MODULAR ZONING SYSTEM

Presentation

Pomona Zoning Update

September 8, 2021

CONTENTS

SECTION 1

[Presentation Intent]

INTENT
WHO IS IT FOR?

City Staff

+

Stakeholders

Community Members (Webinars)

Planning Commission Ad Hoc Committee Members

INTENT
WHAT DOES IT DO?

+ Helps city staff understand **how a modular zoning system might be applied to Pomona**;

+ Demonstrates how Code Studio plans to **translate the 2014 General Plan Place Types and Transect Zones into zoning modules**;

+ Defines **what each zoning module includes and how the modules are combined** to create a future zone string with example sites;

+ Begins to create a **framework that structures the future Zoning Code document**;

+ Sets **expectations for the upcoming spatial analysis** task; and

+ **Sets the stage to develop additional modules in the future**, especially related to the upcoming Complete Streets Ordinance effort

SECTION 2

Introduction to Zoning Modules

FRAMING THE PROBLEM

BROKEN ZONING SYSTEM

- Specific plans function as localized zoning fixes
- Implementing outdated planning policies
- Inconsistent with best practices
- Vague or difficult to interpret
- Very text oriented

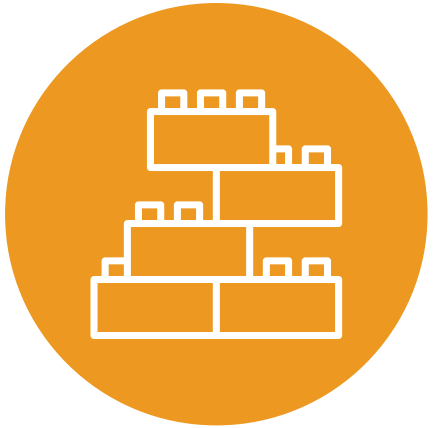
MISALIGNMENT WITH GENERAL PLAN

- Not nuanced enough to implement the General Plan
- Haphazard/unintended results due to SB 330
- Urgency Ordinance No. 4306 with SB 330 Overlay District to fix discrepancies

PROPOSING A SOLUTION

A REFRESHED ZONING CODE

- Replaces outdated rules with contextually appropriate best practices
- Replaces arbitrary or difficult standards with measurable and quantifiable standards
- Introduces graphics and user-friendly navigation



A MODULAR ZONING CODE

- Aligns zoning with General Plan
- Predictable results in compliance with SB 330
- Eliminates the need for Urgency Ordinance No. 4306
- Flexibility for nuanced standards to implement future planning policies

MODULAR ZONING SYSTEM
PRECEDENT: LOS ANGELES (RE:CODE LA)

What it does:

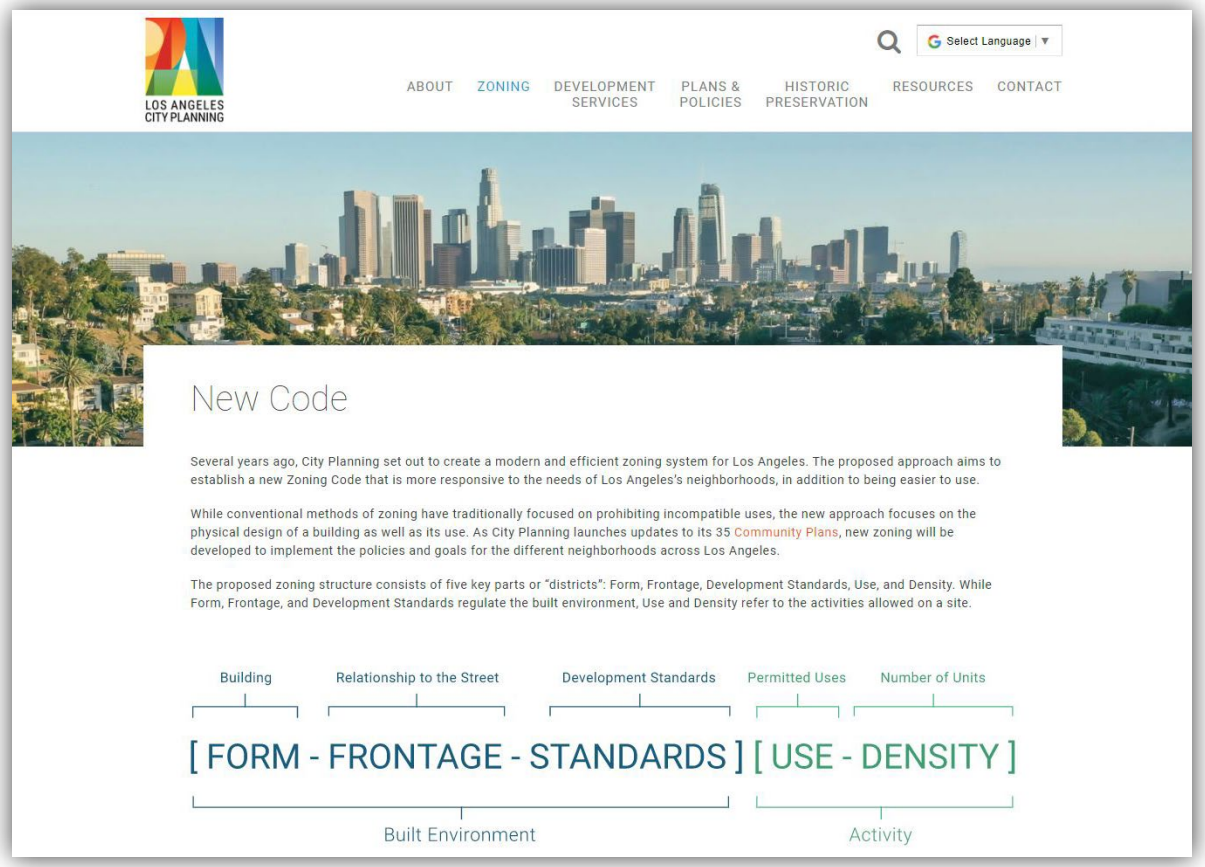
- Comprehensively updates the 1946 Zoning Code
- Makes zoning more specific to each property
- Minimize miscellaneous code regulations
- Makes the code easier to adapt to future needs

History of the effort:

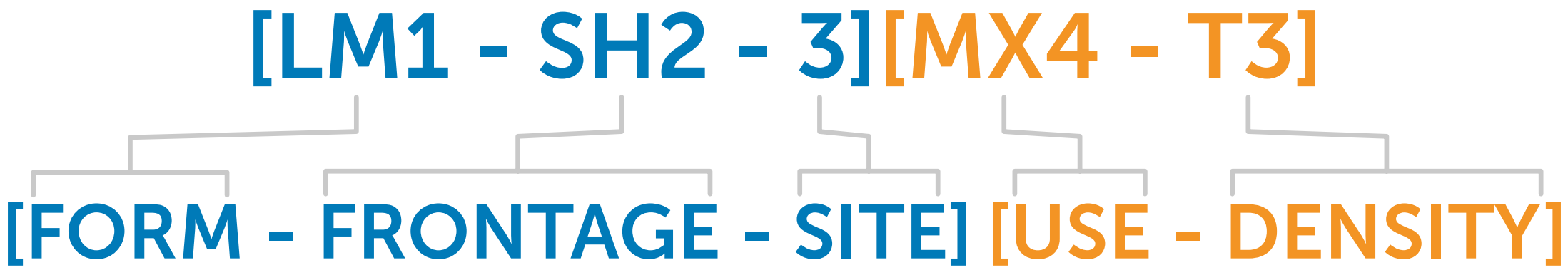
- Initiated in 2013
- New Zoning Code structure released in 2014
- New zoning framework unveiled to the public in 2020

Project Takeaways:

- Would like to include streetscapes in future efforts
- Less of the existing code should have been transferred into the new code
- Would have liked to include another module for city-wide site design standards
- Would have liked to better define thresholds and triggers for particular regulations



ZONING MODULES
ZONE-STRING



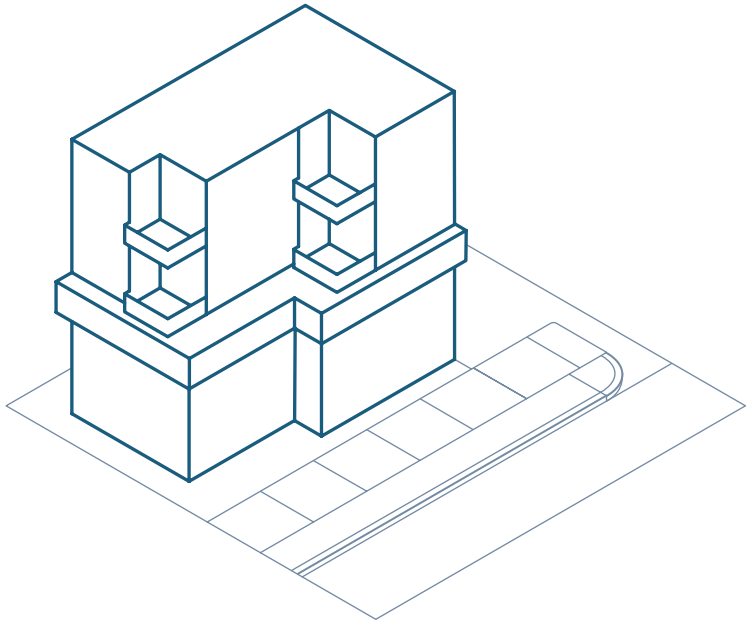
ZONING MODULES
TWO MODULE CATEGORIES

ZONING MODULES
FORM

[FORM - FRONTAGE - SITE] [USE - DENSITY]

Regulates building scale and setbacks

+ Building heights/widths
+ Floor area
+ Upper story bulk controls

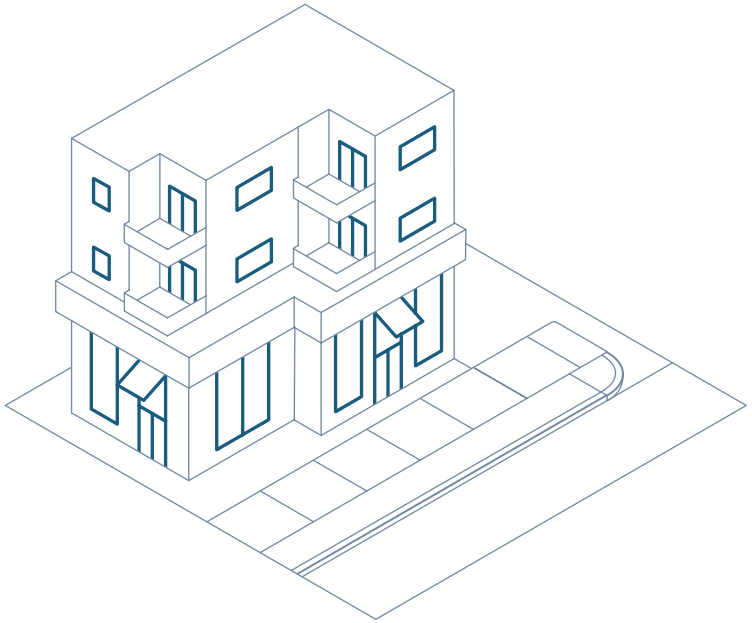


ZONING MODULES
FRONTAGE

[FORM - **FRONTAGE** - SITE] [USE - DENSITY]

Regulates how a building relates to 'public realm'

+ Build-to zone, windows/doors, front yard landscaping
+ Potentially includes sidewalk/streetscape

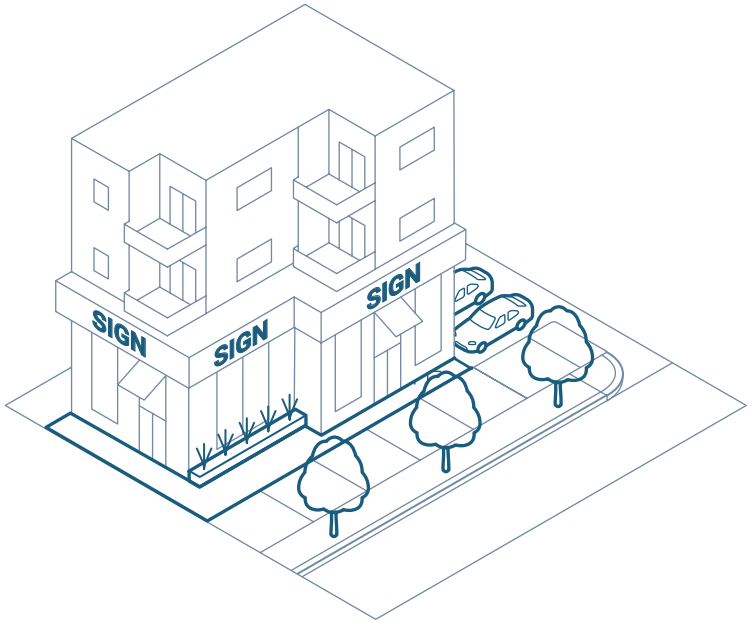


ZONING MODULES
SITE

[FORM - FRONTAGE - **SITE**] [USE - DENSITY]

Regulates site design

+ Pedestrian and automobile access
+ Automobile and bicycle parking spaces
+ On-site signage allowances

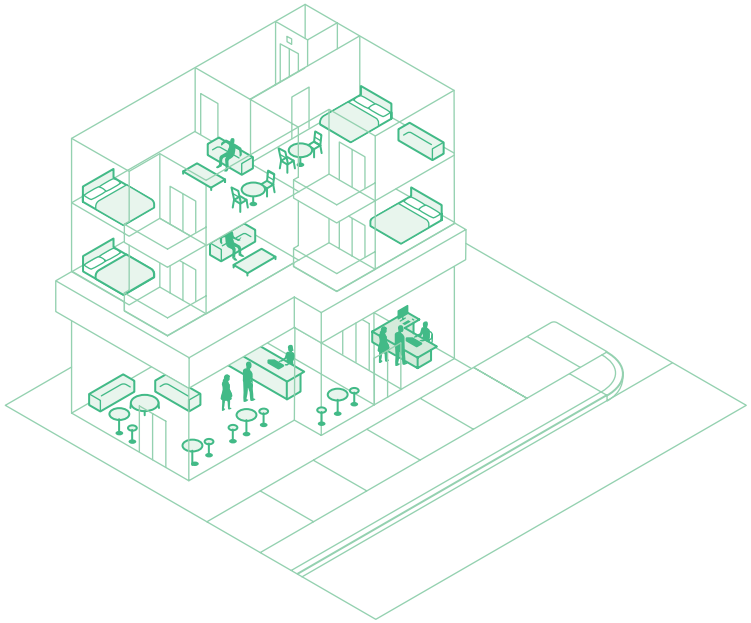


ZONING MODULES
USE

[FORM - FRONTAGE - SITE] [USE - DENSITY]

Regulates activities on a lot

+ Specifies the permission levels
+ Sets standards for different uses

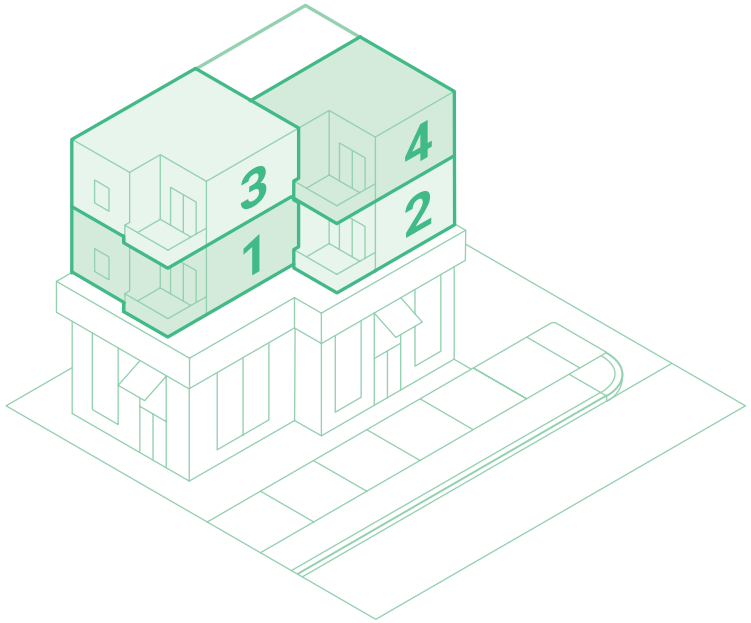


ZONING MODULES
DENSITY

[FORM - FRONTAGE - SITE] [USE - DENSITY]

Regulates number of dwelling units

+ May limit number of dwelling units per lot
+ May limit number of dwelling units by lot area



ZONING MODULES
ZONE-STRING CHAPTERS

Focus of this presentation

+ Only 5 of many potential code articles

ZONING MODULES
OTHER CHAPTERS

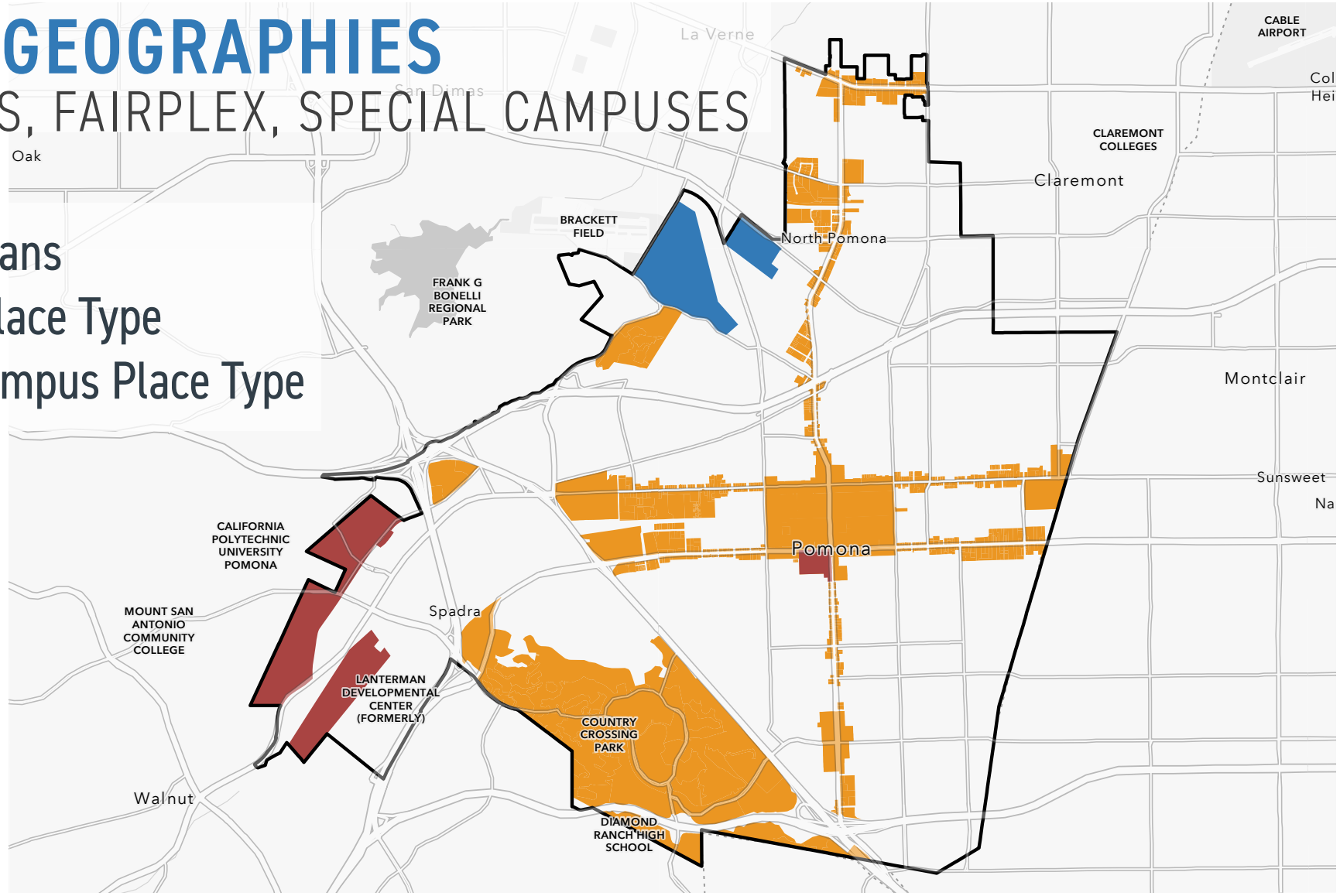
SECTION 3

Translating the General Plan into Zoning Modules

EXCLUDED GEOGRAPHIES

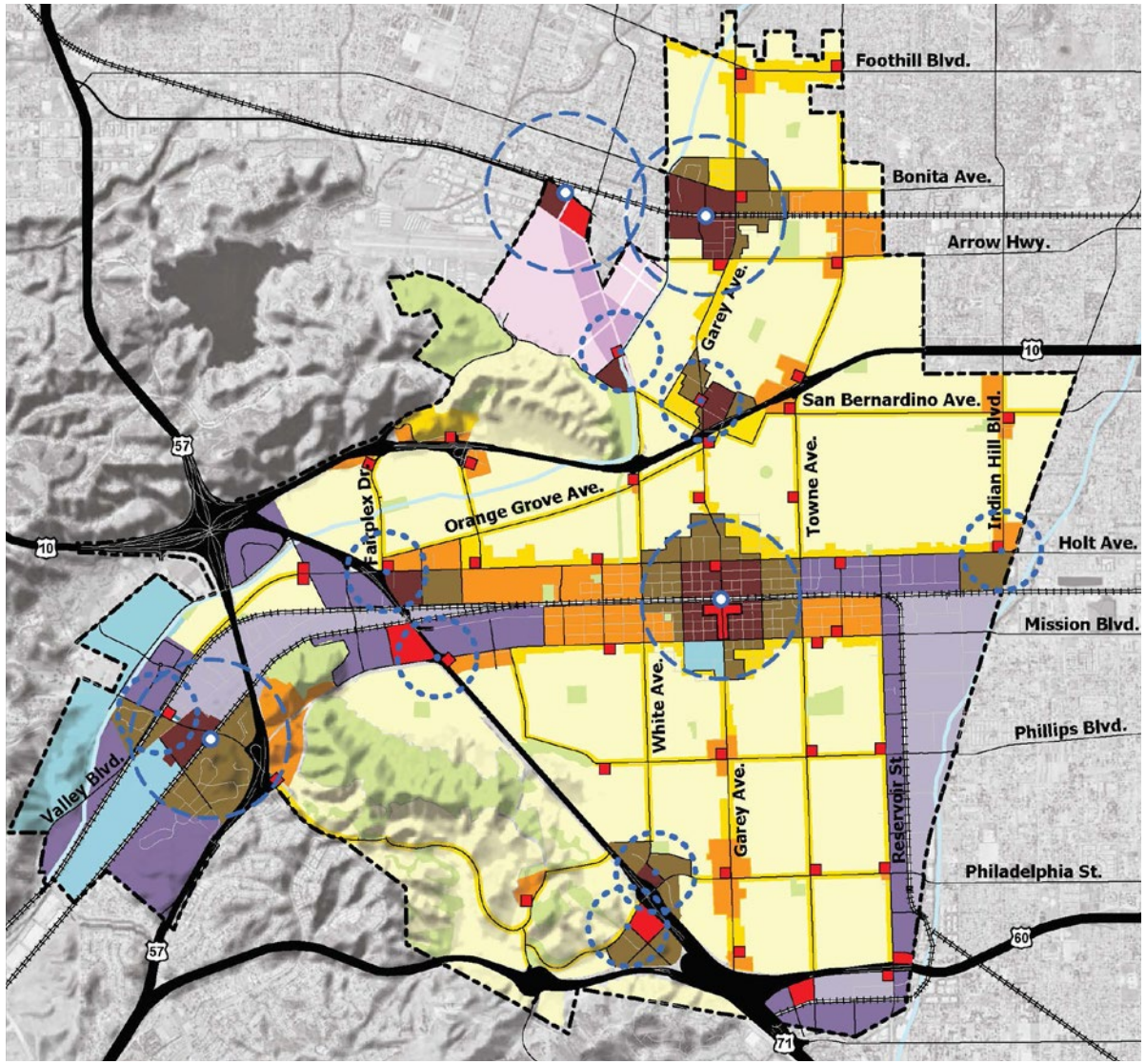
SPECIFIC PLANS, FAIRPLEX, SPECIAL CAMPUSES

- Specific Plans
- Fairplex Place Type
- Special Campus Place Type



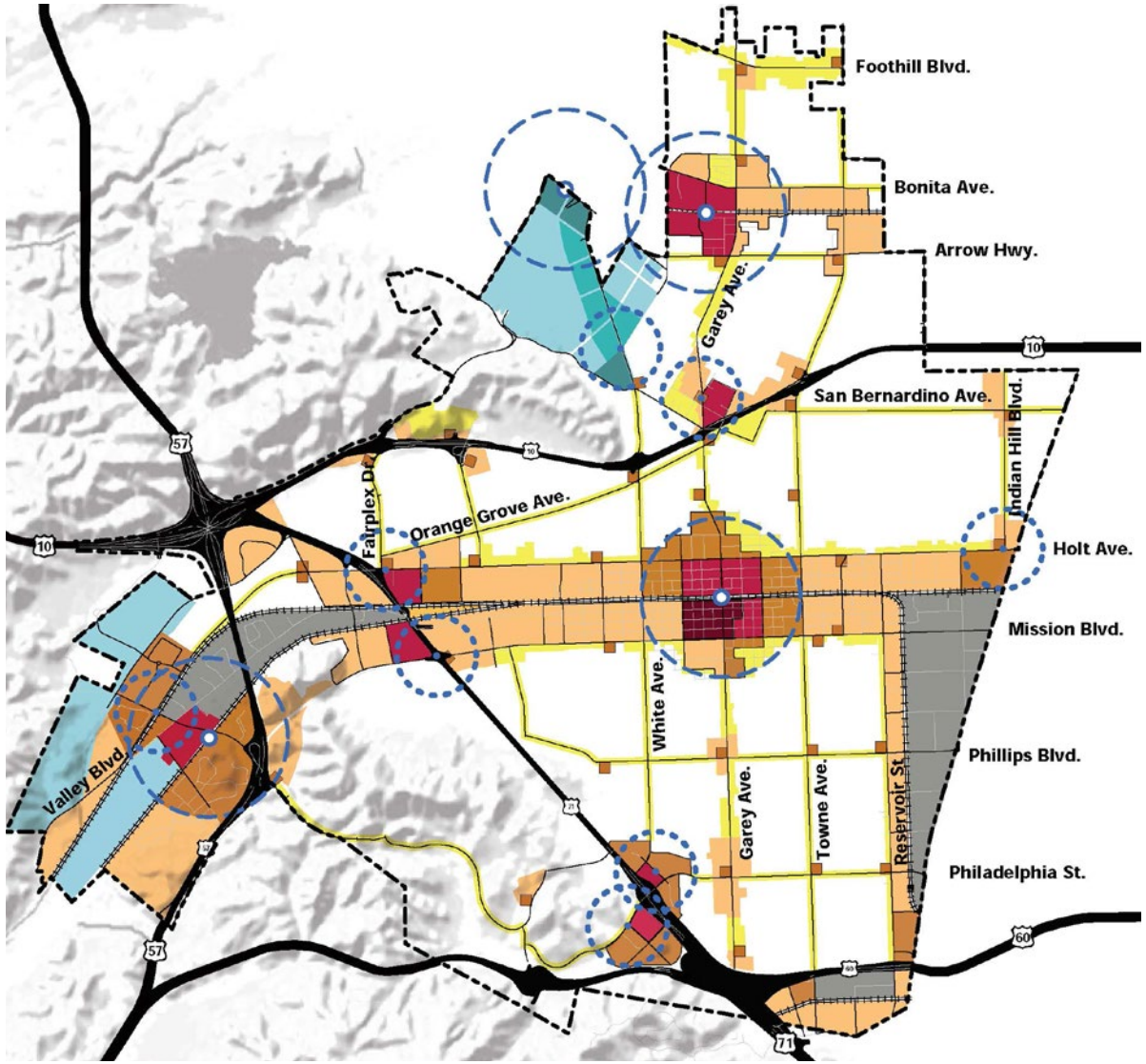
GENERAL PLAN
PLACE TYPES

- Activity Center
- Transit Oriented District: Core
- Transit Oriented District: Neighborhood
- Urban Neighborhood
- Neighborhood Edge
- Residential Neighborhood
- Workplace District Edge
- Workplace District
- Open Space
- Special Campus
- Fairplex
- Train Stations
- 1/4 mile Radii Bus Nodes
- 1/2 mile Radii Train Node



GENERAL PLAN
TRANSECT ZONES

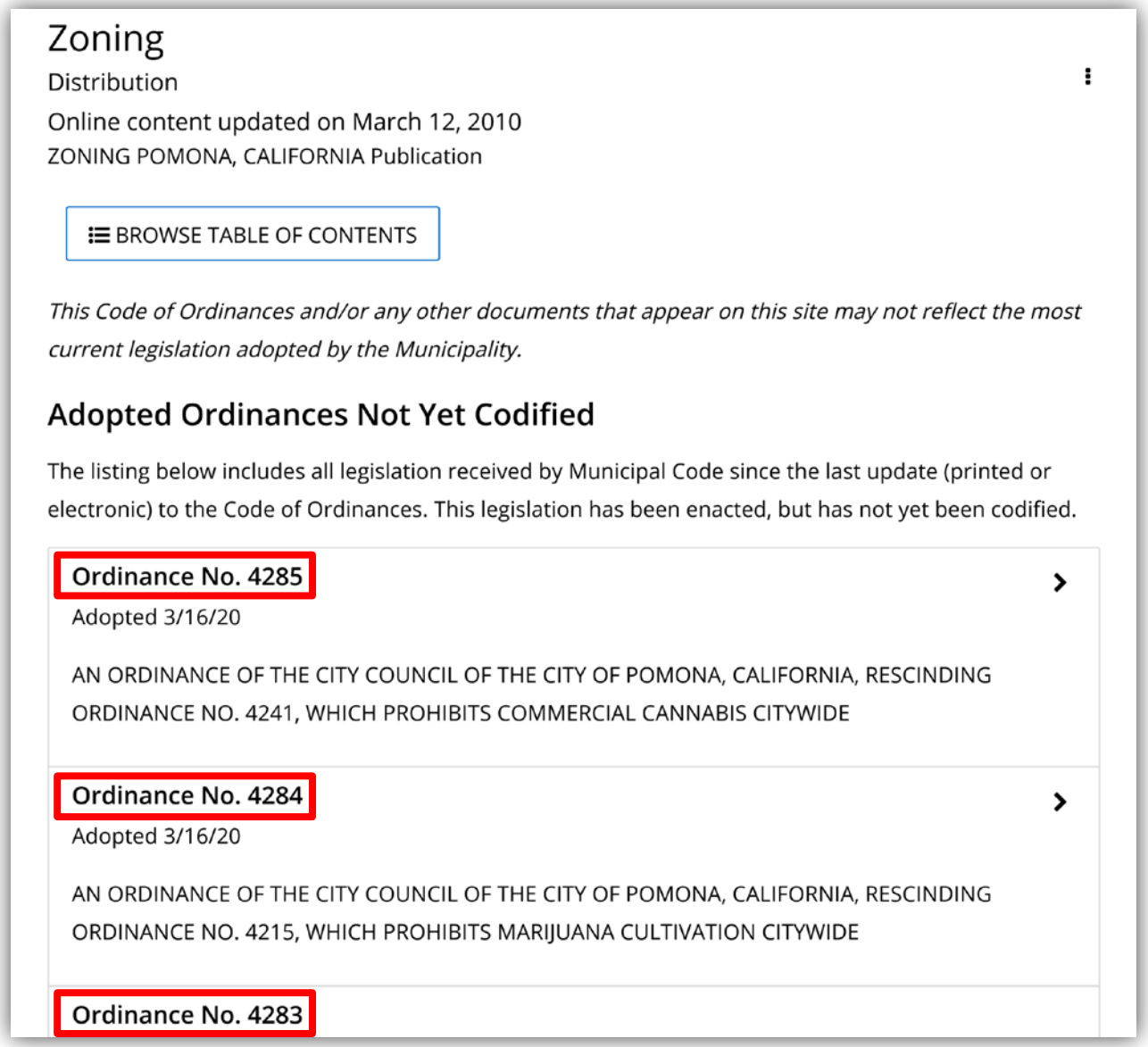
- T6-A
- T6-B
- T5
- T4-A
- T4-B
- T3
- SD
- SC
- 1/4 mile Walkable Radius
- 1/2 mile Walkable Radius



RECENT ORDINANCES
CARRYING OVER POLICY

23 Ordinances

+ Most developed after 2014 General Plan adoption



Zoning

Distribution

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ZONING POMONA, CALIFORNIA Publication

BROWSE TABLE OF CONTENTS

This Code of Ordinances and/or any other documents that appear on this site may not reflect the most current legislation adopted by the Municipality.

Adopted Ordinances Not Yet Codified

The listing below includes all legislation received by Municipal Code since the last update (printed or electronic) to the Code of Ordinances. This legislation has been enacted, but has not yet been codified.

Ordinance No. 4285

Adopted 3/16/20

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF POMONA, CALIFORNIA, RESCINDING ORDINANCE NO. 4241, WHICH PROHIBITS COMMERCIAL CANNABIS CITYWIDE

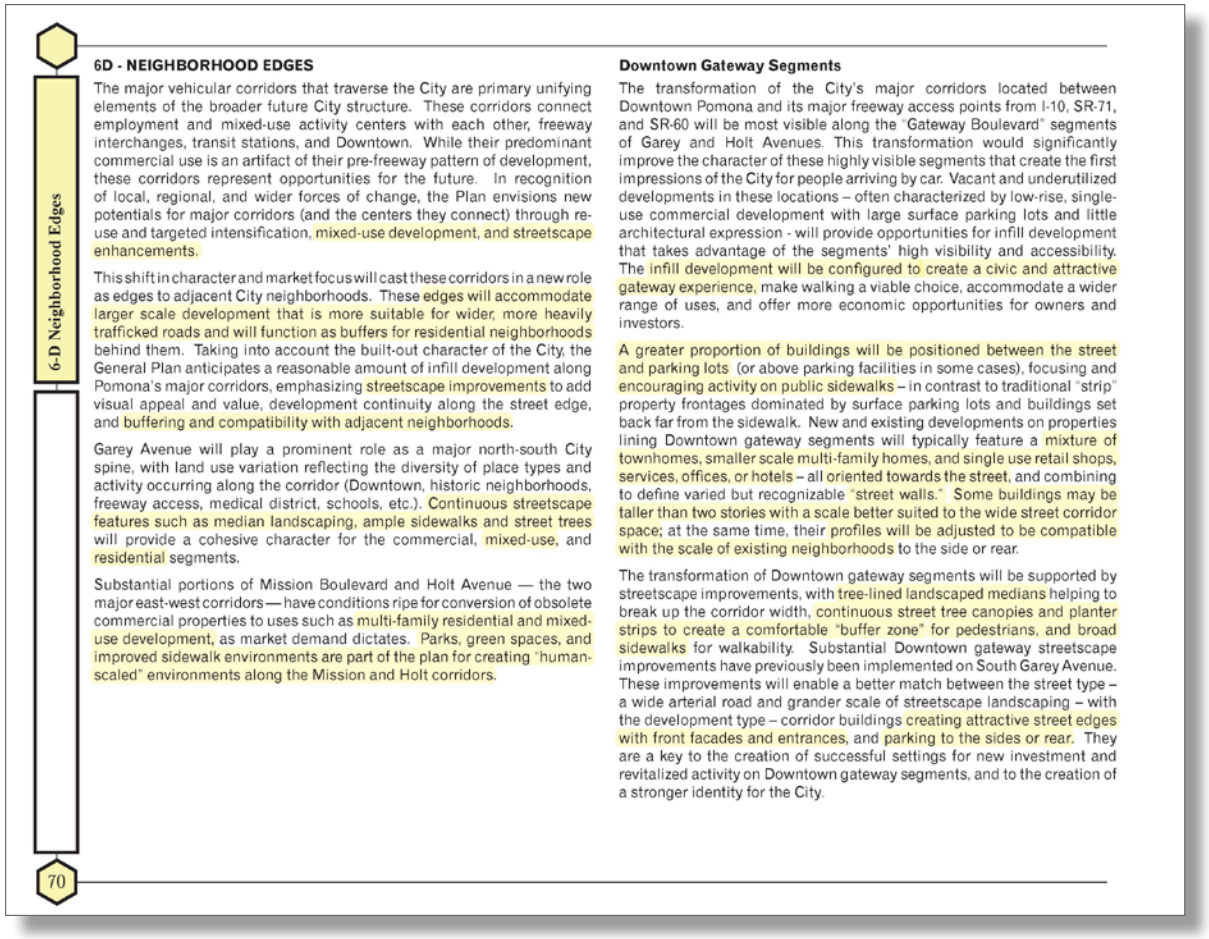
Ordinance No. 4284

Adopted 3/16/20

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF POMONA, CALIFORNIA, RESCINDING ORDINANCE NO. 4215, WHICH PROHIBITS MARIJUANA CULTIVATION CITYWIDE

Ordinance No. 4283

GENERAL PLAN
SORTING PLACE TYPES INTO MODULES



6-D Neighborhood Edges

6D - NEIGHBORHOOD EDGES

The major vehicular corridors that traverse the City are primary unifying elements of the broader future City structure. These corridors connect employment and mixed-use activity centers with each other, freeway interchanges, transit stations, and Downtown. While their predominant commercial use is an artifact of their pre-freeway pattern of development, these corridors represent opportunities for the future. In recognition of local, regional, and wider forces of change, the Plan envisions new potentials for major corridors (and the centers they connect) through re-use and targeted intensification, mixed-use development, and streetscape enhancements.

This shift in character and market focus will cast these corridors in a new role as edges to adjacent City neighborhoods. These edges will accommodate larger scale development that is more suitable for wider, more heavily trafficked roads and will function as buffers for residential neighborhoods behind them. Taking into account the built-out character of the City, the General Plan anticipates a reasonable amount of infill development along Pomona's major corridors, emphasizing streetscape improvements to add visual appeal and value, development continuity along the street edge, and buffering and compatibility with adjacent neighborhoods.

Garey Avenue will play a prominent role as a major north-south City spine, with land use variation reflecting the diversity of place types and activity occurring along the corridor (Downtown, historic neighborhoods, freeway access, medical district, schools, etc.). Continuous streetscape features such as median landscaping, ample sidewalks and street trees will provide a cohesive character for the commercial, mixed-use, and residential segments.

Substantial portions of Mission Boulevard and Holt Avenue — the two major east-west corridors — have conditions ripe for conversion of obsolete commercial properties to uses such as multi-family residential and mixed-use development, as market demand dictates. Parks, green spaces, and improved sidewalk environments are part of the plan for creating "human-scaled" environments along the Mission and Holt corridors.

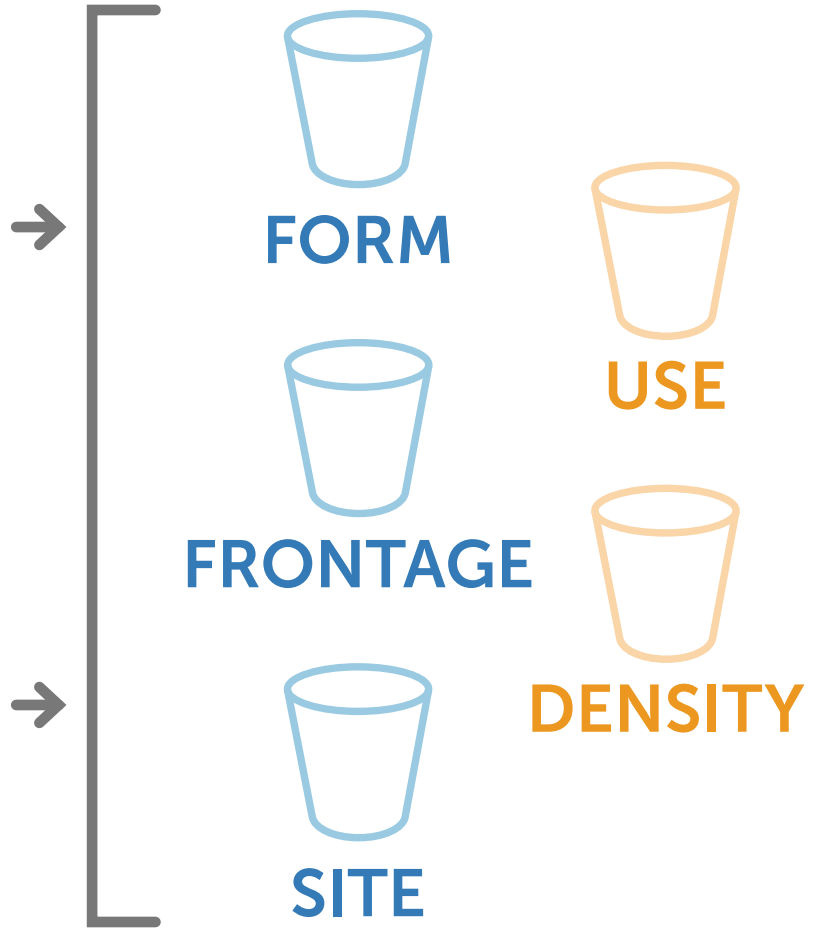
Downtown Gateway Segments

The transformation of the City's major corridors located between Downtown Pomona and its major freeway access points from I-10, SR-71, and SR-60 will be most visible along the "Gateway Boulevard" segments of Garey and Holt Avenues. This transformation would significantly improve the character of these highly visible segments that create the first impressions of the City for people arriving by car. Vacant and underutilized developments in these locations – often characterized by low-rise, single-use commercial development with large surface parking lots and little architectural expression - will provide opportunities for infill development that takes advantage of the segments' high visibility and accessibility. The infill development will be configured to create a civic and attractive gateway experience, make walking a viable choice, accommodate a wider range of uses, and offer more economic opportunities for owners and investors.

A greater proportion of buildings will be positioned between the street and parking lots (or above parking facilities in some cases), focusing and encouraging activity on public sidewalks – in contrast to traditional "strip" property frontages dominated by surface parking lots and buildings set back far from the sidewalk. New and existing developments on properties lining Downtown gateway segments will typically feature a mixture of townhomes, smaller scale multi-family homes, and single use retail shops, services, offices, or hotels – all oriented towards the street, and combining to define varied but recognizable "street walls." Some buildings may be taller than two stories with a scale better suited to the wide street corridor space; at the same time, their profiles will be adjusted to be compatible with the scale of existing neighborhoods to the side or rear.

The transformation of Downtown gateway segments will be supported by streetscape improvements, with tree-lined landscaped medians helping to break up the corridor width, continuous street tree canopies and planter strips to create a comfortable "buffer zone" for pedestrians, and broad sidewalks for walkability. Substantial Downtown gateway streetscape improvements have previously been implemented on South Garey Avenue. These improvements will enable a better match between the street type – a wide arterial road and grander scale of streetscape landscaping – with the development type – corridor buildings creating attractive street edges with front facades and entrances, and parking to the sides or rear. They are a key to the creation of successful settings for new investment and revitalized activity on Downtown gateway segments, and to the creation of a stronger identity for the City.

70

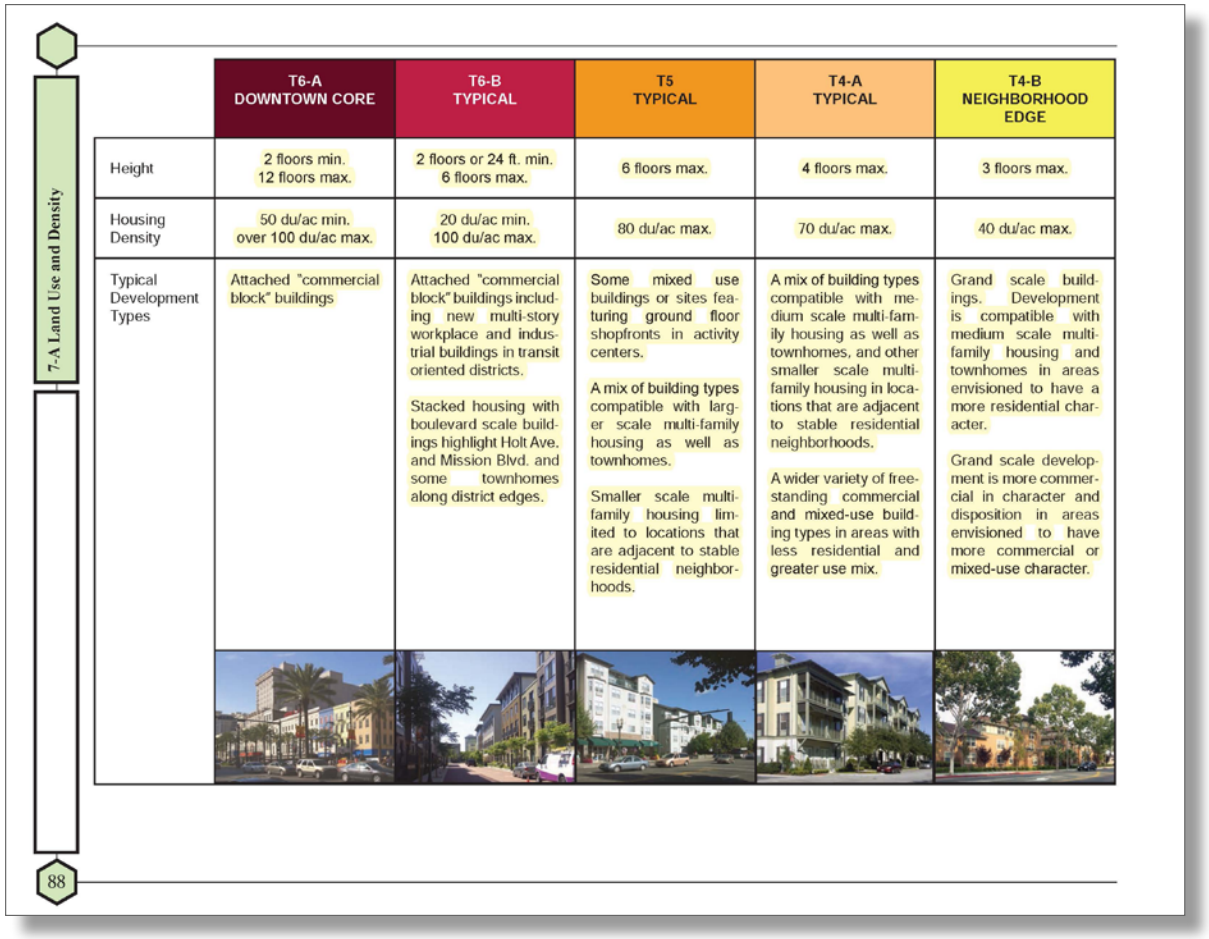


[Section 3]

GENERAL PLAN
SORTING PLACE TYPES INTO MODULES

		Zoning Modules				
		Built Environment			*Activity*	
		Form	**Frontage**	**Site**	**Use**	**Density**
2014 General Plan Categories						
Neighborhood Edge	*General*	- Building heights and intensities should be compatible with the scale of the existing residential neighborhood. - Punctuate important intersections with taller buildings - Change heights, massing and/or design character to create careful transitions where a change is proposed in scale and density - Repeat vertical and horizontal design elements from existing surrounding development - Design building scale to gradually increase or decrease to match surrounding development - Developments should fit with the scale and character of their district or neighborhood by: - Utilizing varied massing, roof types, and floor plans - Articulating building facades with distinctive architectural features such as windows, doors, chimneys, etc.. - Use articulation of building massing to reveal internal organization of building elements such as stairs and elevators, atriums, internal gathering spaces and major interior spaces - Emphasize human scale in building design with - Architectural building base treatments - Varied building colors, materials - Pedestrian-scale signage and ornamental lighting - Incorporate design elements on the second level above garages (such as bay windows or balconies) to reduce the scale and visual dominance of the garage - See applicable transect zone	- Orient buildings to the street - In "boulevard" segments, require buildings to activate the street by locating main entrances toward the street/sidewalk - In "parkway" segments, allow buildings to be oriented toward side streets and rear streets and be separated from the corridor by significant landscaping and other types of screening - Where street activity is important, locate new development closer to the sidewalk with buildings lining the majority of the property frontage - Majority of each building frontage and entrances should be located at or near the publicly accessible sidewalks - Apply continuous streetscape features [along Gary Avenue] such as median landscaping, ample sidewalks and street trees - Building entrances oriented towards streets, utilizing shopfronts, porches, patios or outdoor spaces that overlook or interact with front yards or sidewalks - Ensure that garages do not dominate streetscapes - Maintain an active street edge, especially where pedestrian activity is desired. - Discourage blank, unarticulated parking garage facades - Minimize the facade width of single-family homes so that no more than fifty percent (50%) of the facade is occupied by a garage. - Allow for reductions of front yard setbacks to encourage garages to be set back from the front edge of the house. - Orient garage doors 90 degrees from the street. - Maintain an open relationship between buildings and street edge, avoiding fencing and significant landscape barriers, except for street trees and sidewalk plantings - Along major collectors and corridors, allow fencing, low walls, and/or landscaping that maintains visibility and visual interaction between residences and the street edge - Limit [fencing/screening] materials to wood, stone, decorative metal, or low hedges - Add landscaping and street trees, add or widen sidewalks, bulb out the sidewalks in key locations, provide pedestrian-scale lighting - Parks, green spaces, and improved sidewalk environments are part of the plan for creating "human scaled environments along the Mission and Holt corridors	- Require development with reduced height and intensity on portions of properties adjacent to stable residential neighborhoods - Parking should be located to the side or rear of buildings, in shared parking facilities, and in parking structures - Provide new parks, walkable streetscapes, extensive tree plantings, landscape enhancements and appropriate buffers to adjacent neighborhoods - Requiring large scale new developments to provide new streets and pedestrian paths throughout the project - Reduce visual impact of large paved areas - Shade for parked cars and reduction in heat absorbed by paved areas - Reduced stormwater run-off - More trees to improve air quality - Provide pedestrian amenities with new development and focus on connections between parks, transit and surrounding properties - Ensure consistent sign quality - Larger scale development that is more suitable for wider, more heavily trafficked roads should function as buffers for residential neighborhoods behind them - Promote diversity in parcel and home sizes, with careful transitions between development at different scales and densities - Employ a change in heights, massing and/or design character to create careful transitions where a change is proposed in scale and density - Provide for privacy of nearby smaller parcels and maintain some visual continuity along the street - Ensure that new development does not cast significant sun shadow over adjacent, small scale development - Locate larger scale buildings and more active uses, such as multi-family housing, commercial uses, institutional uses, or parks along wider streets - Locate parking to the side of or behind buildings and along alleyways	- Where appropriate, extend housing, office, and/or lodging entitlements to properties currently zoned to permit retail but which are no longer advantageously positioned for new retail investment - Permit existing commercial and industrial uses to remain as conforming uses; however, do not permit such uses to significantly expand if inconsistent with Section 6. Pomona Tomorrow or Section 7-A. Land Use & Density - Conversion of obsolete commercial properties [along Mission Boulevard and Holt Avenue] to uses such as multi-family residential and mixed use development, as market demand dictates	- Consider Density or intensity bonuses, reduced impact fees or property tax, tax increment financing funds, joint public/private development, or City-funded infrastructure improvements to help support redevelopment - See applicable transect zone
	Downtown Gateway Segments	- Preserve original small-lot development scale/character along Garey Avenue between Downtown and I-10 - Feature a mix of townhomes, smaller scale multi-family homes, and single use retail shops, services, offices, or hotels along Downtown gateway segments - Some buildings may be taller than two stories with a scale better suited to the wide street corridor space; their profiles will be adjusted to be compatible with the scale of existing neighborhoods - See applicable transect zone	- Most buildings should be positioned between the street and parking lots (or above parking facilities in some cases), and encouraging activity on public sidewalks. - Orient buildings towards the street with defined "street walls." - Tree-lined landscaped medians, continuous street tree canopies and planter strips to create a comfortable "buffer zone" for pedestrians, and broad sidewalks - Corridor buildings should create attractive street edges with front facades and entrances - Facilitate improvements (landscaping, pedestrian amenities, lighting, signage, and public art) along Garey and Holt Avenues (including the Holt Avenue underpass) between I-10, SR-71, and the Downtown/City Center area to create a front door to the City	- Development should be configured to create a civic and attractive gateway experience - Locate parking to the sides or rear	- Mix of uses, including residential - Accommodate a wider range of uses - Mixture of townhomes, smaller scale multi-family homes, and single use retail shops, services, offices, or hotel - Concentrations of commercial sales and services	- Potential locations for higher density housing - See applicable transect zone

GENERAL PLAN
SORTING TRANSECT ZONES INTO MODULES



7-A Land Use and Density

	T6-A DOWNTOWN CORE	T6-B TYPICAL	T5 TYPICAL	T4-A TYPICAL	T4-B NEIGHBORHOOD EDGE
Height	2 floors min. 12 floors max.	2 floors or 24 ft. min. 6 floors max.	6 floors max.	4 floors max.	3 floors max.
Housing Density	50 du/ac min. over 100 du/ac max.	20 du/ac min. 100 du/ac max.	80 du/ac max.	70 du/ac max.	40 du/ac max.
Typical Development Types	Attached "commercial block" buildings	Attached "commercial block" buildings including new multi-story workplace and industrial buildings in transit oriented districts. Stacked housing with boulevard scale buildings highlight Holt Ave. and Mission Blvd. and some townhomes along district edges.	Some mixed use buildings or sites featuring ground floor shopfronts in activity centers. A mix of building types compatible with larger scale multi-family housing as well as townhomes. Smaller scale multi-family housing limited to locations that are adjacent to stable residential neighborhoods.	A mix of building types compatible with medium scale multi-family housing as well as townhomes, and other smaller scale multi-family housing in locations that are adjacent to stable residential neighborhoods. A wider variety of free-standing commercial and mixed-use building types in areas with less residential and greater use mix.	Grand scale buildings. Development is compatible with medium scale multi-family housing and townhomes in areas envisioned to have a more residential character. Grand scale development is more commercial in character and disposition in areas envisioned to have more commercial or mixed-use character.

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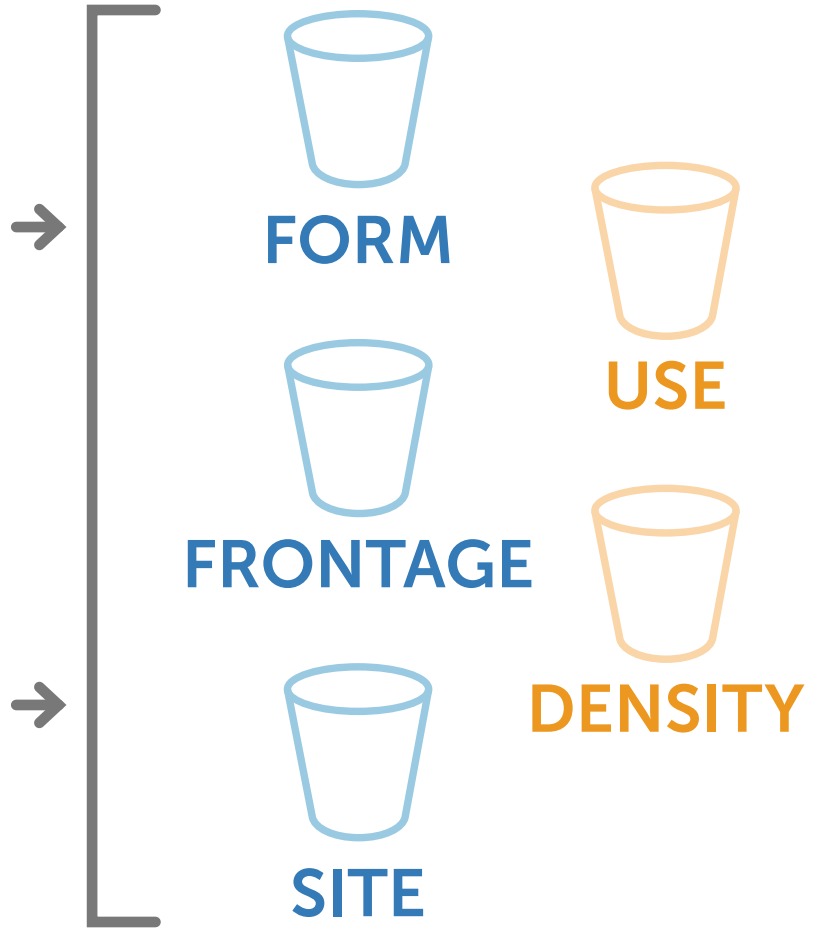
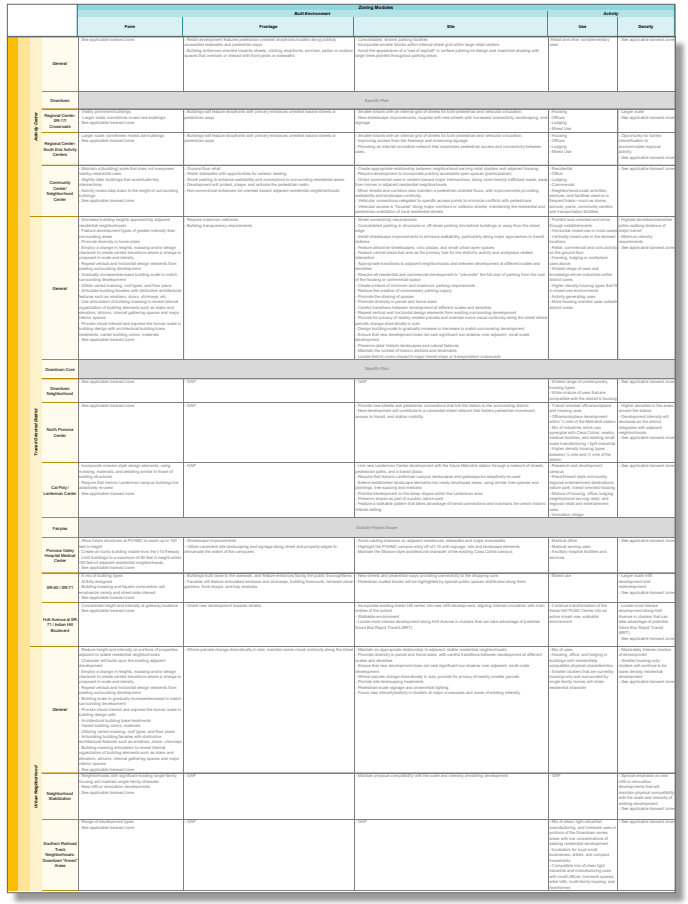
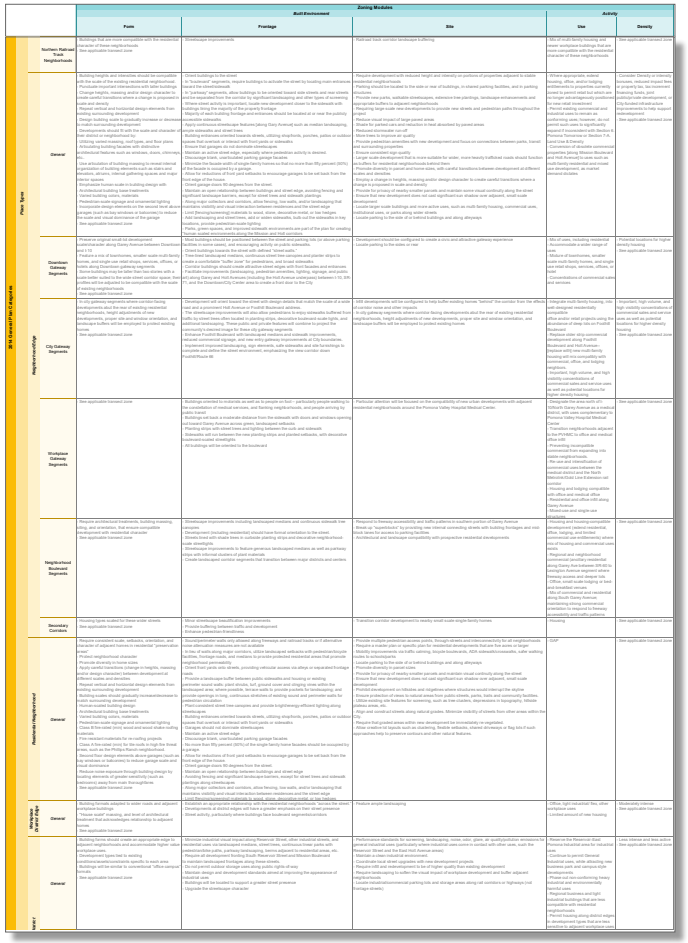


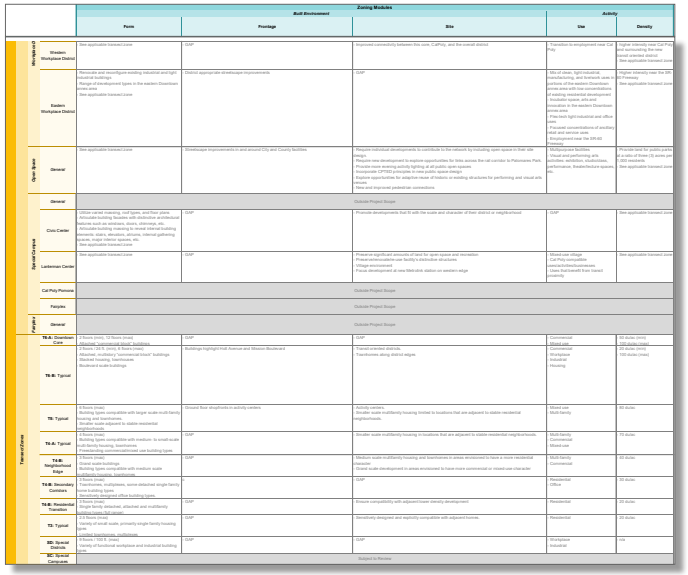
GENERAL PLAN
SORTING TRANSECT ZONES INTO MODULES

		Zoning Modules				
		Built Environment			*Activity*	
		Form	**Frontage**	**Site**	**Use**	**Density**
Transect Zones	**T6-A:** Downtown Core	- 2 floors (min), 12 floors (max) - Attached "commercial block" buildings	- GAP	- GAP	- Commercial - Mixed use	- 50 du/ac (min) - 100 du/ac (max)
	T6-B: Typical	- 2 floors / 24 ft. (min), 6 floors (max) - Attached, multistory "commercial block" buildings - Stacked housing, townhouses - Boulevard scale buildings	- Buildings highlight Holt Avenue and Mission Boulevard	- Transit oriented districts. - Townhomes along district edges	- Commercial - Workplace - Industrial - Housing	- 20 du/ac (min) - 100 du/ac (max)
	T5: Typical	- 6 floors (max) - Building types compatible with larger scale multi-family housing and townhomes. - Smaller scale adjacent to stable residential neighborhoods	- Ground floor shopfronts in activity centers	- Activity centers. - Smaller scale multifamily housing limited to locations that are adjacent to stable residential neighborhoods.	- Mixed use - Multi-family	- 80 du/ac
	T4-A: Typical	- 4 floors (max) - Building types compatible with medium- to small-scale multi-family housing, townhomes - Freestanding commercial/mixed use building types	- GAP	- Smaller scale multifamily housing in locations that are adjacent to stable residential neighborhoods.	- Multi-family - Commercial - Mixed-use	- 70 du/ac
	T4-B: Neighborhood Edge	- 3 floors (max) - Grand scale buildings - Building types compatible with medium scale multifamily housing, townhomes	- GAP	- Medium scale multifamily housing and townhomes in areas envisioned to have a more residential character - Grand scale development in areas envisioned to have more commercial or mixed-use character	- Multi-family - Commercial	- 40 du/ac
	T4-B: Secondary Corridors	- 3 floors (max) - Townhomes, multiplexes, some detached single family home building types - Sensitively designed office building types.	c	- GAP	- Residential - Office	- 30 du/ac
	T4-B: Residential Transition	- 3 floors (max) - Single family detached, attached and multifamily building types (full range)	- GAP	- Ensure compatibility with adjacent lower density development	- Residential	- 20 du/ac
	T3: Typical	- 2.5 floors (max) - Variety of small scale, primarily single family housing types - Limited townhomes, multiplexes	- GAP	- Sensitively designed and explicitly compatible with adjacent homes.	- Residential	- 20 du/ac
	SD: Special Districts	- 9 floors / 100 ft. (max) - Variety of functional workplace and industrial building types	- GAP	- GAP	- Workplace - Industrial	- n/a
	SC: Special Campuses	Subject to Review				

GENERAL PLAN
MODULE TABLE

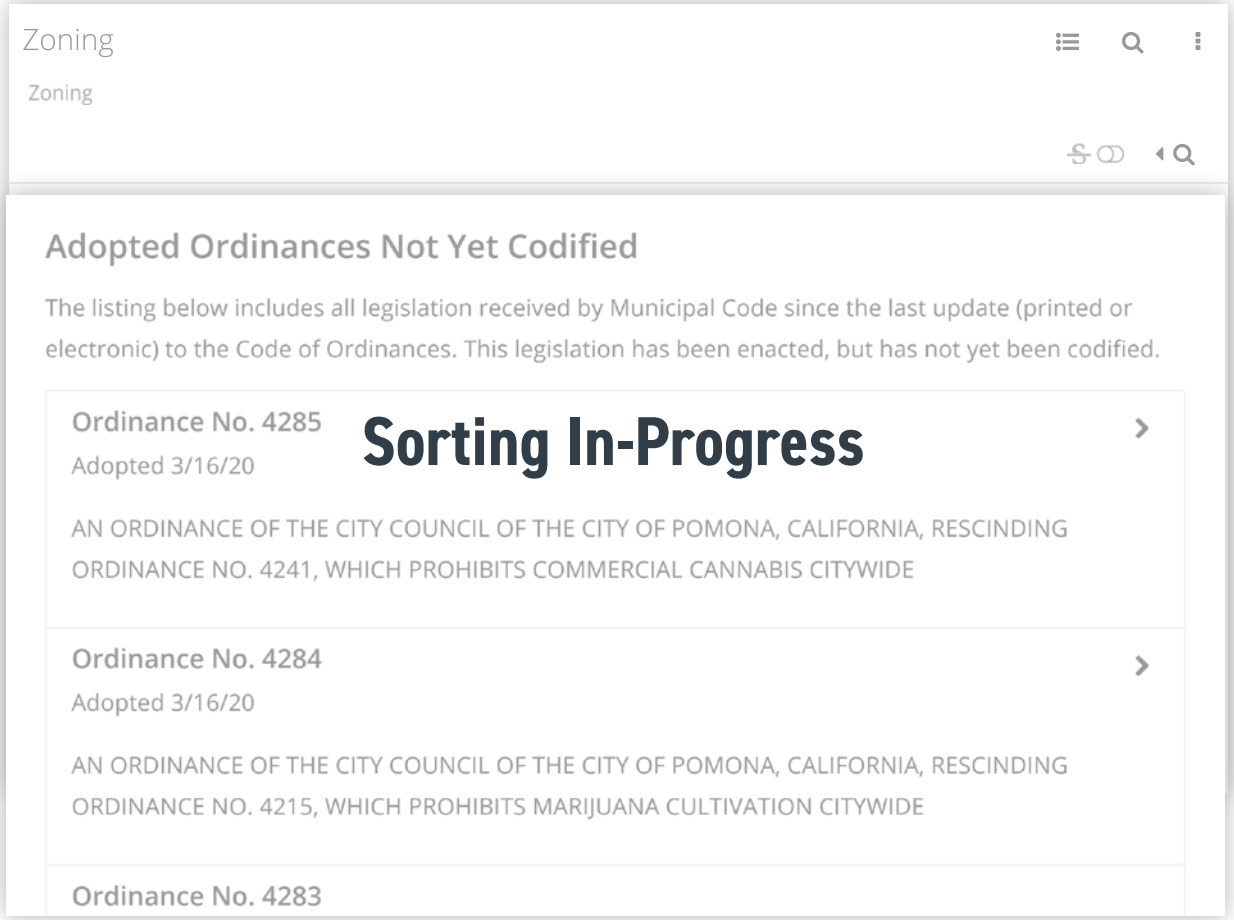


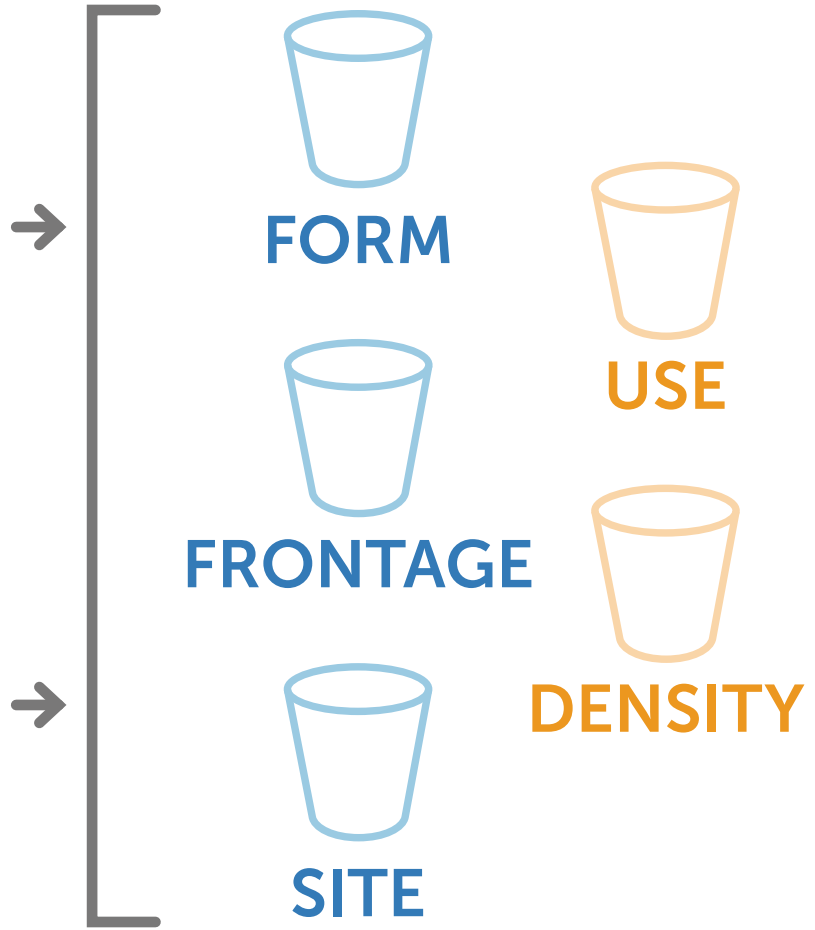




+ Full spreadsheet available in PDF or Excel format

RECENT ORDINANCES
SORTING ORDINANCES INTO MODULES





SECTION 4

Resolving Gaps and Conflicts within Planning Policy

MODULES FOR POMONA

IDENTIFYING THE GENERAL PLAN'S GAPS

		Zoning Modules				
		Built Environment			*Activity*	
		Form	**Frontage**	**Site**	**Use**	**Density**
Transit Oriented District	*General*	- Decrease building heights approaching adjacent residential neighborhoods - Feature development types of greater intensity than surrounding areas - Promote diversity in home sizes - Employ a change in heights, massing and/or design character to create careful transitions where a change is proposed in scale and density - Repeat vertical and horizontal design elements from existing surrounding development - Gradually increase/decrease building scale to match surrounding development - Utilize varied massing, roof types, and floor plans - Articulate building facades with distinctive architectural features such as windows, doors, chimneys, etc. - Use articulation of building massing to reveal internal organization of building elements such as stairs and elevators, atriums, internal gathering spaces and major interior spaces - Provide visual interest and express the human scale in building design with architectural building base treatments, varied building colors, materials - See applicable transect zone	- Require maximum setbacks - Building transparency requirements	- Street connectivity requirements - Consolidated parking in structures or off-street parking lots behind buildings or away from the street edge - Install streetscape improvements to enhance walkability, particularly along major approaches to transit stations - Feature attractive streetscapes, civic plazas, and small urban open spaces - Feature central plaza that acts as the primary hub for the district's activity and workplace related interaction - Appropriate transitions to adjacent neighborhoods and between development at different scales and densities - Require all residential and commercial development to "unbundle" the full cost of parking from the cost of the housing or commercial space - Create a blend of minimum and maximum parking requirements - Reduce the creation of unnecessary parking supply - Promote the sharing of spaces - Promote diversity in parcel and home sizes - Careful transitions between development at different scales and densities - Repeat vertical and horizontal design elements from existing surrounding development - Provide for privacy of nearby smaller parcels and maintain some visual continuity along the street where parcels change dramatically in size - Design building scale to gradually increase or decrease to match surrounding development - Ensure that new development does not cast significant sun shadow over adjacent, small scale development - Preserve older historic landscapes and natural features - Maintain the context of historic districts and landmarks - Locate district cores closest to major transit stops or transportation crossroads	- Prohibit auto-oriented and drive-through establishments - Horizontal mixed-use in most cases - Vertically mixed-use in the densest locations - Retail, commercial and civic activity on the ground floor - Housing, lodging or workplace uses above. - Widest range of uses and knowledge driven industries within district cores. - Higher density housing types that fit in mixed-use environments - Activity generating uses - More housing oriented uses outside district cores.	- Highest densities/intensities within walking distance of major transit - Minimum density requirements - See applicable transect zone
	Downtown Core	Specific Plan				
	Downtown Neighborhood	- See applicable transect zone	- GAP	- GAP	- Widest range of contemporary housing types - Wide mixture of uses that are compatible with the district's housing	- See applicable transect zone
	North Pomona Center	- See applicable transect zone	- GAP	- Provide new streets and pedestrian connections that link the station to the surrounding district - New development will contribute to a connected street network that fosters pedestrian movement, access to transit, and station visibility.	- Transit oriented office/workplace and housing uses - Office/workplace development within ¼ mile of the Metrolink station - Mix of industries which can synergize with Casa Colina, nearby medical facilities, and existing small scale manufacturing / light industrial - Higher density housing types between ¼ mile and ½ mile of the station	- Higher densities in the areas around the station - Development intensity will decrease as the district integrates with adjacent neighborhoods. - See applicable transect zone

Limited content to translate into a clear frontage module

MODULES FOR POMONA
IDENTIFYING THE GENERAL PLAN'S CONFLICTS

		Zoning Modules				
		Built Environment			*Activity*	
		Form	Frontage	Site	Use	Density
Transect Zones	**T4-A:** Typical	- 4 floors (max) - Building types compatible with medium- to small-scale multi-family housing, townhomes - Freestanding commercial/mixed use building types	- GAP	- Smaller scale multifamily housing in locations that are adjacent to stable residential neighborhoods.	- Multi-family - Commercial - Mixed-use	- 70 du/ac
	T4-B: Neighborhood Edge	- 3 floors (max) - Grand scale buildings - Building types compatible with medium scale multifamily housing, townhomes	- GAP	- Medium scale multifamily housing and townhomes in areas envisioned to have more residential character - Grand scale development in areas envisioned to have more commercial or mixed-use character	- Multi-family - Commercial	- 40 du/ac
	T4-B: Secondary Corridors	- 3 floors (max) - Townhomes, multiplexes, some detached single family home building types - Sensitively designed office building types.	c	- GAP	- Residential - Office	- 30 du/ac
	T4-B: Residential Transition	- 3 floors (max) - Single family detached, attached and multifamily building types (full range)	- GAP	- Ensure compatibility with adjacent lower density development	- Residential	- 20 du/ac
	T3: Typical	- 2.5 floors (max) - Variety of small scale, primarily single family housing types - Limited townhomes, multiplexes	- GAP	- Sensitively designed and explicitly compatible with adjacent homes.	- Residential	- 20 du/ac

Transect zone permits higher residential density than permitted by the place type

		Zoning Modules				
		Built Environment			*Activity*	
		Form	Frontage	Site	Use	Density
Workplace District Edge	*General*	- Building formats adapted to wider roads and adjacent workplace buildings - "House scale" massing, and level of architectural treatment that acknowledges relationship to adjacent homes - See applicable transect zone	- Establish an appropriate relationship with the residential neighborhoods "across the street." - Developments at district edges will have a greater emphasis on their street presence - Street activity, particularly where buildings face boulevard segments/corridors	- Feature ample landscaping	- Office, light industrial/ flex, other workplace uses - Limited amount of new housing	- Moderately intense - See applicable transect zone

MODULES FOR POMONA
WHAT WE'RE NOTICING

Some transect zone densities are higher than what is suggested in some corresponding place types

Some place type policies are not always compatible with those of their sub districts

Strategies to achieve density, scale, and use transitions between place types can be vague

Some place type sub districts are vaguely defined and need to be further distinguished

Some parcels are classified as more than one place type or transect zone

Some place types include higher levels of detail than others

Some place type map designations differ from what's listed in the plan text

MODULES FOR POMONA
PROCESS FOR RESOLVING GAPS AND CONFLICTS

Identified Gap or Conflict Example

Frontage recommendations are well defined for some place types and missing or less defined for other place types

Resources to reach resolution

Existing Zoning Code
- Where compatible with the General Plan)

Ordinances
- Ordinances adopted after the 2014 General Plan

Specific Plans
- For districts that share boundaries

Best Practice
- Code Studio's expertise

Local Expertize
- City staff
- Urban Design, Use, and Modules Committee
- Reconciliation, Thresholds, and Administration Committee
- Project stakeholders
- Public engagement

Existing Conditions
- Spatial analysis

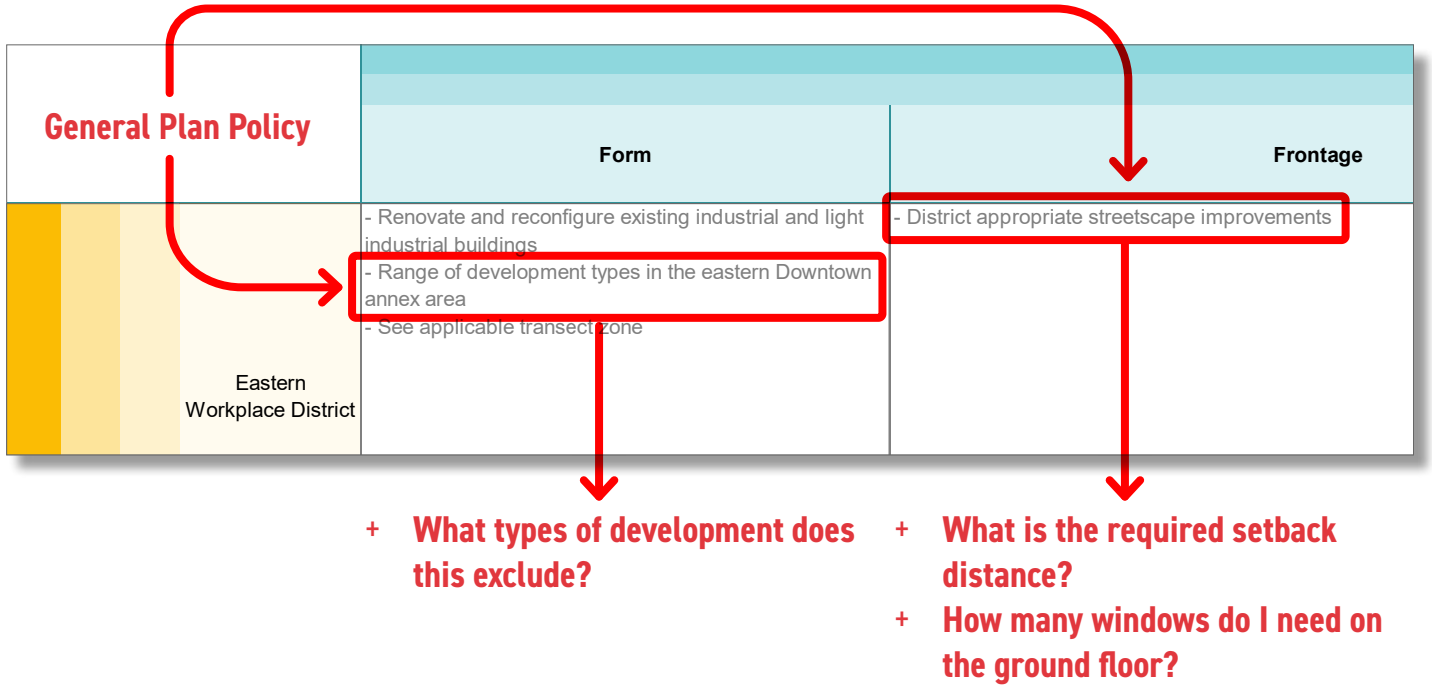
SECTION 5

Converting Planning into Zoning

PLANNING INTO ZONING

THE GENERAL PLAN IS ONLY PLANNING POLICY

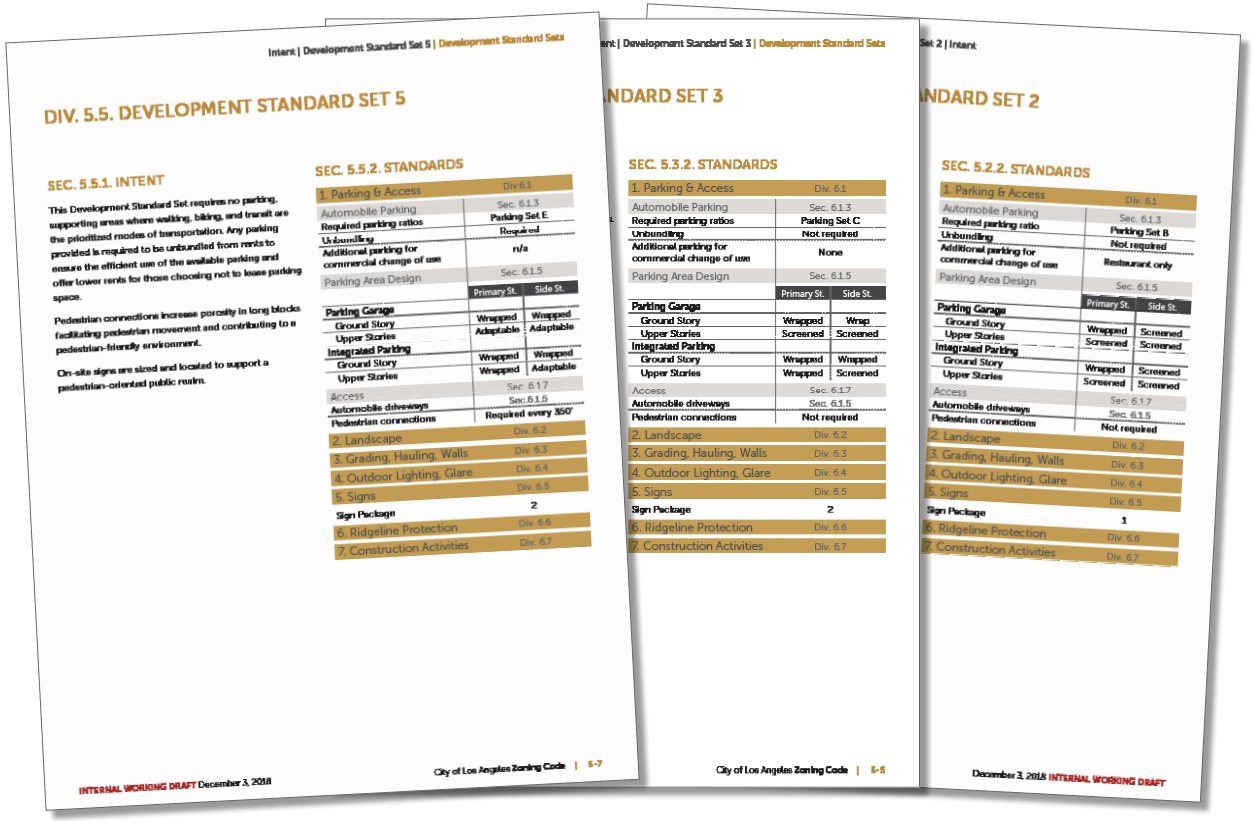
+ Policy only provides direction
+ Not enough information to tell a property owner or developer how to build a project that complies with the General Plan policies



PLANNING INTO ZONING

ZONING IMPLEMENTS PLANNING POLICY

+ Zoning is legal language and has teeth
+ Ideally provides clear and quantifiable instructions that tells a property owner or developer how to build a project that does comply with the General Plan's policies



Intent | Development Standard Set 5 | Development Standard Sets

DIV. 5.5. DEVELOPMENT STANDARD SET 5

SEC. 5.5.1. INTENT

This Development Standard Set requires no parking, supporting areas where walking, biking, and transit are the prioritized modes of transportation. Any parking provided is required to be unbundled from rents to ensure the efficient use of the available parking and offer lower rents for those choosing not to lease parking space.

Pedestrian connections increase porosity in long blocks facilitating pedestrian movement and contributing to a pedestrian-friendly environment.

On-site signs are sized and located to support a pedestrian-oriented public realm.

SEC. 5.5.2. STANDARDS

1. Parking & Access	Div. 6.1	
Automobile Parking	Sec. 6.1.3	
Required parking ratios	Parking Set E	
Unbundling	Required	
Additional parking for commercial change of use	n/a	
Parking Area Design	Sec. 6.1.5	
	Primary St.	Side St.
Parking Garage		
Ground Story	Wrapped	Wrapped
Upper Stories	Adaptable	Adaptable
Integrated Parking		
Ground Story	Wrapped	Wrapped
Upper Stories	Wrapped	Adaptable
Access	Sec. 6.1.7	
Automobile driveways	Sec.6.1.5	
Pedestrian connections	Required every 350'	
2. Landscape	Div. 6.2	
3. Grading, Hauling, Walls	Div. 6.3	
4. Outdoor Lighting, Glare	Div. 6.4	
5. Signs	Div. 6.5	
Sign Package	2	
6. Ridgeline Protection	Div. 6.6	
7. Construction Activities	Div. 6.7	

INTERNAL WORKING DRAFT December 3, 2018

City of Los Angeles Zoning Code | 5-7

Development Standard Set 3 | Development Standard Sets

NDARD SET 3

SEC. 5.3.2. STANDARDS

1. Parking & Access	Div. 6.1	
Automobile Parking	Sec. 6.1.3	
Required parking ratios	Parking Set C	
Unbundling	Not required	
Additional parking for commercial change of use	None	
Parking Area Design	Sec. 6.1.5	
	Primary St.	Side St.
Parking Garage		
Ground Story	Wrapped	Wrap
Upper Stories	Screened	Screened
Integrated Parking		
Ground Story	Wrapped	Wrapped
Upper Stories	Wrapped	Screened
Access	Sec. 6.1.7	
Automobile driveways	Sec. 6.1.5	
Pedestrian connections	Not required	
2. Landscape	Div. 6.2	
3. Grading, Hauling, Walls	Div. 6.3	
4. Outdoor Lighting, Glare	Div. 6.4	
5. Signs	Div. 6.5	
Sign Package	2	
6. Ridgeline Protection	Div. 6.6	
7. Construction Activities	Div. 6.7	

City of Los Angeles Zoning Code | 5-5

Set 2 | Intent

NDARD SET 2

SEC. 5.2.2. STANDARDS

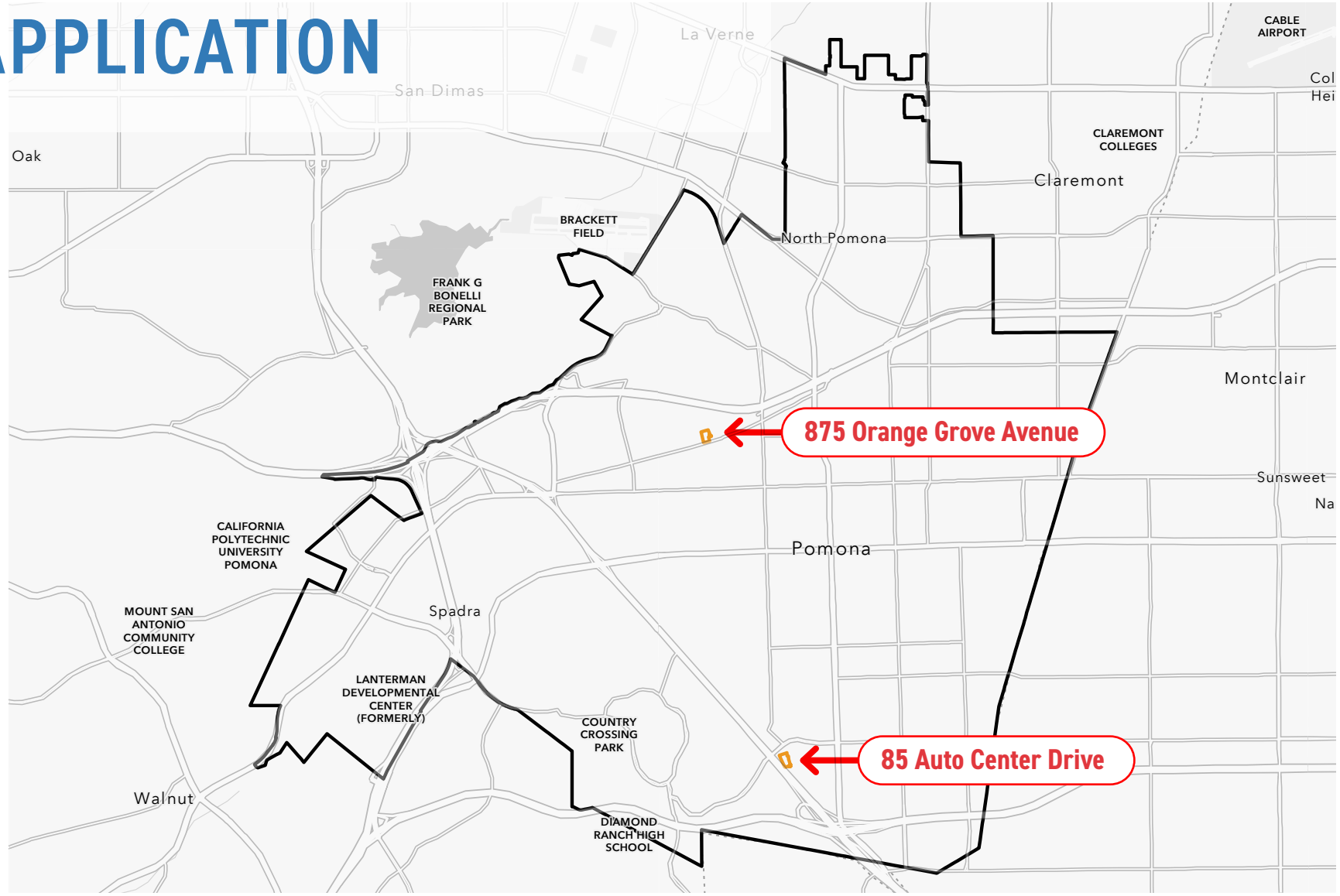
1. Parking & Access	Div. 6.1	
Automobile Parking	Sec. 6.1.3	
Required parking ratio	Parking Set B	
Unbundling	Not required	
Additional parking for commercial change of use	Restaurant only	
Parking Area Design	Sec. 6.1.5	
	Primary St.	Side St.
Parking Garage		
Ground Story	Wrapped	Screened
Upper Stories	Screened	Screened
Integrated Parking		
Ground Story	Wrapped	Screened
Upper Stories	Screened	Screened
Access	Sec. 6.1.7	
Automobile driveways	Sec. 6.1.5	
Pedestrian connections	Not required	
2. Landscape	Div. 6.2	
3. Grading, Hauling, Walls	Div. 6.3	
4. Outdoor Lighting, Glare	Div. 6.4	
5. Signs	Div. 6.5	
Sign Package	1	
6. Ridgeline Protection	Div. 6.6	
7. Construction Activities	Div. 6.7	

December 3, 2018 INTERNAL WORKING DRAFT

SECTION 6

[Example Application]

EXAMPLE APPLICATION
TWO SITES



875 ORANGE GROVE AVENUE

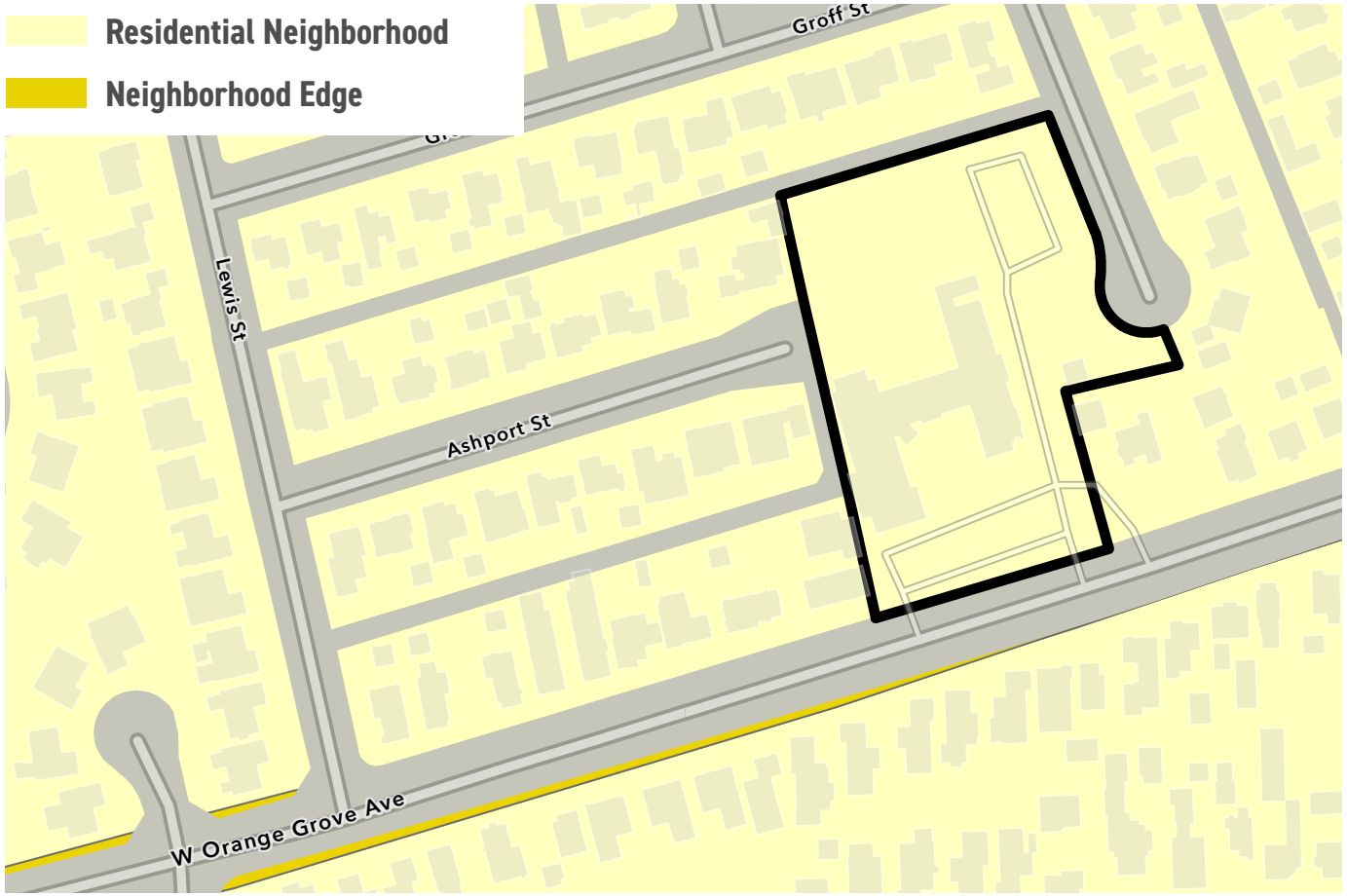
STEP 1: IDENTIFY THE PARCEL

875 ORANGE GROVE AVENUE

STEP 2A: IDENTIFY APPLICABLE PLACE TYPE

+ Includes both **Neighborhood Edge** and **Residential Neighborhood** Place Type Designations

+ Resolve conflicting General Plan designations within the parcel

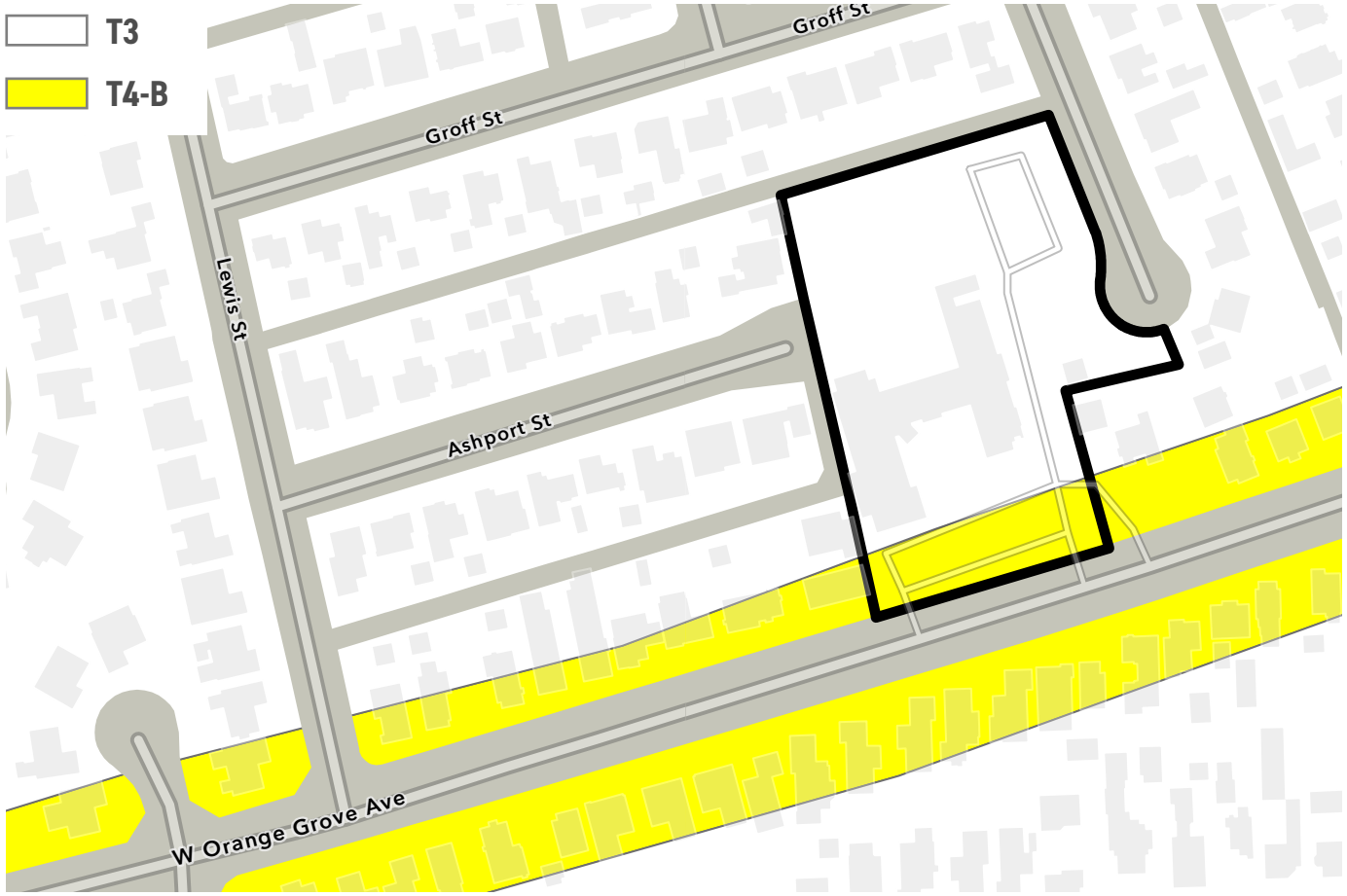


875 ORANGE GROVE AVENUE

STEP 2B: IDENTIFY APPLICABLE TRANSECT ZONE

+ Includes both **T3** and **T4-B** Transect Zone Designations

+ Resolve conflicting General Plan designations within the parcel



875 ORANGE GROVE AVENUE

STEP 2C: DETERMINE OFFICIAL PLACE TYPE AND TRANSECT ZONE

+ Determined as a **Neighborhood Edge** Place Type and **T4-A** Transect Zone

+ Alternative options: Residential Neighborhood, T3, or split zone

875 ORANGE GROVE AVENUE

STEP 3: IDENTIFY THE APPLICABLE GENERAL PLAN POLICIES

Neighborhood Edge

	Zoning Modules				
	Built Environment			*Activity*	
	Form	**Frontage**	**Site**	**Use**	**Density**
General	- Building heights and intensities should be compatible with the scale of the existing residential neighborhood. - Punctuate important intersections with taller buildings - Change heights, massing and/or design character to create careful transitions where a change is proposed in scale and density - Repeat vertical and horizontal design elements from existing surrounding development - Design building scale to gradually increase or decrease to match surrounding development - Developments should fit with the scale and character of their district or neighborhood by: - Utilizing varied massing, roof types, and floor plans - Articulating building facades with distinctive architectural features such as windows, doors, chimneys, etc.. - Use articulation of building massing to reveal internal organization of building elements such as stairs and elevators, atriums, internal gathering spaces and major interior spaces - Emphasize human scale in building design with - Architectural building base treatments - Varied building colors, materials - Pedestrian-scale signage and ornamental lighting - Incorporate design elements on the second level above garages (such as bay windows or balconies) to reduce the scale and visual dominance of the garage - See applicable transect zone	- Orient buildings to the street - In “boulevard” segments, require buildings to activate the street by locating main entrances toward the street/sidewalk - In “parkway” segments, allow buildings to be oriented toward side streets and rear streets and be separated from the corridor by significant landscaping and other types of screening - Where street activity is important, locate new development closer to the sidewalk with buildings lining the majority of the property frontage - Majority of each building frontage and entrances should be located at or near the publicly accessible sidewalks - Apply continuous streetscape features [along Gary Avenue] such as median landscaping, ample sidewalks and street trees - Building entrances oriented towards streets, utilizing shopfronts, porches, patios or outdoor spaces that overlook or interact with front yards or sidewalks - Ensure that garages do not dominate streetscapes - Maintain an active street edge, especially where pedestrian activity is desired. - Discourage blank, unarticulated parking garage facades - Minimize the facade width of single-family homes so that no more than fifty percent (50%) of the facade is occupied by a garage. - Allow for reductions of front yard setbacks to encourage garages to be set back from the front edge of the house. - Orient garage doors 90 degrees from the street. - Maintain an open relationship between buildings and street edge, avoiding fencing and significant landscape barriers, except for street trees and sidewalk plantings - Along major collectors and corridors, allow fencing, low walls, and/or landscaping that maintains visibility and visual interaction between residences and the street edge - Limit [fencing/screening] materials to wood, stone, decorative metal, or low hedges - Add landscaping and street trees, add or widen sidewalks, bulb out the sidewalks in key locations, provide pedestrian-scale lighting - Parks, green spaces, and improved sidewalk environments are part of the plan for creating “human scaled environments along the Mission and Holt corridors	- Require development with reduced height and intensity on portions of properties adjacent to stable residential neighborhoods - Parking should be located to the side or rear of buildings, in shared parking facilities, and in parking structures - Provide new parks, walkable streetscapes, extensive tree plantings, landscape enhancements and appropriate buffers to adjacent neighborhoods - Requiring large scale new developments to provide new streets and pedestrian paths throughout the project - Reduce visual impact of large paved areas - Shade for parked cars and reduction in heat absorbed by paved areas - Reduced stormwater run-off - More trees to improve air quality - Provide pedestrian amenities with new development and focus on connections between parks, transit and surrounding properties - Ensure consistent sign quality - Larger scale development that is more suitable for wider, more heavily trafficked roads should function as buffers for residential neighborhoods behind them - Promote diversity in parcel and home sizes, with careful transitions between development at different scales and densities - Employ a change in heights, massing and/or design character to create careful transitions where a change is proposed in scale and density - Provide for privacy of nearby smaller parcels and maintain some visual continuity along the street - Ensure that new development does not cast significant sun shadow over adjacent, small scale development - Locate larger scale buildings and more active uses, such as multi-family housing, commercial uses, institutional uses, or parks along wider streets - Locate parking to the side of or behind buildings and along alleyways	- Where appropriate, extend housing, office, and/or lodging entitlements to properties currently zoned to permit retail but which are no longer advantageously positioned for new retail investment - Permit existing commercial and industrial uses to remain as conforming uses; however, do not permit such uses to significantly expand if inconsistent with Section 6. Pomona Tomorrow or Section 7-A. Land Use & Density - Conversion of obsolete commercial properties [along Mission Boulevard and Holt Avenue] to uses such as multi-family residential and mixed use development, as market demand dictates	- Consider Density or intensity bonuses, reduced impact fees or property tax, tax increment financing funds, joint public/private development, or City-funded infrastructure improvements to help support redevelopment - See applicable transect zone

T4-A

	Zoning Modules				
	Built Environment			*Activity*	
	Form	**Frontage**	**Site**	**Use**	**Density**
T4-A: Typical	- 4 floors (max) - Building types compatible with medium- to small-scale multi-family housing, townhomes - Freestanding commercial/mixed use building types	- GAP	- Smaller scale multifamily housing in locations that are adjacent to stable residential neighborhoods.	- Multi-family - Commercial - Mixed-use	- 70 du/ac

875 ORANGE GROVE AVENUE

STEP 4: FORM POLICY TRANSLATION

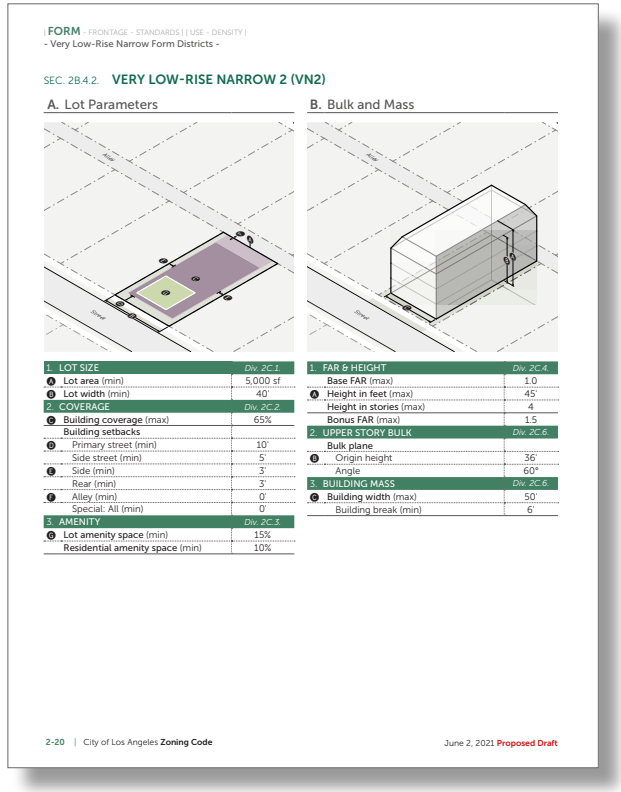
Neighborhood Edge

	Form
General	- Building heights and intensities should be compatible with the scale of the existing residential neighborhood. - Punctuate important intersections with taller buildings - Change heights, massing and/or design character to create careful transitions where a change is proposed in scale and density - Repeat vertical and horizontal design elements from existing surrounding development - Design building scale to gradually increase or decrease to match surrounding development - Developments should fit with the scale and character of their district or neighborhood by: - Utilizing varied massing, roof types, and floor plans - Articulating building facades with distinctive architectural features such as windows, doors, chimneys, etc.. - Use articulation of building massing to reveal internal organization of building elements such as stairs and elevators, atriums, internal gathering spaces and major interior spaces - Emphasize human scale in building design with - Architectural building base treatments - Varied building colors, materials - Pedestrian-scale signage and ornamental lighting - Incorporate design elements on the second level above garages (such as bay windows or balconies) to reduce the scale and visual dominance of the garage - See applicable transect zone

T4-A

	Form
T4-A: Typical	- 4 floors (max) - Building types compatible with medium- to small-scale multi-family housing, townhomes - Freestanding commercial/mixed use building types

[VN2 - FRONTAGE - SITE][USE- DENSITY]



FORM - FRONTAGE - STANDARDS | | USE - DENSITY |
- Very Low-Rise Narrow Form Districts -

SEC. 2B.4.2. **VERY LOW-RISE NARROW 2 (VN2)**

A. Lot Parameters

B. Bulk and Mass

1. LOT SIZE	*Div. 2C.1.*
A Lot area (min)	5,000 sf
B Lot width (min)	40'
2. COVERAGE	*Div. 2C.2.*
C Building coverage (max)	65%
Building setbacks	
D Primary street (min)	10'
Side street (min)	5'
E Side (min)	3'
Rear (min)	3'
F Alley (min)	0'
Special: All (min)	0'
3. AMENITY	*Div. 2C.3.*
G Lot amenity space (min)	15%
Residential amenity space (min)	10%

1. FAR & HEIGHT	*Div. 2C.4.*
Base FAR (max)	1.0
A Height in feet (max)	45'
Height in stories (max)	4
Bonus FAR (max)	1.5
2. UPPER STORY BULK	*Div. 2C.6.*
Bulk plane	
B Origin height	36'
Angle	60°
3. BUILDING MASS	*Div. 2C.6.*
C Building width (max)	50'
Building break (min)	6'

2-20 | City of Los Angeles **Zoning Code** June 2, 2021 **Proposed Draft**

875 ORANGE GROVE AVENUE

STEP 5: FRONTAGE POLICY TRANSLATION

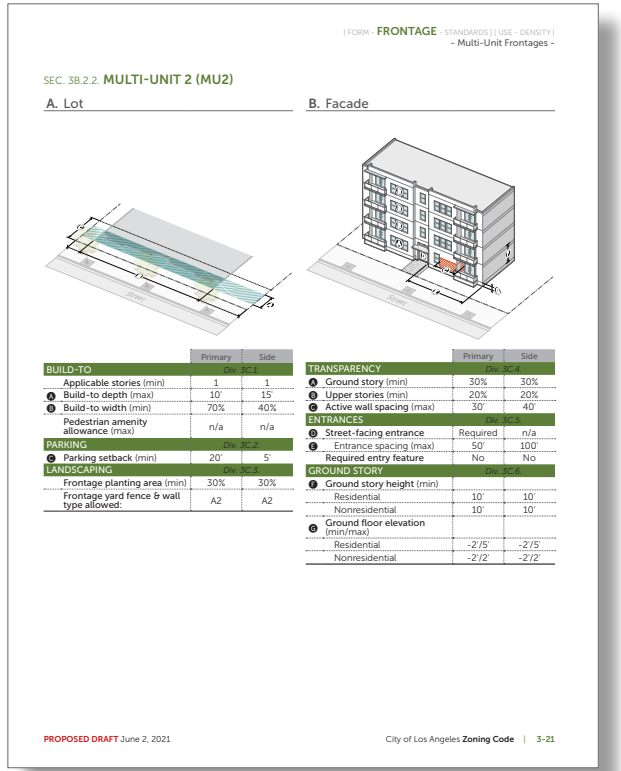
Neighborhood Edge

	Frontage
General	- Orient buildings to the street - In "boulevard" segments, require buildings to activate the street by locating main entrances toward the street/sidewalk - In "parkway" segments, allow buildings to be oriented toward side streets and rear streets and be separated from the corridor by significant landscaping and other types of screening - Where street activity is improtant, locate new development closer to the sidewalk with buildings lining the majority of the property frontage - Majority of each building frontage and entrances should be located at or near the publicly accessible sidewalks - Apply continuous streetscape features [along Gary Avenue] such as median landscaping, ample sidewalks and street trees - Building entrances oriented towards streets, utilizing shopfronts, porches, patios or outdoor spaces that overlook or interact with front yards or sidewalks - Ensure that garages do not dominate streetscapes - Maintain an active street edge, especially where pedestrian activity is desired. - Discourage blank, unarticulated parking garage facades - Minimize the facade width of single-family homes so that no more than fifty percent (50%) of the facade is occupied by a garage. - Allow for reductions of front yard setbacks to encourage garages to be set back from the front edge of the house. - Orient garage doors 90 degrees from the street. - Maintain an open relationship between buildings and street edge, avoiding fencing and significant landscape barriers, except for street trees and sidewalk plantings - Along major collectors and corridors, allow fencing, low walls, and/or landscaping that maintains visibility and visual interaction between residences and the street edge - Limit [fencing/screening] materials to wood, stone, decorative metal, or low hedges - Add landscaping and street trees, add or widen sidewalks, bulb out the sidewalks in key locations, provide pedestrian-scale lighting - Parks, green spaces, and improved sidewalk environments are part of the plan for creating "human scaled environments along the Mission and Holt corridors

T4-A

	Frontage
T4-A: Typical	- GAP

[VN2 - **MU2** - SITE][USE- DENSITY]



| FORM - **FRONTAGE** - STANDARDS | USE - DENSITY |
- Multi-Unit Frontages -

SEC. 3B.2.2. **MULTI-UNIT 2 (MU2)**

A. Lot

B. Facade

	Primary	Side
BUILD-TO	Div. 3C.1.	
Applicable stories (min)	1	1
A Build-to depth (max)	10'	15'
B Build-to width (min)	70%	40%
Pedestrian amenity allowance (max)	n/a	n/a
PARKING	Div. 3C.2.	
C Parking setback (min)	20'	5'
LANDSCAPING	Div. 3C.3.	
Frontage planting area (min)	30%	30%
Frontage yard fence & wall type allowed:	A2	A2

	Primary	Side
TRANSPARENCY	Div. 3C.4.	
F Ground story (min)	30%	30%
G Upper stories (min)	20%	20%
H Active wall spacing (max)	30'	40'
ENTRANCES	Div. 3C.5.	
D Street-facing entrance	Required	n/a
E Entrance spacing (max)	50'	100'
Required entry feature	No	No
GROUND STORY	Div. 3C.6.	
I Ground story height (min)		
Residential	10'	10'
Nonresidential	10'	10'
J Ground floor elevation (min/max)		
Residential	-2'/5'	-2'/5'
Nonresidential	-2'/2'	-2'/2'

PROPOSED DRAFT June 2, 2021 — City of Los Angeles **Zoning Code** | 3-21

875 ORANGE GROVE AVENUE

STEP 6: SITE POLICY TRANSLATION

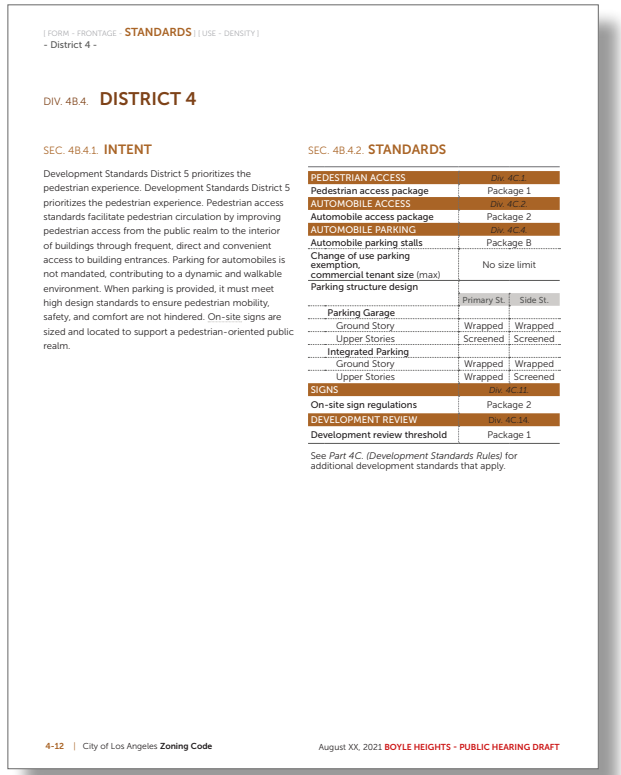
Neighborhood Edge

	Site
General	- Require development with reduced height and intensity on portions of properties adjacent to stable residential neighborhoods - Parking should be located to the side or rear of buildings, in shared parking facilities, and in parking structures - Provide new parks, walkable streetscapes, extensive tree plantings, landscape enhancements and appropriate buffers to adjacent neighborhoods - Requiring large scale new developments to provide new streets and pedestrian paths throughout the project - Reduce visual impact of large paved areas - Shade for parked cars and reduction in heat absorbed by paved areas - Reduced stormwater run-off - More trees to improve air quality - Provide pedestrian amenities with new development and focus on connections between parks, transit and surrounding properties - Ensure consistent sign quality - Larger scale development that is more suitable for wider, more heavily trafficked roads should function as buffers for residential neighborhoods behind them - Promote diversity in parcel and home sizes, with careful transitions between development at different scales and densities - Employ a change in heights, massing and/or design character to create careful transitions where a change is proposed in scale and density - Provide for privacy of nearby smaller parcels and maintain some visual continuity along the street - Ensure that new development does not cast significant sun shadow over adjacent, small scale development - Locate larger scale buildings and more active uses, such as multi-family housing, commercial uses, institutional uses, or parks along wider streets - Locate parking to the side of or behind buildings and along alleyways

T4-A

	Site
T4-A: Typical	- Smaller scale multifamily housing in locations that are adjacent to stable residential neighborhoods.

[VN2 - MU2 - 4][USE- DENSITY]



[FORM - FRONTAGE - **STANDARDS**] [USE - DENSITY]
- District 4 -

DIV. 4B.4. **DISTRICT 4**

SEC. 4B.4.1. **INTENT**

Development Standards District 5 prioritizes the pedestrian experience. Development Standards District 5 prioritizes the pedestrian experience. Pedestrian access standards facilitate pedestrian circulation by improving pedestrian access from the public realm to the interior of buildings through frequent, direct and convenient access to building entrances. Parking for automobiles is not mandated, contributing to a dynamic and walkable environment. When parking is provided, it must meet high design standards to ensure pedestrian mobility, safety, and comfort are not hindered. On-site signs are sized and located to support a pedestrian-oriented public realm.

SEC. 4B.4.2. **STANDARDS**

PEDESTRIAN ACCESS	*Div. 4C.1.*	
Pedestrian access package	Package 1	
AUTOMOBILE ACCESS	*Div. 4C.2.*	
Automobile access package	Package 2	
AUTOMOBILE PARKING	*Div. 4C.3.*	
Automobile parking stalls	Package B	
Change of use parking exemption, commercial tenant size (max)	No size limit	
Parking structure design	Primary St.	Side St.
Parking Garage		
Ground Story	Wrapped	Wrapped
Upper Stories	Screened	Screened
Integrated Parking		
Ground Story	Wrapped	Wrapped
Upper Stories	Wrapped	Screened
SIGNS	*Div. 4C.11.*	
On-site sign regulations	Package 2	
DEVELOPMENT REVIEW	*Div. 4C.14.*	
Development review threshold	Package 1	

See Part 4C. (Development Standards Rules) for additional development standards that apply.

4-12 | City of Los Angeles **Zoning Code** August XX, 2021 **BOYLE HEIGHTS - PUBLIC HEARING DRAFT**

875 ORANGE GROVE AVENUE

STEP 7: USE POLICY TRANSLATION

Neighborhood Edge

	Use
General	- Where appropriate, extend housing, office, and/or lodging entitlements to properties currently zoned to permit retail but which are no longer advantageously positioned for new retail investment - Permit existing commercial and industrial uses to remain as conforming uses; however, do not permit such uses to significantly expand if inconsistent with Section 6 Pomona Tomorrow or Section 7-A. Land Use & Density - Conversion of obsolete commercial properties [along Mission Boulevard and Holt Avenue] to uses such as multi-family residential and mixed use development, as market demand dictates

T4-A

	Use
T4-A: Typical	- Multi-family - Commercial - Mixed-use

[VN2 - MU2 - 4][CX1 - DENSITY]

FORM - FRONTAGE - STANDARDS | **USE** - DENSITY

- Commercial-Mixed Districts -

DIV. 5B.5. **COMMERCIAL-MIXED DISTRICTS**

Commercial-Mixed Use Districts promote neighborhoods with a mixture of uses including commercial and residential.

SEC. 5B.5.1. **COMMERCIAL-MIXED 1 (CX1)**

A. **Intent**

The CX1 Use District allows for commercial uses generally within a 10,000 square foot establishment size on the ground story, as well as a wide range of housing types. The Use District is intended to support the clustering of commercial, cultural, entertainment, and institutional uses that cater to immediately surrounding neighborhoods.

B. **Allowed Uses & Use Limitations**

Use	Permission	Use Standard	Specification
RESIDENTIAL	P		
Dwelling			Dwelling
Household Business:	P*	Incidental to	Dwelling
Family Child Care		Incidental to	8AM/8PM
		Hours of operation (early/late)	1
	P*	Client visits per hour (max)	Sec. 5B.5.1.C.1
Home Occupation		Supplemental standards	Dwelling
		In conjunction with:	Sec. 5C.4.4
Home Sharing	P*	Special use program	
		Designated work space:	10%/50%
Joint Living & Work Quarters	P*	Work space area (min/max)	
		Workspace uses	• Office • Personal Services: General • Manufacturing, Light: General • Manufacturing, Light: Artistic & Artisanal

KEY: "P" = Permitted Use; "--" = Use Not Permitted; "*" = Use standard applies; "C1" = Approval by Zoning Administrator; "C2" = Public Hearing by Zoning Administrator; "C3" = Review by City Planning Commission

June 2, 2021 **PROPOSED DRAFT**

5-40 | City of Los Angeles **Zoning Code**

875 ORANGE GROVE AVENUE

STEP 8: DENSITY POLICY TRANSLATION

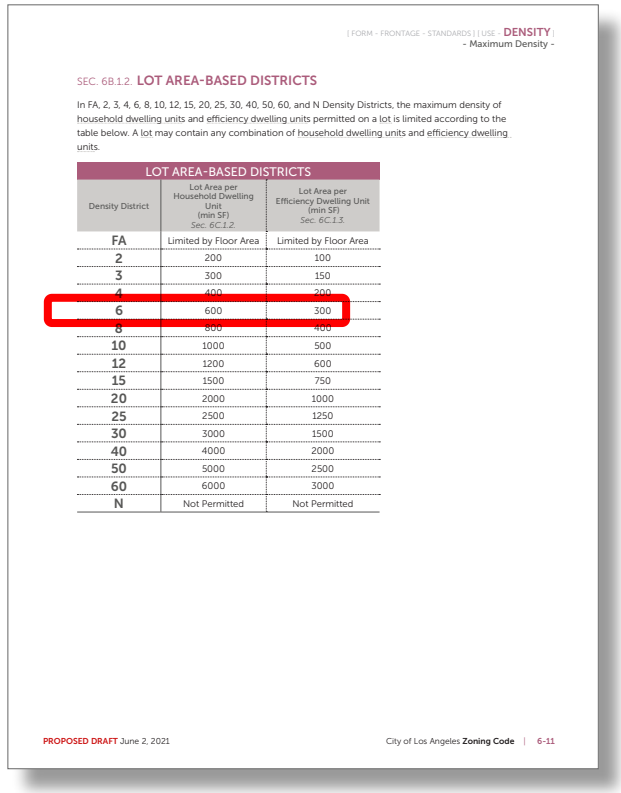
Neighborhood Edge

	Density
General	- Consider Density or Intensity bonuses, reduced impact fees or property tax, tax increment financing funds, joint public/private development, or City-funded infrastructure improvements to help support redevelopment - See applicable transect zone

T4-A

	Density
T4-A: Typical	- 70 du/ac

[VN2 - MU2 - 4][CX1- 6]



[FORM - FRONTAGE - STANDARDS] [USE - **DENSITY**]
- Maximum Density -

SEC. 6B.1.2. **LOT AREA-BASED DISTRICTS**

In FA, 2, 3, 4, 6, 8, 10, 12, 15, 20, 25, 30, 40, 50, 60, and N Density Districts, the maximum density of household dwelling units and efficiency dwelling units permitted on a lot is limited according to the table below. A lot may contain any combination of household dwelling units and efficiency dwelling units.

LOT AREA-BASED DISTRICTS

Density District	Lot Area per Household Dwelling Unit (min SF) *Sec. 6C.1.2.*	Lot Area per Efficiency Dwelling Unit (min SF) *Sec. 6C.1.3.*
FA	Limited by Floor Area	Limited by Floor Area
2	200	100
3	300	150
4	400	200
6	600	300
8	800	400
10	1000	500
12	1200	600
15	1500	750
20	2000	1000
25	2500	1250
30	3000	1500
40	4000	2000
50	5000	2500
60	6000	3000
N	Not Permitted	Not Permitted

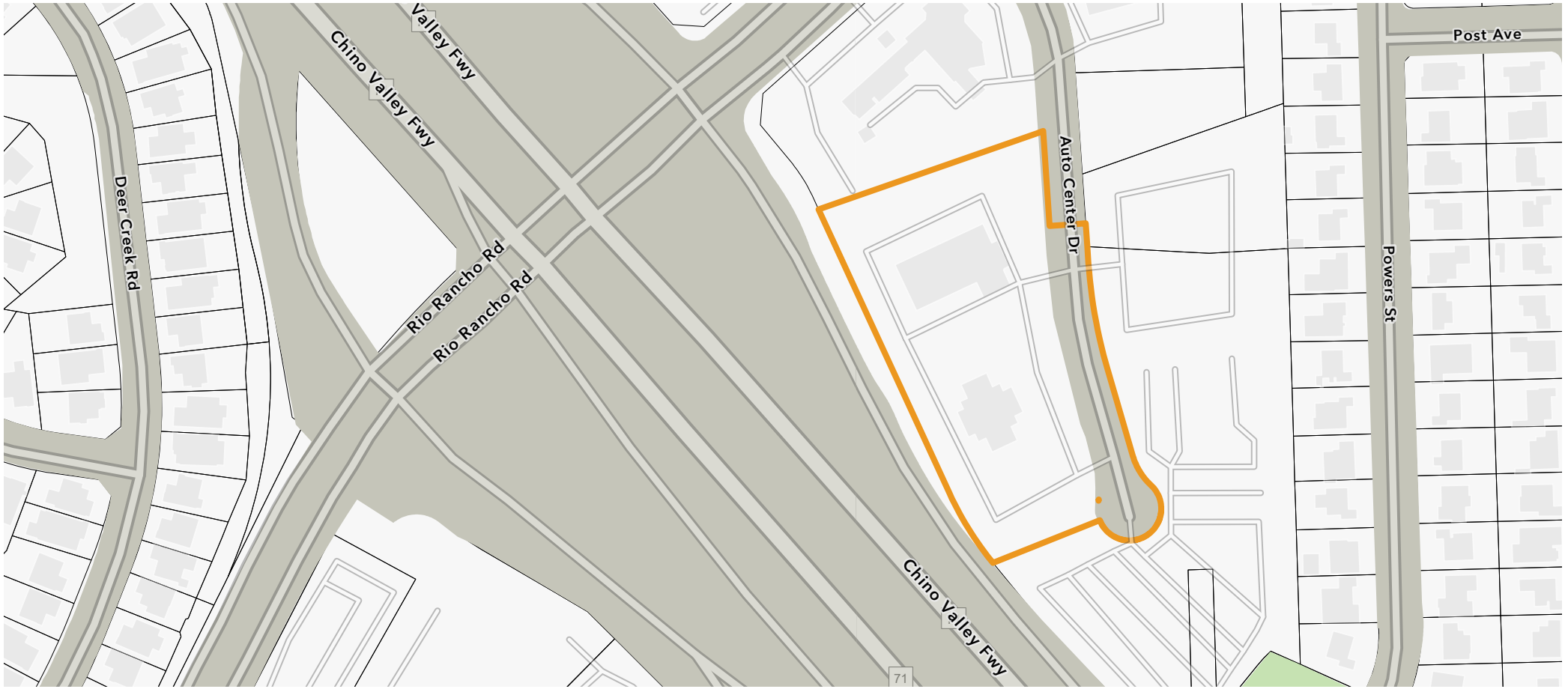
PROPOSED DRAFT June 2, 2021 City of Los Angeles **Zoning Code** | 6-11

875 ORANGE GROVE AVENUE
NEW ZONE DESIGNATION

[VN2 - MU2 - 4][CX1- 6]

85 AUTO CENTER DRIVE

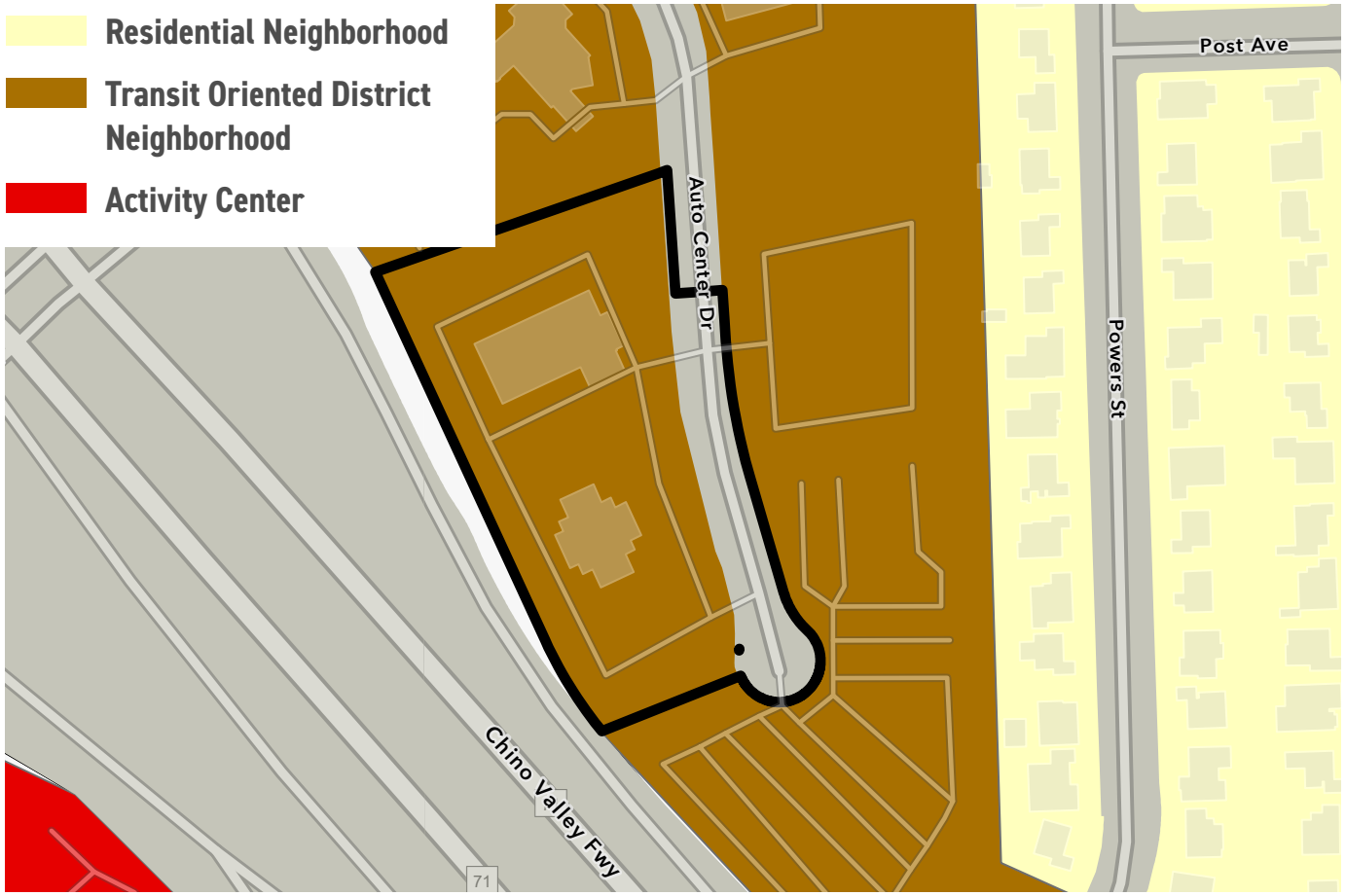
STEP 1: IDENTIFY THE PARCEL



85 AUTO CENTER DRIVE

STEP 2A: DETERMINE OFFICIAL PLACE TYPE

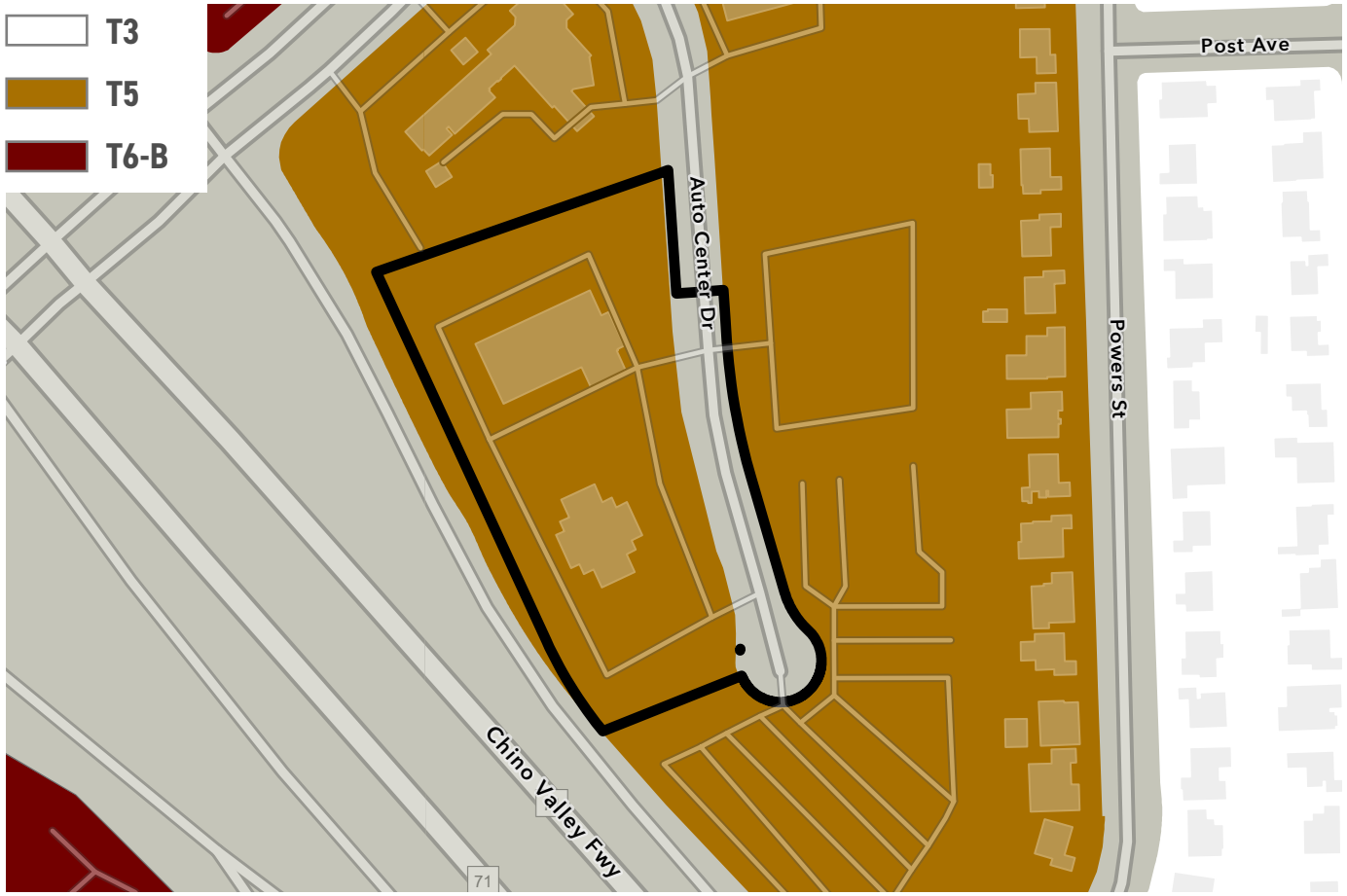
+ Designated as **Transit Oriented District Neighborhood** Place Type within the **SR-60/SR-71 Place Type Subdistrict**



85 AUTO CENTER DRIVE

STEP 2B: DETERMINE OFFICIAL TRANSECT ZONE

+ Designated as **T5** Transect Zone



85 AUTO CENTER DRIVE

STEP 3: IDENTIFY THE APPLICABLE GENERAL PLAN POLICIES

Transit Oriented District (SR-60 / SR-71)

	Zoning Modules				
	Built Environment			*Activity*	
	Form	**Frontage**	**Site**	**Use**	**Density**
General	- Decrease building heights approaching adjacent residential neighborhoods - Feature development types of greater intensity than surrounding areas - Promote diversity in home sizes - Employ a change in heights, massing and/or design character to create careful transitions where a change is proposed in scale and density - Repeat vertical and horizontal design elements from existing surrounding development - Gradually increase/decrease building scale to match surrounding development - Utilize varied massing, roof types, and floor plans - Articulate building facades with distinctive architectural features such as windows, doors, chimneys, etc. - Use articulation of building massing to reveal internal organization of building elements such as stairs and elevators, atriums, internal gathering spaces and major interior spaces - Provide visual interest and express the human scale in building design with architectural building base treatments, varied building colors, materials - See applicable transect zone	- Require maximum setbacks - Building transparency requirements	- Street connectivity requirements - Consolidated parking in structures or off-street parking lots behind buildings or away from the street edge - Install streetscape improvements to enhance walkability, particularly along major approaches to transit stations - Feature attractive streetscapes, civic plazas, and small urban open spaces - Feature central plaza that acts as the primary hub for the district's activity and workplace related interaction - Appropriate transitions to adjacent neighborhoods and between development at different scales and densities - Require all residential and commercial development to "unbundle" the full cost of parking from the cost of the housing or commercial space - Create a blend of minimum and maximum parking requirements - Reduce the creation of unnecessary parking supply - Promote the sharing of spaces - Promote diversity in parcel and home sizes - Careful transitions between development at different scales and densities - Repeat vertical and horizontal design elements from existing surrounding development - Provide for privacy of nearby smaller parcels and maintain some visual continuity along the street where parcels change dramatically in size - Design building scale to gradually increase or decrease to match surrounding development - Ensure that new development does not cast significant sun shadow over adjacent, small scale development - Preserve older historic landscapes and natural features - Maintain the context of historic districts and landmarks - Locate district cores closest to major transit stops or transportation crossroads	- Prohibit auto-oriented and drive-through establishments - Horizontal mixed-use in most cases - Vertically mixed-use in the densest locations - Retail, commercial and civic activity on the ground floor - Housing, lodging or workplace uses above. - Widest range of uses and knowledge driven industries within district cores. - Higher density housing types that fit in mixed-use environments - Activity generating uses - More housing oriented uses outside district cores.	- Highest densities/intensities within walking distance of major transit - Minimum density requirements - See applicable transect zone
SR-60 / SR-71	- A mix of building types - Artfully designed - Building massing and façade composition will emphasize variety and street-side interest. - See applicable transect zone	- Buildings built close to the sidewalk, and feature entrances facing the public thoroughfares. - Facades will feature articulated windows and doorways, building forecourts, terraced urban gardens, front stoops, and bay windows.	- New streets and pedestrian ways providing connectivity to the shopping core. - Pedestrian scaled blocks will be highlighted by special public spaces distributed along them	- Mixed-use	- Larger scale infill development and redevelopment - See applicable transect zone

T5

	Zoning Modules				
	Built Environment			*Activity*	
	Form	**Frontage**	**Site**	**Use**	**Density**
T5: Typical	- 6 floors (max) - Building types compatible with larger scale multi-family housing and townhomes. - Smaller scale adjacent to stable residential neighborhoods	- Ground floor shopfronts in activity centers	- Activity centers. - Smaller scale multifamily housing limited to locations that are adjacent to stable residential neighborhoods.	- Mixed use - Multi-family	- 80 du/ac

85 AUTO CENTER DRIVE

STEP 4: FORM POLICY TRANSLATION

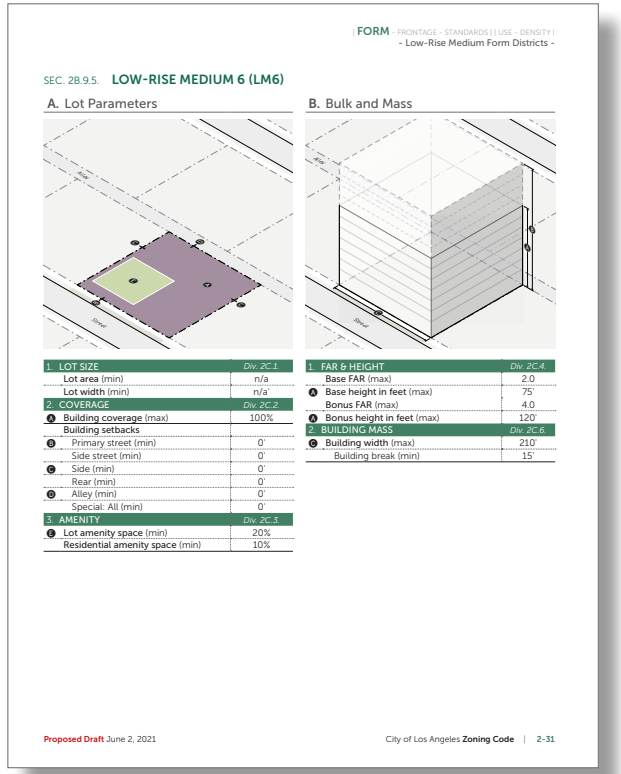
Transit Oriented District (SR-60 / SR-71)

	Form
General	- Decrease building heights approaching adjacent residential neighborhoods - Feature development types of greater intensity than surrounding areas - Promote diversity in home sizes - Employ a change in heights, massing and/or design character to create careful transitions where a change is proposed in scale and density - Repeat vertical and horizontal design elements from existing surrounding development - Gradually increase/decrease building scale to match surrounding development - Utilize varied massing, roof types, and floor plans - Articulate building facades with distinctive architectural features such as windows, doors, chimneys, etc. - Use articulation of building massing to reveal internal organization of building elements such as stairs and elevators, atriums, internal gathering spaces and major interior spaces - Provide visual interest and express the human scale in building design with architectural building base treatments, varied building colors, materials - See applicable transect zone
SR-60 / SR-71	- A mix of building types - Artfully designed - Building massing and façade composition will emphasize variety and street-side interest. - See applicable transect zone

T5

	Form
T5: Typical	- 6 floors (max) - Building types compatible with larger scale multi-family housing and townhomes. - Smaller scale adjacent to stable residential neighborhoods

[LM6 - FRONTAGE - SITE][USE- DENSITY]



FORM - FRONTAGE - STANDARDS | USE - DENSITY |
- Low-Rise Medium Form Districts -

SEC. 2B.9.5. **LOW-RISE MEDIUM 6 (LM6)**

A. Lot Parameters

1. LOT SIZE	Div. 2C.1.
Lot area (min)	n/a
Lot width (min)	n/a
2. COVERAGE	Div. 2C.2.
A Building coverage (max)	100%
Building setbacks	
B Primary street (min)	0'
Side street (min)	0'
C Side (min)	0'
Rear (min)	0'
D Alley (min)	0'
Special: All (min)	0'
3. AMENITY	Div. 2C.3.
E Lot amenity space (min)	20%
Residential amenity space (min)	10%

B. Bulk and Mass

1. FAR & HEIGHT	Div. 2C.4.
Base FAR (max)	2.0
A Base height in feet (max)	75'
Bonus FAR (max)	4.0
A Bonus height in feet (max)	120'
2. BUILDING MASS	Div. 2C.6.
C Building width (max)	210'
Building break (min)	15'

Proposed Draft June 2, 2021

City of Los Angeles Zoning Code | 2-31

85 AUTO CENTER DRIVE

STEP 5: FRONTAGE POLICY TRANSLATION

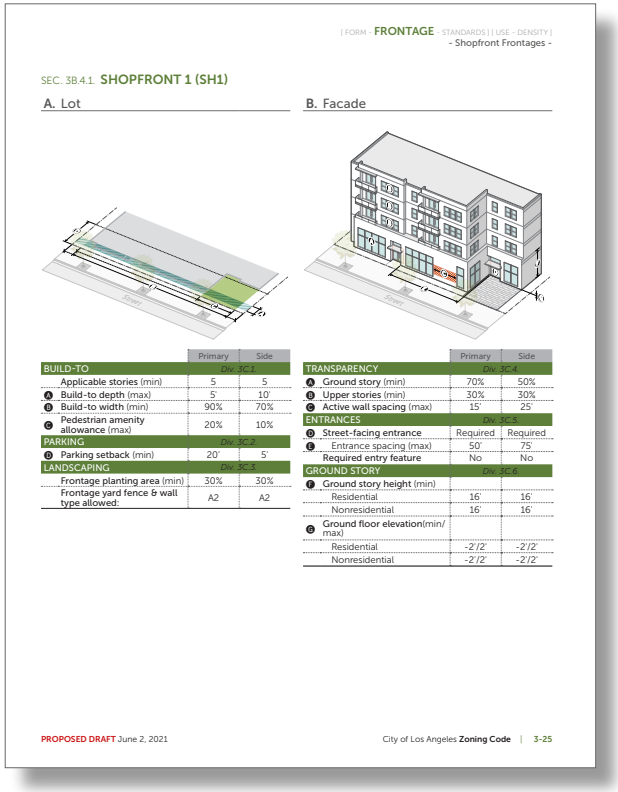
Transit Oriented District (SR-60 / SR-71)

	Frontage
General	- Orient buildings to the street - In "boulevard" segments, require buildings to activate the street by locating main entrances toward the street/sidewalk - In "parkway" segments, allow buildings to be oriented toward side streets and rear streets and be separated from the corridor by significant landscaping and other types of screening - Where street activity is improtant, locate new development closer to the sidewalk with buildings lining the majority of the property frontage - Majority of each building frontage and entrances should be located at or near the publicly accessible sidewalks - Apply continuous streetscape features [along Gary Avenue] such as median landscaping, ample sidewalks and street trees - Building entrances oriented towards streets, utilizing shopfronts, porches, patios or outdoor spaces that overlook or interact with front yards or sidewalks - Ensure that garages do not dominate streetscapes - Maintain an active street edge, especially where pedestrian activity is desired. - Discourage blank, unarticulated parking garage facades - Minimize the facade width of single-family homes so that no more than fifty percent (50%) of the facade is occupied by a garage. - Allow for reductions of front yard setbacks to encourage garages to be set back from the front edge of the house. - Orient garage doors 90 degrees from the street. - Maintain an open relationship between buildings and street edge, avoiding fencing and significant landscape barriers, except for street trees and sidewalk plantings - Along major collectors and corridors, allow fencing, low walls, and/or landscaping that maintains visibility and visual interaction between residences and the street edge - Limit [fencing/screening] materials to wood, stone, decorative metal, or low hedges
SR-60 / SR-71	- Buildings built close to the sidewalk, and feature entrances facing the public thoroughfares. - Facades will feature articulated windows and doorways, building forecourts, terraced urban gardens, front stoops, and bay windows.

T5

	Frontage
T5: Typical	- Ground floor shopfronts in activity centers

[LM6 - SH1 - SITE][USE- DENSITY]



[FORM · FRONTAGE · STANDARDS] [USE – DENSITY]
- Shopfront Frontages -

SEC. 3B.4.1. SHOPFRONT 1 (SH1)

A. Lot

B. Facade

	Primary	Side
BUILD-TO	Div. 3C.1	
A Applicable stories (min)	5	5
A Build-to depth (max)	5'	10'
B Build-to width (min)	90%	70%
C Pedestrian amenity allowance (max)	20%	10%
PARKING	Div. 3C.2	
D Parking setback (min)	20'	5'
LANDSCAPING	Div. 3C.3	
Frontage planting area (min)	30%	30%
Frontage yard fence & wall type allowed:	A2	A2

	Primary	Side
TRANSPARENCY	Div. 3C.4	
A Ground story (min)	70%	50%
A Upper stories (min)	30%	30%
B Active wall spacing (max)	15'	25'
ENTRANCES	Div. 3C.5	
D Street-facing entrance	Required	Required
E Entrance spacing (max)	50'	75'
Required entry feature	No	No
GROUND STORY	Div. 3C.6	
F Ground story height (min)		
Residential	16'	16'
Nonresidential	16'	16'
G Ground floor elevation (min/max)		
Residential	-2'/2'	-2'/2'
Nonresidential	-2'/2'	-2'/2'

PROPOSED DRAFT June 2, 2021 City of Los Angeles Zoning Code | 3-25

85 AUTO CENTER DRIVE

STEP 6: SITE POLICY TRANSLATION

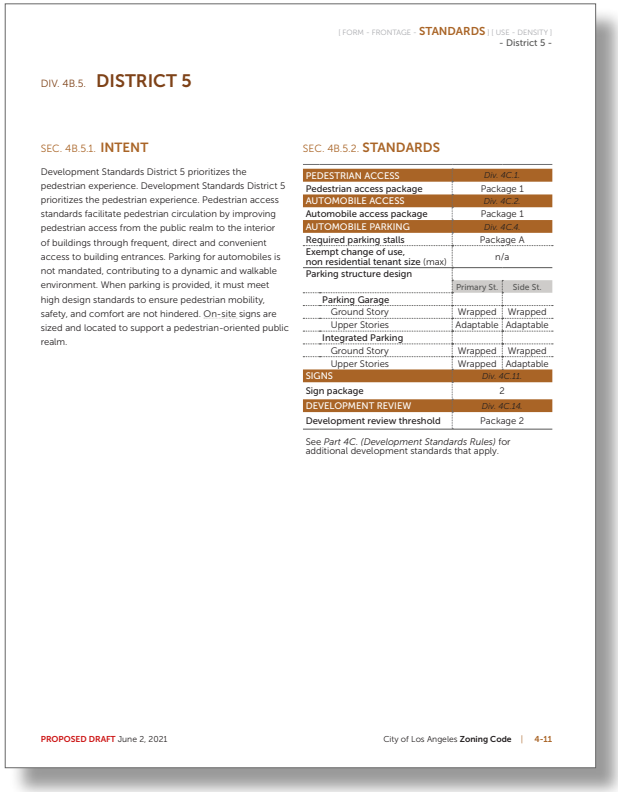
Transit Oriented District (SR-60 / SR-71)

	Site
General	- Require development with reduced height and intensity on portions of properties adjacent to stable residential neighborhoods - Parking should be located to the side or rear of buildings, in shared parking facilities, and in parking structures - Provide new parks, walkable streetscapes, extensive tree plantings, landscape enhancements and appropriate buffers to adjacent neighborhoods - Requiring large scale new developments to provide new streets and pedestrian paths throughout the project - Reduce visual impact of large paved areas - Shade for parked cars and reduction in heat absorbed by paved areas - Reduced stormwater run-off - More trees to improve air quality - Provide pedestrian amenities with new development and focus on connections between parks, transit and surrounding properties - Ensure consistent sign quality - Larger scale development that is more suitable for wider, more heavily trafficked roads should function as buffers for residential neighborhoods behind them - Promote diversity in parcel and home sizes, with careful transitions between development at different scales and densities - Employ a change in heights, massing and/or design character to create careful transitions where a change is proposed in scale and density - Provide for privacy of nearby smaller parcels and maintain some visual continuity along the street - Ensure that new development does not cast significant sun shadow over adjacent, small scale development - Locate larger scale buildings and more active uses, such as multi-family housing, commercial uses, institutional uses, or parks along wider streets
SR-60 / SR-71	- New streets and pedestrian ways providing connectivity to the shopping core. - Pedestrian scaled blocks will be highlighted by special public spaces distributed along them

T5

	Site
T5: Typical	- Activity centers. - Smaller scale multifamily housing limited to locations that are adjacent to stable residential neighborhoods.

[LM6 - SH1 - 5][USE- DENSITY]



[FORM - FRONTAGE - **STANDARDS**] [USE - DENSITY]
- District 5 -

DIV. 4B.5. **DISTRICT 5**

SEC. 4B.5.1. **INTENT**

Development Standards District 5 prioritizes the pedestrian experience. Development Standards District 5 prioritizes the pedestrian experience. Pedestrian access standards facilitate pedestrian circulation by improving pedestrian access from the public realm to the interior of buildings through frequent, direct and convenient access to building entrances. Parking for automobiles is not mandated, contributing to a dynamic and walkable environment. When parking is provided, it must meet high design standards to ensure pedestrian mobility, safety, and comfort are not hindered. On-site signs are sized and located to support a pedestrian-oriented public realm.

SEC. 4B.5.2. **STANDARDS**

PEDESTRIAN ACCESS	*Div. 4C.1.*	
Pedestrian access package	Package 1	
AUTOMOBILE ACCESS	*Div. 4C.2.*	
Automobile access package	Package 1	
AUTOMOBILE PARKING	*Div. 4C.3.*	
Required parking stalls	Package A	
Exempt change of use, non residential tenant size (max)	n/a	
Parking structure design	Primary St.	Side St.
Parking Garage		
Ground Story	Wrapped	Wrapped
Upper Stories	Adaptable	Adaptable
Integrated Parking		
Ground Story	Wrapped	Wrapped
Upper Stories	Wrapped	Adaptable
SIGNS	*Div. 4C.11.*	
Sign package	2	
DEVELOPMENT REVIEW	*Div. 4C.14.*	
Development review threshold	Package 2	

See Part 4C. (Development Standards Rules) for additional development standards that apply.

85 AUTO CENTER DRIVE

STEP 7: USE POLICY TRANSLATION

Transit Oriented District (SR-60 / SR-71)

	Use
General	- Where appropriate, extend housing, office, and/or lodging entitlements to properties currently zoned to permit retail but which are no longer advantageously positioned for new retail investment - Permit existing commercial and industrial uses to remain as conforming uses; however, do not permit such uses to significantly expand if inconsistent with Section 6. Pomona Tomorrow or Section 7-A. Land Use & Density - Conversion of obsolete commercial properties [along Mission Boulevard and Holt Avenue] to uses such as multi-family residential and mixed use development, as market demand dictates
SR-60 / SR-71	- Mixed-use

T5

	Use
T5: Typical	- Mixed use - Multi-family

[LM6 - SH1 - 5][CX4 - DENSITY]

SEC. 5B.5.4. **COMMERCIAL-MIXED 4 (CX4)**

A. **Intent**

The CX4 District allows for primarily commercial uses. This District is intended to accommodate a variety of uses, mixing housing with small and large-scale commercial amenities and services.

B. **Allowed Uses & Use Limitations**

Use	Permission	Use Standard	Specification
RESIDENTIAL			
Dwelling	P		Dwelling
Household Business:		In conjunction with:	Dwelling
Family Child Care	P*	In conjunction with:	8AM/8PM
		Hours of operation (early/late)	1
Home Occupation	P*	Client visits per hour (max)	Sec. 5B.5.4.C.1
		Supplemental standards	Dwelling
Home Sharing	P*	In conjunction with:	Sec. 5C.4.4.
		Special use program	
Joint Living & Work Quarters	P*	Designated work space:	10%/50%
		Work space area (min/max)	
		Workspace uses	• Office • Personal Services: General • Manufacturing, Light: General • Manufacturing, Light: Artistic & Artisanal
		Unit size (min avg.)	750 SF
Live/Work	P*	Designated work space	48%/50%
		Work space area (min/max)	10' X 15'
		Work space dimensions (min)	
		Workspace uses	• Office • Personal Services: General • Manufacturing, Light: General • Manufacturing, Light: Artistic & Artisanal
		Open plan area (min)	70%
Mobilehome Park	--		
Supportive Housing:	P		
General	P		
Medical Care	P		
Non-medical	P		
Transitional Shelter	P		

KEY: "P" = Permitted Use; "--" = Use Not Permitted; "*" = Use standard applies; "C1" = Approval by Zoning Administrator; "C2" = Public Hearing by Zoning Administrator; "C3" = Review by City Planning Commission

PROPOSED DRAFT June 2, 2021

85 AUTO CENTER DRIVE

STEP 8: DENSITY POLICY TRANSLATION

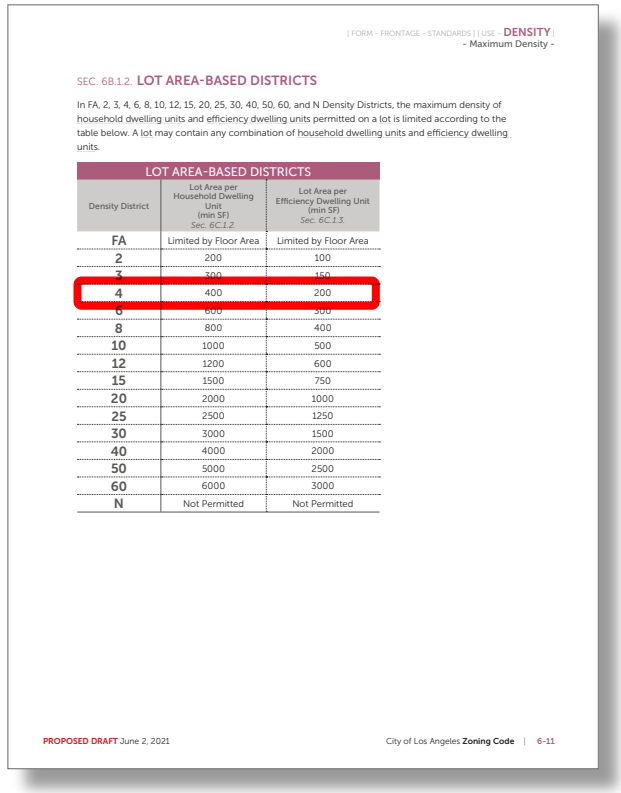
Transit Oriented District (SR-60 / SR-71)

	Density
General	- Consider Density or Intensity bonuses, reduced impact fees or property tax, tax increment financing funds, joint public/private development, or City-funded infrastructure improvements to help support redevelopment - See applicable transect zone
SR-60 / SR-71	- Larger scale infill development and redevelopment - See applicable transect zone

T5

	Density
T5: Typical	- 80 du/ac

[LM6 - SH1 - 5][CX4 - 4]



[FORM - FRONTAGE - STANDARDS] [USE - **DENSITY**]
- Maximum Density -

SEC. 6B.1.2. **LOT AREA-BASED DISTRICTS**

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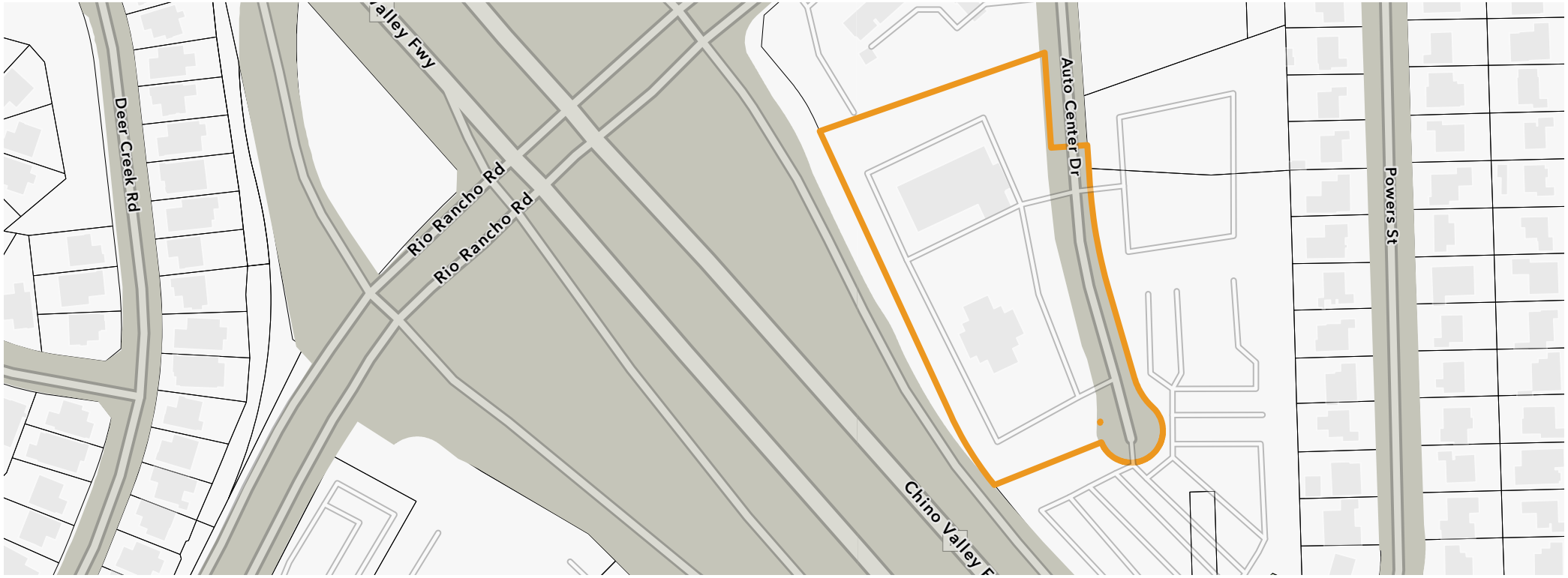
3	300	150
4	400	200
6	600	300
8	800	400
10	1000	500
12	1200	600
15	1500	750
20	2000	1000
25	2500	1250
30	3000	1500
40	4000	2000
50	5000	2500
60	6000	3000
N	Not Permitted	Not Permitted

PROPOSED DRAFT June 2, 2021 City of Los Angeles **Zoning Code** | 6-11

85 AUTO CENTER DRIVE
NEW ZONE DESIGNATION

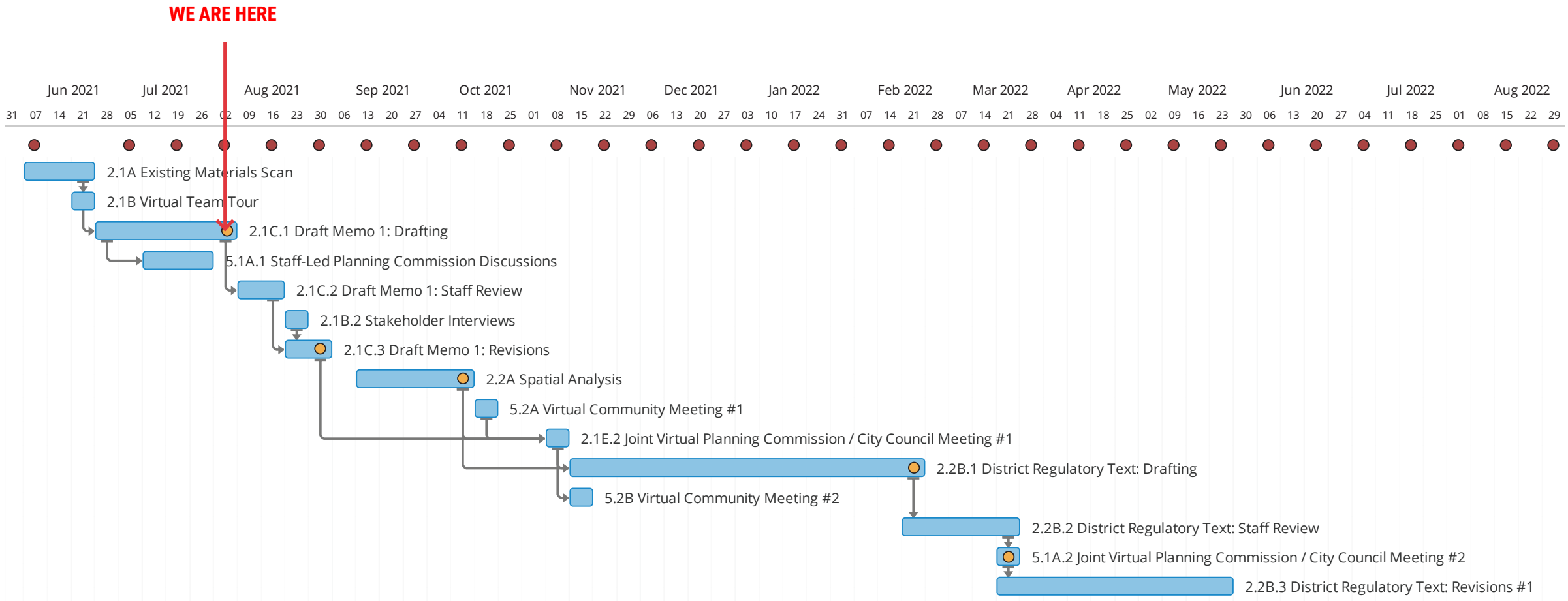
[LM6 - SH1 - 5][CX4 - 4]



SECTION 7

[Next Steps]

NEXT STEPS
PROJECT TIMELINE

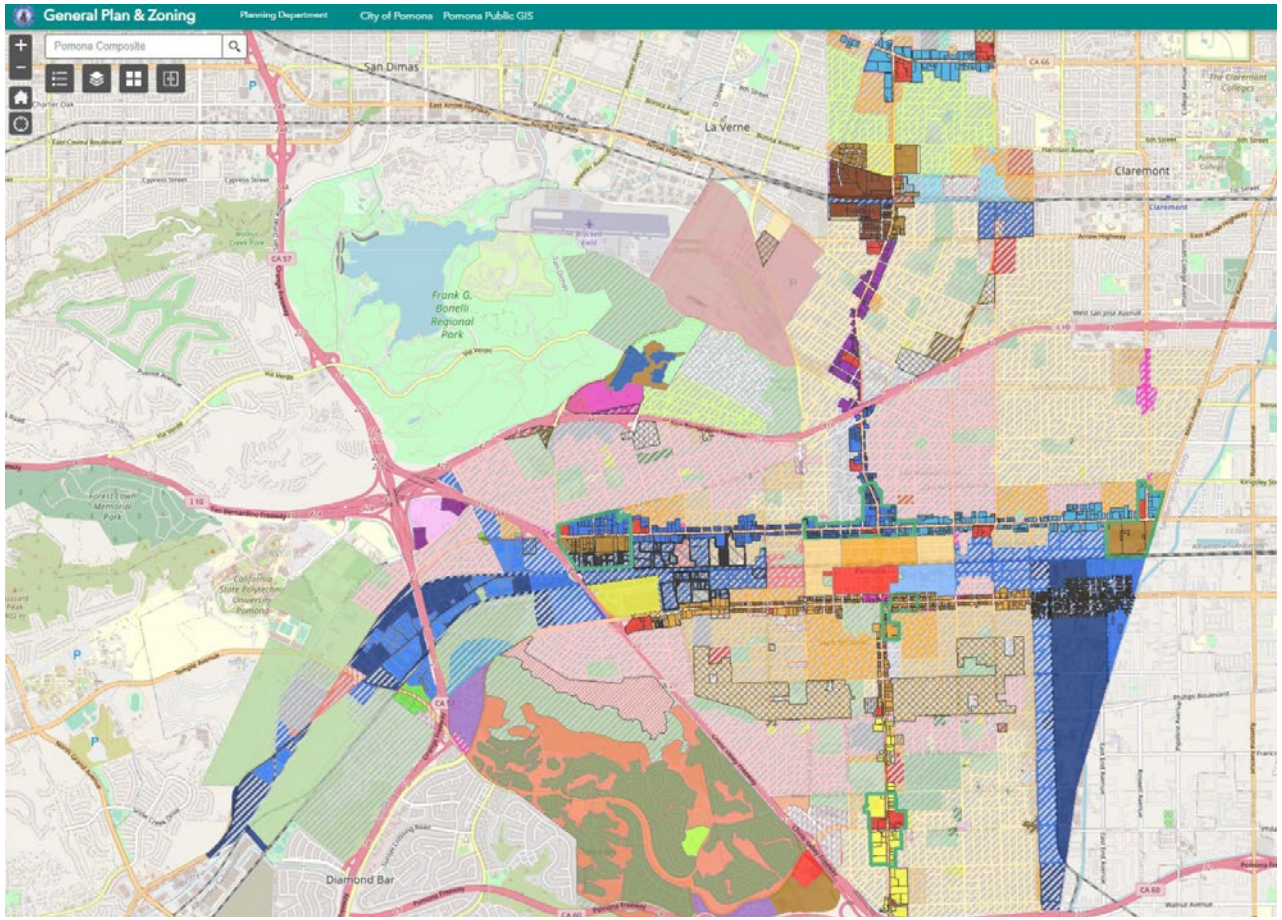


NEXT STEPS
SPATIAL ANALYSIS (OCTOBER/NOVEMBER 2021)

Truth the General Plan
- Do transect zones contradict place types?
- Where do specific plans contradict the General Plan?
- Are there any development loop holes that should be reevaluated?

Reveal module feasibility based on typical parcels
- Where is parcel consolidation required to achieve planning goals?
- Which properties are most likely to redevelop first?
- Which parcels are the most constrained, why?

Understanding regulatory conflicts spatially
- Identifying parcels with multiple classifications
- Where do environmental regulations challenge planning goals?
- Where are planning goals unrealistic?
- Where do required development transitions inhibit density goals?



NEXT STEPS
PUBLIC ENGAGEMENT (ONGOING)

Stakeholder Interviews (August 2021)
- Local architects
- Local developers
- Other frequent code users

Community Webinars (September 2021)
- Two virtual sessions
- Opportunity for general public to understand Code Studio's approach and to provide input

Planning Commission Presentation (November 2021)
- Opportunity for the Commission to confirm Code Studio's approach to structuring the updated code

NEXT STEPS
CODE OUTLINE/DRAFTING

Table of Contents (October 2021)
- Contents and structure of each article
- User navigation
- Cross-references

Document Layout (November 2021)
- Visual appearance
- Ease of reading
- Graphic consistency

Article 2 Drafting (November 2021 - March 2022)
- Drafting regulatory text and graphics for modular zoning districts

Potential Complete Streets Module (Beginning in 2022)