1. **AC – Accommodate Change**
   - Similar to existing BMO, with cleanup of FAR calcs.
   - Basic standards for reducing perceived mass
   - Minimizing visual impacts of cars in front

2. **MC – Moderate Change**
   - Somewhat more restrictive in mass and scale

3. **LC – Limiting Change**
   - More restrictive in mass and scale
# SINGLE FAMILY ZONES DRAFT STANDARDS

## Zoning Strategy Chart

<table>
<thead>
<tr>
<th>POLICY OPTIONS:</th>
<th>AC - Accommodate Change</th>
<th>MC - Moderate Change</th>
<th>LC - Limited Change</th>
<th>CD - Conservation District</th>
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<tbody>
<tr>
<td>Strategy:</td>
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<tr>
<td>SITE LEVEL STANDARDS</td>
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<td></td>
</tr>
<tr>
<td>SETBACKS (primary structure)</td>
<td>Set dimension</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Primary Street, block sensitive setback applies</td>
<td>Yes</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Primary Street, w/out block sensitive setback (min.)</td>
<td>Yes</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Side Street (min.)</td>
<td>% LF WIDTH</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Side Interior (min.)</td>
<td>% LF WIDTH</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rear alley, no alley (min.)</td>
<td>No</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SETBACKS (accessory structure)</td>
<td>Set dimension</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Side Street (min.)</td>
<td>% LF WIDTH</td>
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<td></td>
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<tr>
<td>Side Interior, single-story structure (min.)</td>
<td>% LF WIDTH</td>
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<tr>
<td>Rear alley, no alley (min.)</td>
<td>No</td>
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<tr>
<td>BUILDING COVERAGE</td>
<td>% LOT SIZE (HIGHEST)</td>
<td>% LOT SIZE (MEDIUM)</td>
<td>% LOT SIZE (LOWEST)</td>
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<tr>
<td>Building Coverage</td>
<td>Yes</td>
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<tr>
<td>PARKING</td>
<td>FOLLOW MAJORITY PATTERN</td>
<td>ALLOWED IN FRONT IF SPACE GREATER THAN 10%</td>
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<tr>
<td>Location, slope sensitive</td>
<td>Yes</td>
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<tr>
<td>Front garage limitations</td>
<td>Yes</td>
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<tr>
<td>Rear garage exceptions</td>
<td>Yes</td>
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<td>Access</td>
<td>ALLOWED IF PRESENT; CORRIDORS MAY USE SIDE STREET</td>
<td>ALLOWED IF PRESENT; CORRIDORS MAY USE SIDE STREET</td>
<td>ALLOWED IF PRESENT; CORRIDORS MAY USE SIDE STREET</td>
<td>ALLOWED IF PRESENT; CORRIDORS MAY USE SIDE STREET</td>
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<tr>
<td>Number and Design</td>
<td>2 places; tandem allowed</td>
<td>Not required to be enclosed</td>
<td>Not required to be enclosed</td>
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<tr>
<td>LANDSCAPING</td>
<td>% PAVED</td>
<td>% LANDSCAPED</td>
<td>DESIGN GUIDELINES</td>
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<td>BUILDING FORM STANDARDS</td>
<td>% PAVED</td>
<td>% LANDSCAPED</td>
<td>DESIGN GUIDELINES</td>
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<td>FLOOR AREA RATIO</td>
<td>% LOT SIZE (HIGHEST)</td>
<td>% LOT SIZE (MEDIUM)</td>
<td>% LOT SIZE (LOWEST)</td>
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<tr>
<td>Maximum FAR</td>
<td>% LOT SIZE (HIGHEST)</td>
<td>% LOT SIZE (MEDIUM)</td>
<td>% LOT SIZE (LOWEST)</td>
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<tr>
<td>HEIGHT &amp; BULK PLANE (primary structure)</td>
<td>Set dimension</td>
<td>Set dimension</td>
<td>Set dimension</td>
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</tr>
<tr>
<td>FRONT ZONE Side wall vertical height (measured at setback lines)</td>
<td>Set dimension</td>
<td>Set dimension</td>
<td>Set dimension</td>
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</tr>
<tr>
<td>REAR ZONE Side wall vertical height (measured at setback lines) - if applicable</td>
<td>Set dimension</td>
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<td>Set dimension</td>
<td></td>
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<tr>
<td>FRONT ZONE PROTECTION Side wall vertical height (measured at setback) - if applicable</td>
<td>Set dimension</td>
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<tr>
<td>FRONT ZONE Overall, max. (3:12 or greater, less than 3:12)</td>
<td>Set dimension</td>
<td>Set dimension</td>
<td>Set dimension</td>
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<tr>
<td>REAR ZONE Overall, max. (3:12 or greater, less than 3:12)</td>
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<tr>
<td>FRONT ZONE PROTECTION Overall, max.</td>
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<td>Set dimension</td>
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<tr>
<td>Stories, max.</td>
<td>Set Stories (HIGHEST)</td>
<td>Set Stories (LOWER)</td>
<td>Depends on context</td>
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</tr>
<tr>
<td>Bulk Plane Slope (side and front)</td>
<td>Set</td>
<td>Set</td>
<td>Set</td>
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<tr>
<td>Two-story side wall length, maximum</td>
<td>Set</td>
<td>Set</td>
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<td></td>
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<tr>
<td>HEIGHT &amp; BULK PLANE (accessory structure)</td>
<td>Set dimension</td>
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Bulk Plane #1 (AC category)

- rear setback
- side street setback
- primary structure bulk plane
- accessory structure bulk plane
- interior side setback
- primary street setback
- max. wall plate height
- maximum overall height
- Encroachment Zone
- 45°
Bulk Plane #2 (MC & LC categories)
Bulk Plane #3 (MC & LC categories “add-on”)
Bulk Plane Applied to Sloping Sites

Example of sloping lot condition in the "flats" where parking is provided along the street and within the permitted setback area.
The House Models for Testing

*Note that this array of housing models seeks to “test” a variety of detached dwelling building forms and styles. However, many, many more options are possible within the current zoning strategy.
Bulk Plane #1 (AC category)
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Bulk Plane #1 (AC category)
Bulk Plane #2 (MC & LC categories)
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Bulk Plane #3 (MC & LC categories “add-on”)
Bulk Plane #3 (MC & LC categories “add-on”)

- 2,800 SF HOME (0.44 FAR)
- 3,300 SF HOME (0.48 FAR)
- 6,250 SF LOT
- 5,750 SF LOT
- 6,900 SF LOT

Encroachment zone

Primary Street
Category AC Intent Description:

This zoning option is applicable for single family lots with detached dwelling units in all A and B residential neighborhood typologies. It is the most lenient of the proposed single family zones, in terms of site and building standards. Option AC allows larger homes, but promotes more building form variation than existing R1 and BMO standards. It is intended to serve areas of the city in which the traditional character is changing, has already changed, or anticipates changing in the future.
Detached Dwellings - AC
Option MC & LC
Intent Description:
The MC and LC options are applicable for single family lots with detached dwelling units in all A and B residential neighborhood typologies. The intent for these categories is to further maintain a more traditional building scale in established neighborhoods. These options include a front and rear zone bulk plane, which is intended to push the primary building “bulk” to the front of the lot, as is common in traditional neighborhoods, and reduce the “looming” effect of larger new construction on existing neighboring properties.
Detached Dwellings – MC & LC

Category *MC - Moderate Change & *LC - Limited Change

One-Story Protection Zone Option:
The additional bulk plane shown on the model to the right is included as an optional “add-on” standard, based on immediate neighborhood context and policy. If an existing neighborhood (or block) is primarily one-story buildings, and the intention is to maintain the one-story street presence, then this additional bulk plane can be used to assure that new construction implements a one-story element on the front of a building. Once out of the protection zone, buildings can resume to two (or two and a half) stories.

*note that the naming of the categories is based on policy and general strategy and may change as we get further into developing the actual zoning categories.
## Site Design

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### SITE LEVEL STANDARDS

**SETBACKS (primary structure)**
- Primary Street, block sensitive setback applies: **YES**
- Primary Street, w/out block sensitive setback (min.): SET DIMENSION
- Side Street (min.): % LOT WIDTH
- Side Interior (min.): % LOT WIDTH
- Rear: alley; no alley (min.): SET DIMENSION

**SETBACKS (accessory structure)**
- Side Street (min.): % LOT WIDTH
- Side Interior: single-story structure (min.): % LOT WIDTH
- Side Interior: two-story structure (min.): SET DIMENSION
- Rear: alley; no alley (min.): SET DIMENSION

**BUILDING COVERAGE**

- Building Coverage: % LOT SIZE (HIGHEST) | % LOT SIZE (MEDIUM) | % LOT SIZE (LOWEST)

**PARKING**

- Front parking allowed: **YES** | FOLLOW MAJORITY PATTERN | NO
- Location, slope sensitive: ALLOWED IN FRONT IF SLOPE GREATER THAN X%  
- Front garage limitations: SQUARE FOOTAGE COUNTS TOWARDS FUND; MUST BE BEHIND PRIMARY FAÇADE SET DISTANCE; LIMIT GARAGE DOORS | N/A
- Rear garage exceptions: SQUARE FOOTAGE DOES NOT COUNT TOWARDS FUND
- Access: USE ALLEY IF PRESENT; CORNER LOTS MAY USE SIDE STREET
- Number and Design: 2 SPACES; TANDEM ALLOWED; NOT REQUIRED TO BE ENCLOSED

**LANDSCAPING**

- Front Yard Setback: % PERVERSIVE | % LANDSCAPED | DESIGN GUIDELINES
## Building Form

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### BUILDING FORM STANDARDS

#### FLOOR AREA RATIO

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<th>Maximum FAR</th>
<th>% LOT SIZE (HIGHEST)</th>
<th>% LOT SIZE (MEDIUM)</th>
<th>% LOT SIZE (LOWEST)</th>
<th>DEPENDS ON CONTEXT</th>
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#### HEIGHT & BULK PLANE (primary structure)

| FRONT ZONE Side wall vertical height (measured at setback lines) | SET DIMENSION |
| REAR ZONE Side wall vertical height (measured at setback lines) - if applicable | ONLY APPLICABLE FOR >50' LOTS | SET DIMENSION |
| FRONT ZONE PROTECTION Side wall vertical height (measured at setback) - if applicable | N/A | SET DIMENSION (APPLICABLE IF 1-STORY CONTEXT IS PREDOMINANT) |
| FRONT ZONE Overall, max. (3:12 or greater; less than 3:12) | SET DIMENSION (HIGHEST) | SET DIMENSION (LOWER) |
| REAR ZONE Overall, max. (3:12 or greater; less than 3:12) | SET DIMENSION | SET DIMENSION |
| FRONT ZONE PROTECTION Overall, max. | N/A | SET DIMENSION (APPLICABLE IF 1-STORY CONTEXT IS PREDOMINANT) |

| Stories, max. | SET STORIES (HIGHEST) | SET STORIES (LOWER) | DEPENDS ON CONTEXT |
| Bulk Plane Slope (side and front) | SET ANGLE |
| Two-story side wall length, max. | SET DIMENSION (HIGHEST) | SET DIMENSION (LOWER) |

### HEIGHT & BULK PLANE (accessory structure)

| Side wall vertical height (measured at setback lines) | SET DIMENSION | SAME AS REAR ZONE BULK PLANE |
| Overall vertical height (measured at setback lines) | SET DIMENSION | SAME AS REAR ZONE BULK PLANE |
| Bulk Plane Slope (sides only) | SET ANGLE |
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The Bulk Plane Types

- 45% upward & downward sloping lots
- 30% upward & downward sloping lots
- 15% upward & downward sloping lots
- Odd shaped lots
- Side sloping lots
Hillside Overlay Conditions
1. HPOZs
   - Choose base standard
   - Apply design guidelines (existing review process)

2. Conservation District
   - Choose base standard
   - Apply design guidelines (administrative review)
Next: Looking at other Residential Types
Next Steps

1. Develop initial standards
2. Continue testing
3. Expand to other lower density residential types