Low-Rise in Los Angeles:

Supportive Zoning for Low-Rise Development

Zoning Recommendations Report

City of Los Angeles | November 2025

This page has been intentionally left blank.

Low-Rise in Los Angeles:

Supportive Zoning for Low-Rise Development

Zoning Recommendations Report

December 2025

Prepared for

City of Los Angeles

Prepared by

DYETT & BHATIA
Urban and Regional Planners

With assistance from John Kaliski Architects

Table of Contents

List of Tables

List of Figures

This page has been intentionally left blank.

1 Project Background

1.1 PURPOSE AND OBJECTIVES

The Zoning Recommendations Report is the culmination of ongoing efforts being undertaken by the City of Los Angeles as part of the Low-Rise Design Lab program to facilitate complementary Missing Middle housing opportunities within existing single-family residential neighborhoods across the City. It builds upon recent work to study Missing Middle development in the City including a Massing Study exercise in potential Missing Middle development, and a forthcoming financial analysis of selected scenarios from the Massing Studies. This report proposes a targeted set of Zoning Code amendments developed based on potential solutions recommended in the "White Paper", Massing Studies, and a series of feasibility tests.

Infill development plays an important role in increasing housing opportunities that are more affordable, support sustainable modes of transportation, and have greater access to amenities and resources. Recent changes to State housing law as well as the City's commitment as part of the recent Housing Element Update to expand housing provision in existing neighborhoods provide a basis to reevaluate existing planning processes for the design and construction of Missing Middle housing. Single-family neighborhoods, which make up nearly 72 percent of residentially-zoned land in Los Angeles, are instrumental in this effort, presenting opportunities to rethink standards, many of which date back to the post-World War II era.

The report recommendations do not increase housing densities otherwise permitted by City zoning or State law, but are instead focused on strategic changes to development and design regulations that provide greater flexibility and compatibility with Los Angeles' diverse neighborhoods and settings. Generally, these changes will apply to small developments of up to ten primary dwelling units on subdivided lots, and any references to "Low-Rise or Missing Middle" in this report correspond with this definition. These are part of the City's approach to promote high-quality infill development and provide a smoother transition of densities within the urban context.

This report is structured into the following sections:

- Introduction, which presents the project purpose and context.
- Zoning Recommendations for Low Rise Development, which proposes a set of Zoning Code amendments along with typical lot concept interpretive illustrations.
- Conclusions and Next Steps, which outlines conclusions and the next phase of the project.

1.2 BACKGROUND AND CONTEXT

The Low Rise Design Lab builds upon several recent efforts and reflects lessons from the Low-Rise Design Challenge (2021), Housing Element implementation, and the work of the Mayor's Entrepreneur in Residence program (2022).

1.2.1 Low-Rise Design Challenge

In 2020, the City of Los Angeles Mayor's Office launched the Low-Rise: Housing Ideas for Los Angeles design challenge (Low-Rise Design Challenge) for architects and landscape architects to submit innovative solutions for sustainable, affordable, and equitable models of Low-Rise, multi-family developments. In May 2021, the City announced the winners spanning four categories that explored form-based solutions utilizing a combination of site restrictions, lot configurations and building typologies. These categories included the following:

- **Fourplex**: A 50-by-150-foot undeveloped lot that includes four new-construction units, with a minimum unit size of 500 square feet, at least one unit of 1,000 square feet or more in size, and a maximum total square footage for the four units of 4,500.

- **Subdivision**: A standalone duplex on a 2,500-square-foot lot carved from an existing single-family lot, taking advantage of assumed smaller minimum lot size guidelines.
- **(Re)Distribution**: Division of a selected landmark house into four units and distribution of the interior square footage across the lot.
- **Corners**: Assumes a combination of lots, at least one of which occupies a corner, with the development of six to 10 units across the newly connected lots, inclusive of an "Accessory Retail Unit," or a corner store.

The design competition initiated a dialogue on increasing residential density in Los Angeles, particularly for more affordable housing and in areas where single-family zoning and auto-oriented development dominate. The Low-Rise Design Lab intends to continue this discussion by recommending pathways to enable development of such Missing Middle housing suitable for the wide range of conditions found in neighborhoods throughout the city.

1.2.2 2021-2029 Housing Element

The City is in the process of implementing programs in the 2021-2029 Housing Element since its adoption in November 2021. The recently launched Housing Element Rezoning Program and the Citywide Housing Incentive Program (CHIP) addresses the need for the introduction of an equitable re-zoning strategy—one that expands access to opportunity and avoids displacement of low-income and other vulnerable populations through strategies such as adaptive reuse, affordable housing overlays, missing middle projects, opportunity corridors, process streamlining, and updates to the City's affordable housing incentives program.

While the CHIP's missing middle strategy is focused on areas immediately adjacent to Opportunity Corridors, the Low-Rise Design Lab expands its study of transitional residential densities to apply similar strategies to facilitate the introduction of Missing Middle in all single-family areas, consistent with changes in State law.

1.2.3 Mayor's Entrepreneur in Residence Program

In 2022, the Mayor's Entrepreneur and Architect in Residence conducted listening sessions with architects, designers, and other building departments across California to gather ideas and authored recommendations for streamlining the permitting approval process for both custom and standard plan projects related to allowances for Accessory Dwelling Units (ADUs) and use of SB 9 in Los Angeles. Examples of recommendations include designating specialized City staff members to coordinate and expedite ADU and SB 9 projects, improving inter- and intra-departmental and interagency coordination and standardization for ADU projects, allowing ADU applications to be screened in relationship to a standard pre-approved plan, tiering fees by scale of development for SB 9 projects, and allowing shared walls for units developed utilizing SB 9.

1.2.4 Mayor's Executive Directive No. 7

In November 2023, the Mayor issued an Executive Directive (ED) focused on streamlining and accelerating housing production in the City. The ED encouraged a multi-faceted, coordinated, and effective approach to produce needed housing more quickly that included requirements for recommendations from the Department of City Planning on reductions in discretionary review of housing projects, updates to the thresholds of significance used to evaluate CEQA construction noise impacts, exploration of CEQA streamlining tools, reporting on the barriers to housing development, and a review of current building code requirements that may impede conversion of existing buildings into housing and potential code changes.

1.2.5 Low-Rise Design Lab Work To Date

The Low-Rise Design Lab was conceived to help the City analyze and improve development conditions for Low-Rise/Missing Middle housing, and to help the City respond to changing State housing laws, the most relevant of which are outlined below. The passage of SB 1123 while the program was already underway pushed the City to expand the program to include higher density developments in keeping with

the legislation's accommodation of small lot subdivisions with up to ten units in single family zones. The Low Rise Design Lab has produced a variety of products since its inception in 2021 that inform the recommendations presented in this report. These products and milestones in the process are outlined below.

Existing Conditions and Opportunities Assessment (May 2024)

As a first step in the process, an Existing Conditions and Opportunities Assessment was prepared, which analyzed built conditions within a range of 13 selected lot and site types found within the diversity of Los Angeles' single-family-zoned neighborhoods. The report studied a variety of developments and buildings across 100 years of history, revealing numerous parcel configurations (e.g., through-lots, mid-block, corner lots, and lots with alley access). Using this analysis, the report identified the types of sites where ***Low-Rise*** projects involving one- to four-unit developments are most likely to be feasible.

Supportive Zoning for Low-Rise Development White Paper (March 2025).

The White Paper examined the current development regulations that have historically guided and shaped Los Angeles' single-family neighborhoods and outlined recommendations to facilitate Low-Rise/Missing Middle housing opportunities that can complement the existing neighborhood fabric. This report specifies and expands upon those initial recommendations.

Massing Studies (October 2025)

The Massing Studies explore both existing regulations and opportunities for updates to existing regulations through 13 hypothetical development scenarios on five single family lots throughout the City. The development scenarios include redevelopment under SB 9 and SB 1123, and experiment with preservation or replacement of existing dwelling units. The development of the Massing Studies provided key insights into which existing regulations constrain Missing Middle development, and how these might be revised to encourage and improve Missing Middle development. These insights directly inform the recommendations presented in this report. The Massing Studies are included as an Appendix to this report.

Financial Feasibility Evaluation of Low-Rise Housing Developments (December 2025)

The Financial Feasibility Evaluation presents an overview of existing market conditions in Los Angeles and presents a financial analysis of six of the 13 Massing Studies, compared across different market tiers in order to inform the decisions of property owners and developers around building Missing Middle housing. Preliminary findings from the financial analysis informed key decisions in the massing studies, including the financial feasibility implications of provision of parking spaces

1.3 REVIEW OF EXISTING REGULATIONS

Recent changes in State law have enabled changes to single-family zoning throughout California, which expand the possibilities for adding units to single-family zoned lots, regardless of the local zoning regulations. These include:

- **Assembly Bill (AB) 345** that makes it possible for ADUs to be sold separately from the primary home in some cases.
- **Senate Bill (SB) 9** that allows single-family property owners to build two-unit housing on their lots or to split their property into two lots and build two units on each lot under specific conditions.
- **SB 1123** that allows property owners to subdivide eligible parcels in single family and multifamily residential zones to create a maximum of 10 lots, allowing for the construction of up to 10 units on a single parcel

These changes are designed to boost production of housing in existing single-family neighborhoods.

The City of LA has also prioritized housing production and affordability through a variety of programs in recent years including those discussed above. In Fall 2025, the City launched the Missing Middle

LA Program, a new initiative designed to expand pathways to more attainable housing options. The program will update the City's Zoning Code to encourage smaller for-sale housing options as well as accessible rental housing in neighborhoods across the City.

The Missing Middle LA Program will consist of two related targeted code amendments designed to build upon state laws, tailoring them to align with City policies. It will create new opportunities for renters, first-time buyers and downsizers by allowing smaller homes, duplexes and smaller lots all while reducing other unnecessary barriers. Major anticipated components of the targeted code amendments are summarized below.

Small-Scale Homes Code Amendments:

- Bring the City's 2019 ADU Ordinance up to date with state law.
- Allow ADUs to be sold separately as condos, per Assembly Bill 1033 (AB 1033).
- Incorporate City Council direction on expanding protections in the City's hillside fire zones.
- Consider additional provisions to further expand and streamline ADU creation.
- Incorporate the Senate Bill 9 (SB 9) two-unit development provisions.

Small Lot Ordinance Update:

- Build upon the City's adopted Small Lot Ordinance last updated in 2018
- Comply with state law which allows lot splits in single-family zones and streamlines the subdivision of lots to build up to 10 for-sale homes, per SB 9 and the Starter Home Revitalization Act (Senate Bill 684/1123).
- Promote townhouses, row houses, bungalow courts, cottage courts, and other creative housing typologies in all residential zones.

Objective Design Standards:

- Incorporate objective ADU design standards for properties located within the City's Historic Preservation Overlay Zones (HPOZs).
- Create a complementary local program that builds upon state law allowing small lot development and implements objective design standards addressing citywide policy priorities: creating walkable neighborhoods, fostering a sense of community, and encouraging existing buildings and mature trees to be retained while promoting infill development.

1.4 ENGAGEMENT AND OUTREACH

In addition to insight provided by Department of City Planning staff, the Low-Rise Design Lab team conducted outreach in January 2024, to engage designers, developers, not-for-profit organizations, and community groups (the "Advisory Panels"). The Low-Rise Design Lab team presented preliminary findings from the Existing Conditions and Opportunities Assessment at a two-part Zoom webinar: (1) a technical design focus group to identify regulatory barriers and opportunities and (2) a community-oriented focus group to cover broader topics, such as public perception of Low-Rise density, equity, and the creation of homeownership opportunities. Polls and discussions prompted participants to share their experiences working on SB 9 and other Missing Middle development projects in Los Angeles as well as feedback on limitations and constraints related to existing standards in the Zoning Code. A total of 40 participants—including architects with experience in Missing Middle residential development, landscape architects, non-profit developers, and neighborhood council members—attended the two Advisory Panels webinars.

The primary concerns expressed by the Advisory Panels included the following:

- Development standards reduce available ground space for habitable space including on-site parking requirements, and front yard setbacks are seen to constrain Missing Middle development.
- Height restrictions limit feasibility of development.
- Site layout and design on small or narrow lot sizes are difficult to achieve considering existing passageway requirements.

- Community concerns such as impacts (perceived and actual) of new development on privacy.
- Lengthy time and cost of the SB 9 approval process.

The Advisory Panels suggested some potential solutions to address these identified constraints.

- Increasing utilization of alleys for communal open space and connectivity and access.
- Allowing innovative parking solutions coupled with reduced parking requirements.
- Increasing flexibility of zoning regulations that responds to unique site considerations including introducing more flexibility to the provision of open space, and increasing height limitations, thereby making infill development more feasible.
- Introducing more innovative ways to provide “outdoor rooms” and gathering spaces on a site by re-imagining outdated suburban models with large front lawns in favor of courtyard housing typologies. Courtyard models could provide improved indoor lighting and ventilation, and additional space for social gathering and community building.
- Considerations for increasing tree canopy and/or preserving mature trees as one way to increase walkability, and promote healthy, livable neighborhoods.

Advisory panel members also suggested introducing changes to regulations to encourage the use of passive design strategies (strategies that utilize natural elements such as air flow and sunlight to meet heating, ventilation, air conditioning, and lighting needs).

2 Zoning Recommendations for Low-Rise Development

2.1 BUILDING ENVELOPE

2.1.1 Waive prevailing setback requirements for Missing Middle development.

Existing Regulations

Prevailing setback requirements, applicable to RA, RE, RS, R1, and R2 residential zones, require that where lots with front yards that vary in depth by less than ten feet comprise 40% or more of the block frontage, the minimum front yard shall be the average depth of the front yard of such lots, up to a maximum of 40 feet. Where prevailing setbacks apply, the maximum lot depth of 40 feet exceeds the underlying front yard setback for these zones, which is typically 20 percent of the full lot depth with a maximum of 20-25 feet. (LAMC 12.07 C.1-3 and 12.08 C.1-3)

Table 1: Current Front Yard Requirements for RA, RE, RS, R1, and R2

Zone	Minimum Front Yard
RA, RE, RS	20% of lot depth, up to 25 feet
R1, R2	20% of lot depth, up to 20 feet
Note: Prevailing front setback requirement applies in all cases and takes precedence over the standards shown above, but not to exceed 40 feet. Where different combinations of 40 percent of a block result in differing prevailing setbacks, the shallowest average would apply.	

Source: Los Angeles Municipal Code Sections 12.07.01 and 12.08

Recommendation

Front setbacks shall not be required for newly created lots unless they front on a public street beyond setbacks that apply from the original lot line. When front yards front public streets, a reduced front yard may be applied in the following cases:

1. **In cases where the lot is a reverse corner lot, and the newly created lots front upon a different street from the original lot, the front setback may be reduced to five feet or in line with the façade of the adjoining building along the same front lot line.**
2. **In cases where the average of the front yards of adjoining buildings, or building if adjoining a vacant lot, along the same street frontage is less than required, that distance may be reduced to the average.**
3. **In cases where the Prevailing Setback includes structures with variable setbacks, the front setback may be in line with the shallowest residential building from the frontage provided its height is 25 feet or less.**

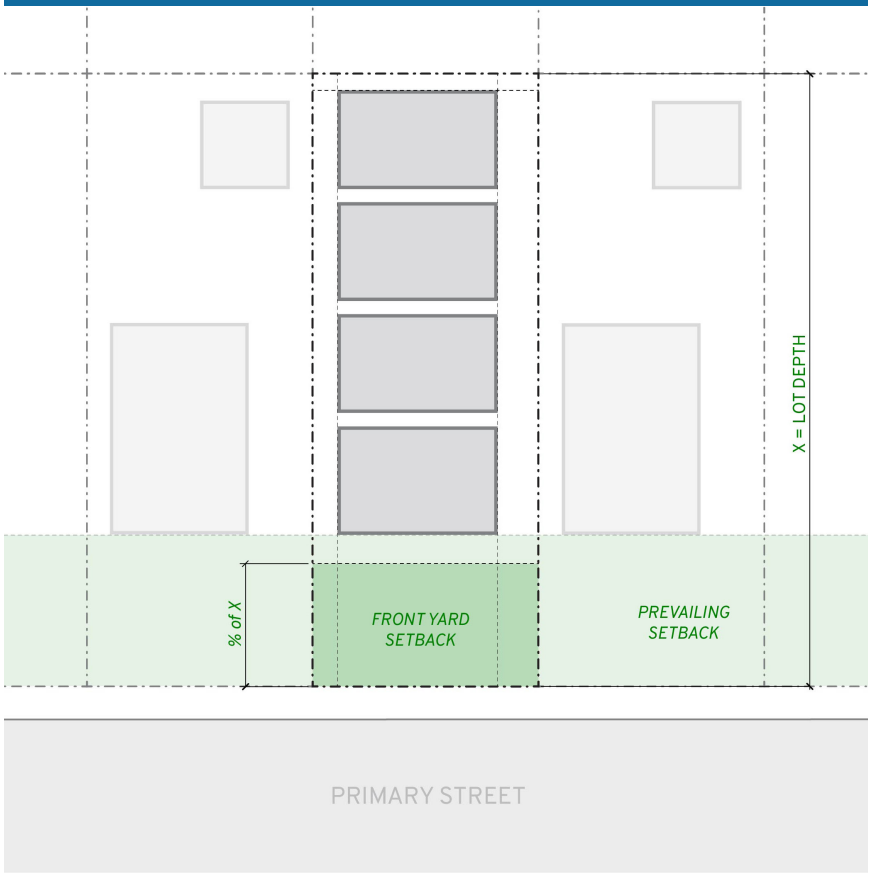
Prevailing setbacks help to "freeze" the existing character of neighborhoods and in some cases diminish efficient utilization of a site. These types of setbacks are most effective in historic neighborhoods or other areas where it is desirable to retain current development patterns; however, maintaining prevailing setbacks in all single-family zones hinders the ability to innovate where change is desirable or wanted.

Prevailing setback requirements hamper designs that seek to transition from past "suburban lawn model" conditions, with large front yards that are often underutilized, and limit buildable area where more progressive urban infill-oriented developments or historical building typologies such as bungalow courts, both with small front setbacks, are allowed and desired. Exempting Missing Middle devel-

opment from prevailing setback requirements will allow for additional flexibility in building area, type of unit configuration, and provision of open space throughout the lot. In the Massing Studies, the Small Infill Lot (Site 2) Alternative B scenario includes a 20 foot setback when the prevailing setback in the area would require a 25 foot setback. This allows for the addition of a large covered front porch to the unit. An actual reduction in front and rear setbacks beyond exemptions from prevailing setback requirements, for example reducing front yards to a maximum percent of lot depth but not exceeding a specified size, would allow for even greater flexibility and optimization of site area, and the City should consider these changes with future zoning updates. Alternative C on the Large Corner Lot (Site 5) explores this idea with an even smaller setback of six feet to maximize the number of units that can fit on the site

If overall lot coverage requirements are maintained, it is worth noting that eliminating excessive front and rear-yard setbacks will not result in more of a site being built upon but, rather, the redistribution of building mass and open spaces on a lot in such a manner to allow for an increased number of units, or to improve unit design and the design and usability of open space on the lot.

Figure 1: Waive Prevailing Setback Requirements for Low-Rise Development



View of front yard setback, prevailing setback and recommended Low-Rise encroachment at prevailing setback

2.1.2 Allow reductions in required yards for creative provisions of open space.

Existing Regulations

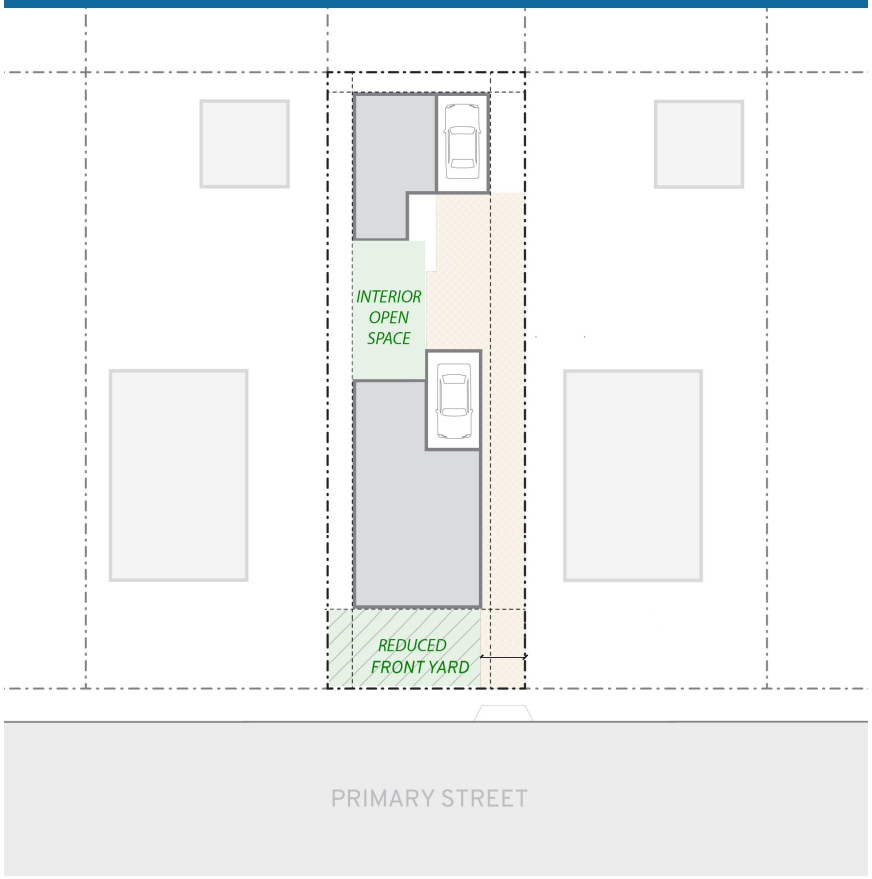
Existing zoning does not allow for any flexibility in required yard spaces. State law does not specify any tradeoffs in required yard space, however SB 1123 specifies a maximum side or rear yard of 4 feet; No setback shall be required for an existing structure or a structure constructed in the same location and to the same dimensions as an existing structure. The Small Lot Subdivision Ordinance requires a side yard of minimum 5 feet and a rear yard of 10 feet or 5 feet along an alley; In sites adjacent to R-1 zones, underlying zoning applies.

Recommendation

Allow a 20 percent reduction in required front or rear yards when a comparable amount of open space is provided elsewhere on the lot in the form of interior courtyards and shared open space.

As discussed above, large front and rear setbacks are often underutilized and limit potentially buildable area. Allowing flexibility in required setbacks will allow for a greater range of unit configurations on a lot, enabling improvements such as greater levels of privacy and provision of more units on a lot. Shifting that open space away from required yards will allow for the provision of more usable interior open space, and shared open space will foster a sense of community cohesion. The City should consider a reduction of 20 percent, although a smaller reduction would be impactful as well.

Figure 2: Allow Reduced Required Yards



View of 20 percent reduced front yard setback and lot interior open space.

2.1.3 Eliminate passageway requirements.

Existing Regulations

Passageway requirements in all single-family residential zones, except RW, RU, and RZ zones, maintain a minimum of 10 feet between residential buildings located on the same lot, with increasing requirements for buildings taller than two stories. These passageways must extend from a street to the entrance of each unit, unless the unit has another entrance that otherwise connects it to the street. Buildings with three or more units in the RD zone have an even larger passageway requirement of 20 feet. (LAMC 12.22.C.20(e))

In comparison, RW, RU, and RZ zones have a three- or four-foot minimum requirement, and single-family lots built and maintained since prior to July 1946 are allowed to maintain a passageway of eight feet. The City's Small Lot Subdivision Ordinance also waives passageway requirements for eligible developments. These precedents represent opportunities to reduce the larger passageway requirements to better accommodate infill development, especially on the rear of a lot. (LAMC 12.21 C.2 (a) and (b)10)

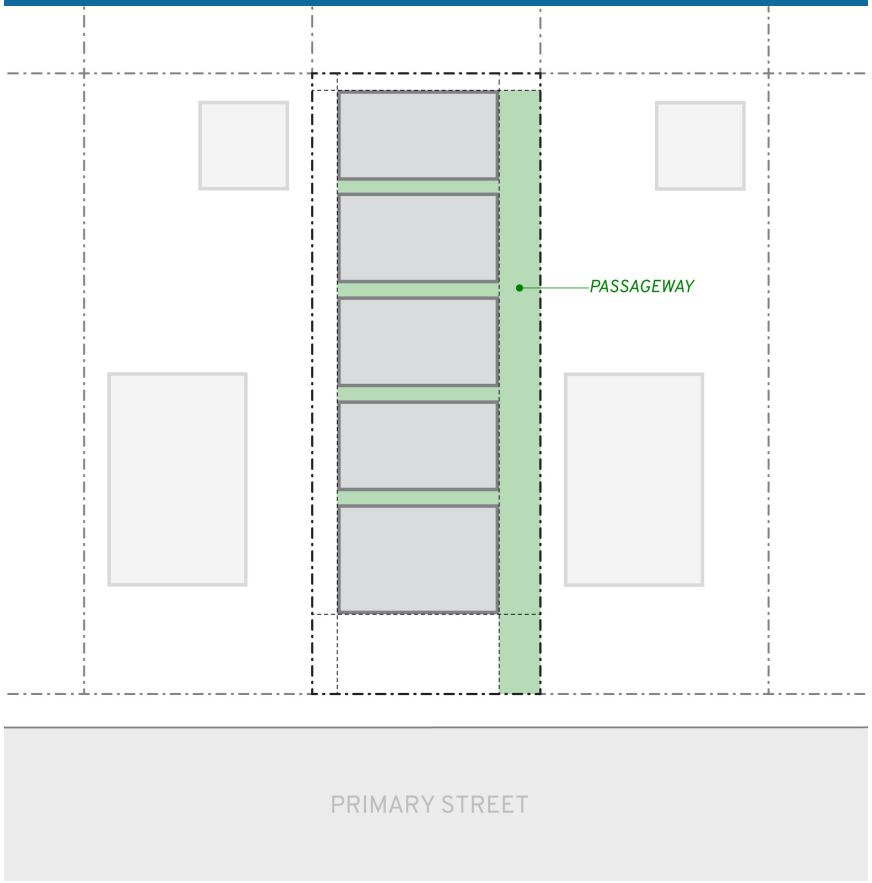
Under SB 1123 and SB 9, developments are exempt from any required setbacks between buildings beyond what is outlined in the California Building Code.

Recommendation

Eliminate or reduce all passageway requirements for Low-Rise development in single-family zones in keeping with SB 1123 and existing Small Lot Subdivision allowances (LAMC 12.22 C.27 (9). CA Building Code standards would still apply.

Large passageway requirements limit the design and siting possibilities for Low-Rise units and may limit design flexibility and consequently the number of units that fit on a site. Exempting all Low-Rise development in the City from passageway requirements will allow for consistency across all types of Low-Rise development in the City and will allow for greater flexibility in unit configuration for Low-Rise and SB9 developments, in addition to Small Lot Ordinance and SB1123 developments. Massing Alternative C on the Commercial Adjacent Infill Lot (Site 3) shows an example of an SB 1123 development without passageway requirements.

Figure 3: Eliminate Passageway Requirements



View of recommended reduced Low-Rise passageways

2.1.4 Allow porch, patio, and bay window encroachments into front setbacks.

Existing Regulations

Except within RE zones, open, unenclosed porches, platforms, or landings (including access stairways) not covered by a roof or canopy, which do not extend above the level of the first floor of the building, may extend or project into the required front yard, side yard, rear yard, passageway, or other open space, up to six feet, provided that in no event shall any such porch, platform or landing space be more than six feet high. (LAMC 12.22.C.19)

The Draft Landscape and Site Design Ordinance, anticipated to be adopted in 2026, allows Outdoor Amenity Areas i areas in all zones except RA, RE, RS, R1, RU, RZ, RW1, R2, RD, RMP, RW2 and A zones. Outdoor Amenity Areas are defined as "An outdoor space that may be covered or enclosed, in whole or in part, intended for the purpose of providing outdoor spaces used for private or public active or passive recreation that may be shaded and protected from the natural elements. Such areas may include outdoor spaces covered with overhead structures, such as awnings, balconies, outdoor passages and walkways, or other similar areas", and are permitted at any level of a structure, subject to certain requirements. On the ground floor, Outdoor Amenity Areas are permitted within both front and rear setback areas, provided they occupy less than 25 percent of the total required yard area.

The City's zoning code does not currently allow bay windows to encroach into required front yard setbacks.

Recommendation

Expand existing regulations to include covered porches and patios and include the RE zone.

And/Or

Allow Outdoor Amenity Areas in RA, RE, RS, R1, RU, RZ, RW1, R2, RD, RMP, and RW2 zones.

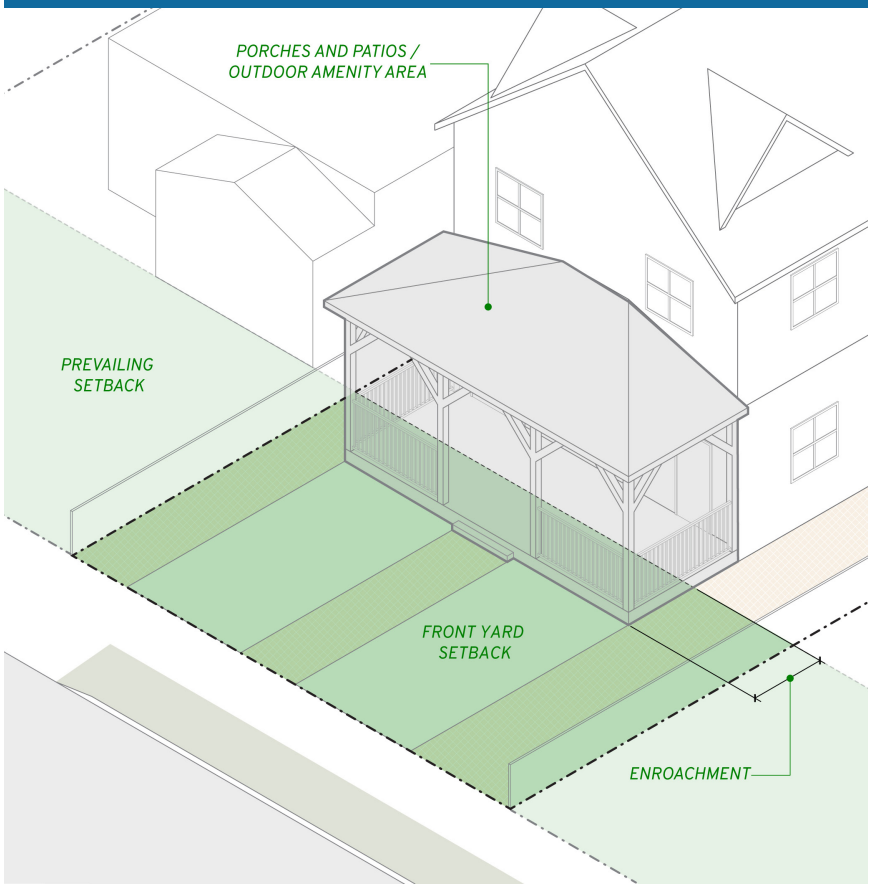
And/Or

Allow projecting bay windows to encroach in front yards a maximum of 4 feet. Bay windows may not exceed 2 stories plus 42" or 26'-6" in height, whichever is less, with a plan length not more than one-third the length of the front yard facing elevation.

The addition of porches and patios to dwelling units offers many benefits for both the residents and the neighborhood and was identified by the Advisory Panel in outreach efforts as a desirable feature for residential development, allowing for neighborhood connection and expanded usable space for the unit. Allowing porch and patio encroachments into front setbacks through either of the two recommended zoning revisions will allow for a greater flexibility of unit configurations for Low-Rise development and may allow for larger or more flexible configurations of open space in the rear yard. Allowing porches and patios within the front setback area will also make it more appealing for builders to include those features in new developments, improving the pedestrian experience and fostering an active streetscape and a sense of neighborhood community. As discussed above, the Massing Study in the Small Infill Lot (Site 2) Alternative B scenario includes an exemption from the 25 foot prevailing setback requirement that the lot would typically be subject to to allow for a 20 foot setback and a covered porch. This scenario could also be understood as allowing a porch encroachment into the prevailing setback. These two recommendations could be layered to allow even greater flexibility in unit sizing and design.

Bay windows also provide an opportunity for architectural interest and layout flexibility for the types of small units that may be more common in Low-Rise development. The City should consider allowing bay window projections, in addition to porch and patio projections, with the outlined limitations for Low-Rise developments as a way to improve the architectural character of Low-Rise developments and provide more design interest.

Figure 4: Allow Porch and Patio Encroachments into Front Setbacks



View of recommended porch and patio front yard Low-Rise encroachments

2.1.5 Increase permitted height limits for Low-Rise development to 37 feet and allow for three stories.

Existing Regulations

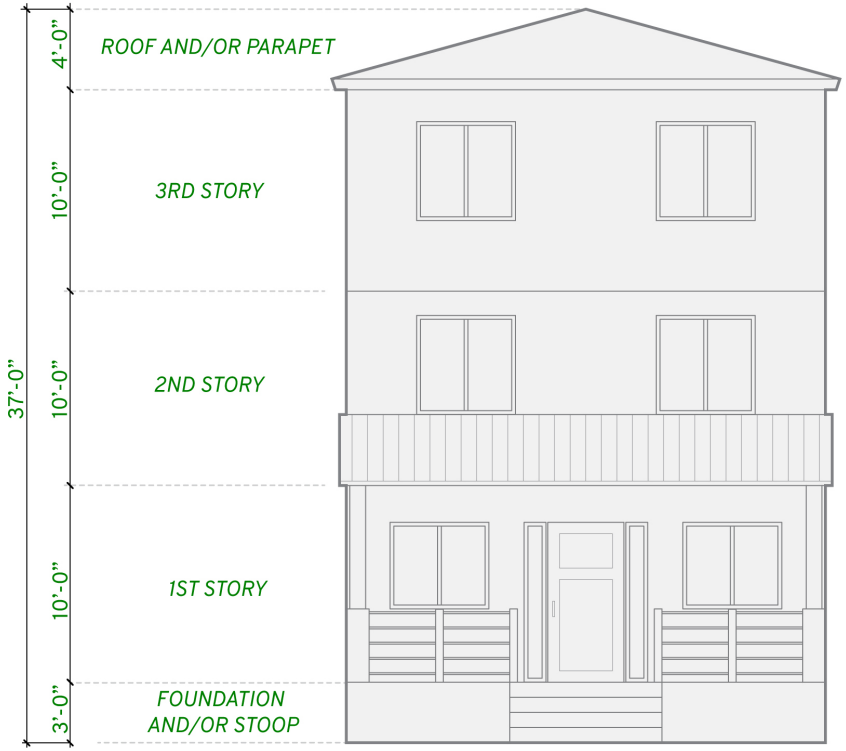
Existing single-family district zones in the City of Los Angeles provide a wide range of height limitations from 28 to 36 feet—with different combinations of roof slopes and encroachment plane standards variations based upon flat, hillside or coastal sites, as well as variable mass/height prescriptions in designated R1 Variable Mass zones. Some single-family zones allow an unlimited number of stories, while others have both story and height restrictions. (LAMC 12.21.1; LAMC 12.08 C.5.(b) - (d))

Recommendation

Allow Low-Rise development at a maximum height of 37 feet and a three-story maximum massing envelope mitigated by 80 degree inward-to-the property encroachment planes at internal side yards.

A 37-foot height limit allows for a maximum 3 feet for raised foundations and stoops, a maximum 30 feet for three stories of habitable construction and a maximum of 4 feet for additional flexibility for roof and/or parapet construction. Raising the height limit may also allow for greater flexibility in roof design and height accommodation for pitched roofs. Based upon the overall range of height and variable mass conditions as they exist in single-family zones, it is unlikely that a single height standard for a Low-Rise residential development will satisfy all contexts and conditions, but raising the maximum allowable height to 37 feet for Low-Rise development in all zones with requirements for modulation of the roof should inform updated Low-Rise height regulations.

Figure 5: Increase Permitted Height Limits for Low-Rise Development to 37 Feet



View of recommended Low-Rise height adjustments

2.2 LANDSCAPE AND LOT COVERAGE

2.2.1 Apply a maximum driveway width to Low-Rise development.

Existing Regulations

Existing zoning regulations require a minimum driveway width of 9 feet in A, RE, RS, R1, RU, RZ, R2, RMP and RW Zones, and 10 ft in the RD, R3, RAS3, R4, RAS4, R5, P, PB, C and M Zones. Existing regulations do not specify a maximum driveway width. (LAMC 12.21). State Law does not specify driveway minimums or maximums.

Recommendation

Maximum 9-foot driveway lane width for single family development and 10-foot driveway lane width for multifamily development.

OR

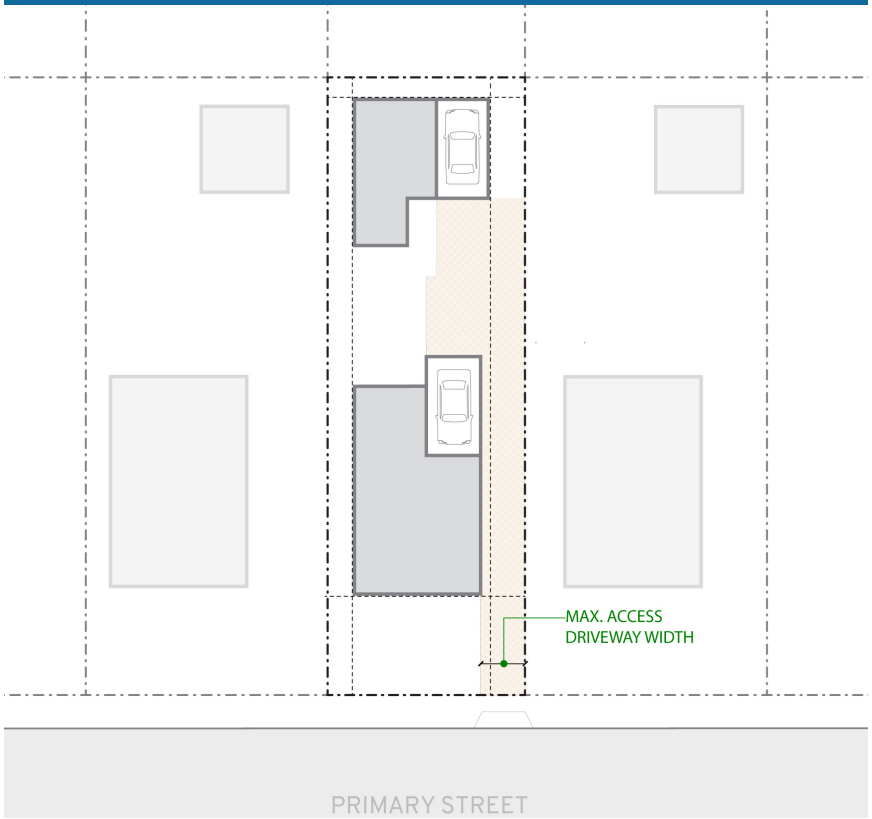
Minimums/maximums aligned with Sec 4C.2.1 Automobile Access Packages in the new zoning code (based on lot/street size).

The proposed Landscape and Site Design Ordinance (LSDO) introduces a point system that presents a menu of options for developments to choose from to meet the required point quota. The LSDO offers points for projects that limit access lane width to 9 feet for single family development and 10 feet for multifamily development. Currently, the Point System is proposed to apply to new construction of multi-family residential, commercial, and industrial projects and does not apply to residential projects below 5 units. However, limitations on access lane size free up space in the rest of the lot and could contribute to project feasibility for Low-Rise development. The City should consider adapting access lane width limitations for small lot development of up to 4 units, or adopting lane width limitations for all Low-Rise residential development.

Alternatively, the City could apply access lane regulations included in the Automobile Access Packages specified in Section 4C.2.1 in Chapter 1A of the Zoning Code to Low-Rise development, or formulate a new Automobile Access Package specific to Low-Rise development.

The Automobile Access Packages specify access lane maximums based on road typology, lot width, and the type of circulation that is preferred in the area (pedestrian/bicycle or automobile). Allowable access lane widths range from an 8-foot minimum to a 16-foot maximum and required number of access lanes ranging from 1 to 4. Access lane dimensions specified in Section 4C.2.1 are less restrictive than those included in the LSDO and may not limit access lane width enough. The limitations introduced in the LSDO are also simpler and easier to review and enforce. Therefore, the first recommendation is the preferred solution to regulations on access lane width.

Figure 6: Apply a Maximum Driveway Width to Small-Lot Development



View of recommended Low-Rise driveway width

2.3 PARKING

2.3.1 Reduce parking requirements.

Existing Regulations

All single-family residential zones (except RW1) are required to provide two covered parking spaces per dwelling unit. The ratio of parking spaces required for all other dwelling units shall be at least one parking space for each dwelling unit of less than three habitable rooms, one and one-half parking spaces for each dwelling unit of three habitable rooms, and two parking spaces for each dwelling unit of more than three habitable rooms. Where the lot is located in an RA, RE, RS, R1, RU, RZ, RMP, or RW Zone, the required parking spaces shall be provided within a private garage. Where the lot is located in an R2 Zone, at least one of the required parking spaces per dwelling unit shall be provided within a private garage. (LAMC 12.21 A.4(a))

However for small-lot subdivisions approved pursuant to the Small Lot Subdivision Ordinance, the required parking spaces shall not be required to be located on the same lot with each dwelling unit but shall be provided within the boundaries of the parcel or tract map. (LAMC 12.22 C.27)

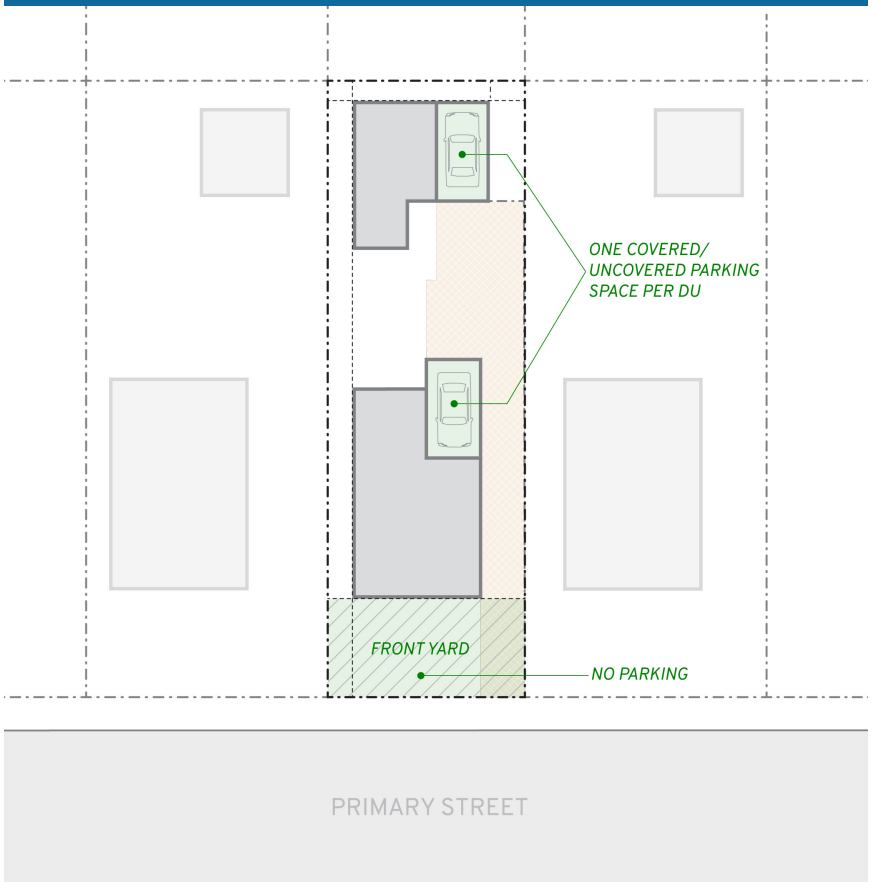
Recommendation

Reduce parking requirements to allow one off-street parking space per unit for Low-Rise housing development. Requirements could cap unit size to where this applies (e.g. 1,750 sf). The required parking space may be provided as covered or uncovered including in passageways, driveways, or a consolidated area on site, but not in front yards. Uncovered parking must comply with the Landscape and Site Design Ordinance.

The pre-eminence of single-family households with two cars may be a consequence as well as a contributing factor to the alignment between the current single-family parking standard and vehicle ownership trends. However, given that the current citywide car ownership average (1.63 vehicles per household), including multifamily dwellings, according to data from the U.S. Census American Community Survey Five-Year Estimates for 2022 is lower than the two cars per household assumption for single-family residences, there is a potential opportunity to consider whether reduced parking requirements could be tailored for Low-Rise housing development. Additionally, driveways are often used to meet parking needs in neighborhoods in which they are available, pointing to the potential to count uncovered parking toward the required number of spaces.

Allowing reduced parking requirements and allowing for uncovered spaces to meet parking requirements will increase the options for site configuration and may allow for additional units or improved unit design. While all of the Massing Studies that provide parking do so in an attached garage, allowing for uncovered parking would allow scenarios such as Alternative B on the Commercial Adjacent Infill Lot (Site 3) to increase unit sizes above 960 sf

Figure 7: Reduce Parking Requirements



View of recommended one parking space per Low-Rise unit

2.4 CONSISTENCY AND VARIANCE FROM STATE LAWS ON UNIT COUNTS AND FLOOR AREA RATIO (FAR)

2.4.1 Allow small-lot unit counts to exceed state law maximums.

Existing Regulations

SB 1123 applies to vacant single family zoned lots less than 1.5 acres in size and surrounded by qualified urban uses, and multifamily zoned lots smaller than 5 acres and surrounded by qualified urban uses. "Qualified urban use" means any residential, commercial, public institutional, transit or transportation passenger facility, or retail use, or any combination of those uses. The minimum density required for SB 1123 development is 20 du/acre, and the maximum number of units allowed is 10. (SB 1123/Section 66499.41 of the Government Code)

Recommendation

Establish a range of maximum additional units based on lot size, provided densities remain comparable to State requirements.

Because of the lot acreage, unit count, and density requirements, any lot over 0.5 acres in size that utilizes SB 1123 would not be able to meet the minimum density requirement of 20 du/acre while limiting the number of units to 10. To develop under SB 1123, a developer or property owner with a lot larger than 0.5 acres would need to first subdivide the lot into multiple lots 0.5 acres or smaller and then develop each lot separately under SB 1123. This step adds an undue burden and would discourage SB 1123 projects on lots larger than 0.5 acres. In the Massing Studies, Alternative C on the Large Corner Lot is exactly 0.5 acres with 10 units. If the site was any larger, it would not be able to meet the SB 1123 density requirements without subdividing.

To avoid this conflict in requirements, the City should consider allowing the development of more than 10 units on SB 1123 projects, as long as the overall density remains comparable to the required minimum density of 20 du/acre. This will allow greater flexibility and expand opportunities for larger lots to develop under SB 1123 without unnecessary additional steps.

Figure 8: Allow Small Lot Unit Counts to Exceed State Law Maximums

Illustrative view of an approximate 20 DU/AC Low Rise project on an approximate ½ acre site

2.4.2 Ensure consistency with state definitions of FAR.

Existing Regulations

RA, RE, RS, and R1 zones use Residential Floor Area (RFA) to measure and regulate built area on a lot. Residential Floor area is defined in the LAMC Section 12.03 as follows:

"The area in square feet confined within the exterior walls of a residential or non-residential Building on a Lot in an RA, RE, RS, or R1 Zone. Any floor or portion of a floor with a ceiling height greater than 14 feet shall count as twice the square footage of that area. The area of stairways and elevator shafts shall only be counted once regardless of ceiling height. Area of an attic or portion of an attic with a ceiling height of more than 7 feet shall be included in the Residential Floor Area calculation."

The definition of Residential Floor Area excludes covered parking up to 200-400 square feet depending on its location, detached accessory buildings up to 200 square feet per building and 400 square feet per lot, lattice roof porches and patios, and basements that do not extend more than 2 feet above grade. (LAMC 12.03)

Recommendation

Allow measurements in either Residential Floor Area per the City's definition or Floor Area per the SB 1123 definition of "net habitable square feet": The finished and heated floor area fully enclosed by the inside surface of walls, windows, doors, and partitions, and having a headroom of at least six and one-half feet, including working, living, eating, cooking, sleeping, stair, hall, service, and storage areas, but excluding garages, carports, parking spaces, cellars, half-stories, and unfinished attics and basements. If RFA is utilized then a maximum of 200 square feet may be deducted from the area in total.

Consistency with State law in how floor area is measured for single family zones will allow for simpler calculations of density and easier alignment with State law. Differences between the City definition of Residential Floor Area and the State's definition of net habitable square feet include minimum headroom height; treatments of basements, attics, and garages; and treatment of double height areas. Allowing for flexibility in allowable definitions will help to streamline the review process by allowing the most relevant measurements to be utilized, depending on the required project review. For projects utilizing SB 1123, measurements can be made by the State definitions. For projects that must comply with RFA requirements, measurements can be made by City definitions

2.4.3 Raise residential floor area maximums for Low-Rise development.

Existing Regulations

Existing RFA maximums for lots in single family zones range from 0.20 to 0.45. RFA is determined by both the zone and the overall lot size, and a single 20 percent RFA bonus is allowed if certain development conditions are met. (12.07-08 C.5). For a lot located in a Hillside Area or Coastal Zone, the maximum floor area is determined by LAMC Section 12.21.1 A.1.

For projects under SB 1123, the City cannot impose an FAR limit that is less than 1.0 on projects with fewer than seven units and less than 1.25 on projects with eight to 10 units.

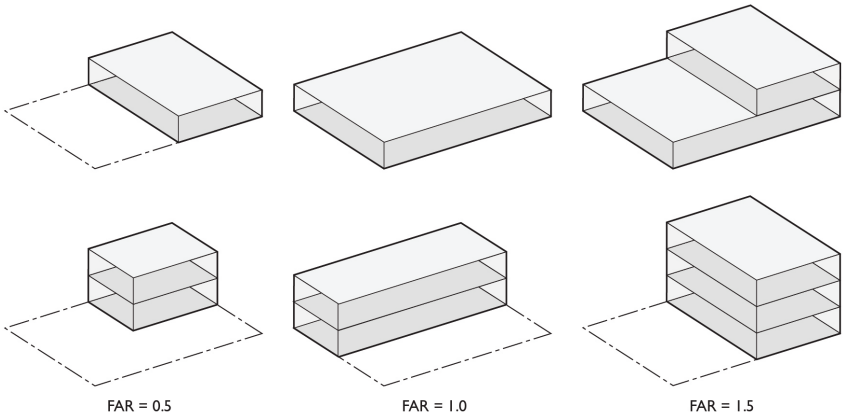
Recommendation

Raise residential FAR maximums for all Low-Rise development to 1.0 on projects with fewer than seven units and 1.25 on projects with eight to 10 units, consistent with SB 1123.

For Low-Rise projects allowed under SB9, the State mandates that local jurisdictions allow the development of an additional unit of a minimum size of 800 sf on single family lots, regardless of local limitations on FAR. However unit sizes are not allowed to exceed 800 sf if that conflicts with the existing RFA maximums. This, in addition to the reduction in overall lot size that accompanies an SB 9 project that undergoes a lot split, can lead to restrictions in the size of SB 9 units due to existing RFA limits. RFA limits are exceeded in several of the Massing Studies to produce better unit configurations including Alternative B on the Narrow Alley Lot (Site 1), Alternative B on the Commercial Adjacent Infill Lot (Site 3), and Alternative B on the Large Corner Lot (Site 5).

The City should consider raising FAR maximums for all Low-Rise projects to align with SB 1123. This will allow greater flexibility in unit sizes on SB 9 projects, and will simplify Low-Rise standards and encourage more development projects.

Figure 9: Determining Floor Area Ratio



Illustrative view of how to determine FAR

2.5 SMALL LOT DESIGN STANDARDS

In addition to the recommended changes to the Zoning Ordinance, the City should consider updates to the previously adopted Small Lot Design Standards which regulate the design of Small Lot homes with reduced minimum lot areas and setback and passageway requirements, and removed open space requirements. Amendment of the following requirements may improve the ability to design and build Low-Rise development under the Small Lot Ordinance.

2.5.1 Primary Entryways Between Small Lot Homes

Existing Regulations

The Small Lot Design Standards require that "Small Lot Homes shall provide at least an 8-foot separation between the face of a primary entryway of a Small Lot Home and the adjacent building wall of a neighboring Small Lot Home. The separation may include projections as listed in 2.b.iii above, but be clear to sky for a minimum of 7 feet. The separation shall be measured along the portion of the pedestrian pathway that provides access to the entryway." (Small Lot Design Standards 2.A.3.a)

Recommendation

Reduce the required separation between primary entrances and adjacent building walls to minimum 5-foot separation.

Requiring a larger separation between primary entrances and adjacent buildings does not contribute significantly to the design and livability of Low-Rise units. A five foot separation provides sufficient space for a primary entrance, and reducing the separation requirement will allow for greater flexibility in unit size and configuration.

2.6 INCENTIVES

In addition to the changes to the Zoning Code mentioned above, the City may consider the introduction of incentives or an incentive structure for shaping Missing Middle development. Precedents for this at the City include the Landscape and Site Design Point System, currently pending adoption. The Landscape and Site Design Point System involves a required number of points and a menu of options for accruing points; an incentive structure for Missing Middle development could involve the opportunity for tradeoffs in the design and development process to incentivize desired outcomes. The following are several development incentive options that the City could consider exploring through zoning updates for Missing Middle development, listed in order of priority.

Provision of Open Space on Site

On lots with multiple units, creative allocations of open space may be advantageous for ensuring that all units have access to both shared and private open space. Existing regulations on the location and dimensions of open space or projections into yards on a site may limit opportunities for such creativity. The City should consider allowing reductions in setbacks, passageway requirements, and other limitations on the provision of open space on a site, for projects that maximize usable shared or private open space for units on the site as outlined in recommendations 2.1.2, 2.1.3, and 2.1.4.

Protection of Existing Trees

Mature, healthy trees provide a myriad of neighborhood benefits including shade and cooling, air filtration, and improving neighborhood aesthetics and the pedestrian experience. Where existing mature and/or significant trees are located within a site's potential development footprint, the City should consider allowing increased flexibility for the location of development. This could mean allowing reductions in front or rear setbacks to accommodate a comparable development footprint with increased setbacks as needed to preserving existing trees, or allowing for an increase in allowable building height or stories to provide for a comparable FAR, or an increase in allowable FAR as outlined in recommendations 2.1.2, 2.1.5 and 2.4.3.

Preservation of Existing Structures

In some cases, when an existing structure provides historic or aesthetic value, the City may want to incentivize its preservation. Retention of existing units also makes it easier for homeowners to remain in their current home. Possible options that the City might consider include allowing for a larger development footprint or increased height allowances for additional buildings on site or allowing for flexibility in the preservation of visible portions of the building and accommodating an expanded building footprint to the rear as outlined in recommendations 2.1.6 and 2.4.3. The City will need to be specific about which instances qualify for these incentives as in some cases it may be preferable to remove existing structures in order to accommodate more or better proportioned units on a site.

Site Softscape and Hardscape

Softscape landscaping (that is, planted areas) and alternative hardscaping (as defined in LAMC Sec.12.21.A.6.C) both provide benefits over traditional hardscaping such as concrete or asphalt. These benefits include cooler ground temperatures and increased onsite infiltration which reduces erosion, lessens the burden on stormwater facilities, and provides natural filtration. To incentivize the use of softscaping or alternatives hardscaping materials, the City could offer tradeoffs in the total amount of paved area allowed on a site. This could be paired with limitations on access lane widths as outlined in recommendation 2.3.1.

3 Conclusion and Next Steps

Conclusion

The recommendations presented in this report aim to significantly increase flexibility and efficiency in the Zoning Code in order to facilitate Missing Middle development. Key recommendations include waiving prevailing setback requirements for Missing Middle development, which currently help "freeze" existing neighborhood character and can limit buildable area. This change is intended to encourage more progressive urban infill and building typologies, such as bungalow courts, that use smaller front setbacks. Furthermore, the City should allow a 20 percent reduction in required front or rear yards if a comparable amount of open space is provided elsewhere on the lot, such as interior courtyards. This flexibility would shift open space away from often underutilized yards to more usable interior or shared spaces, potentially increasing unit count and fostering community cohesion. To enhance unit design and street appeal, it's also recommended to allow encroachments into front setbacks for features like covered porches, patios, and bay windows, which promote neighborhood connection and architectural interest. Finally, the City should eliminate or reduce passageway requirements between residential buildings on the same lot to increase design flexibility, aligning with state laws like SB 1123 and existing Small Lot Subdivision allowances.

To facilitate denser and more flexible low-rise housing, the recommendations propose changes to height limits, floor area ratios (FAR), and lot standards. The City should increase permitted height limits for Missing Middle development to 37 feet and allow for three stories, mitigated by specific encroachment plane angles (80 degrees) at internal side yards, which would provide greater flexibility for unit design and roof types. Regarding floor area, this report suggest aligning the City's floor area measurements with the state's "net habitable square feet" definition (e.g., excluding garages and unfinished basements) to simplify calculations and ensure consistency with State laws like SB 1123. Critically, the City should raise residential FAR maximums for all Low-Rise projects to 1.0 for up to seven units and 1.25 for eight to ten units, consistent with SB 1123, allowing for better unit sizing. Related to site configuration, parking requirements should be reduced to one off-street space per unit (potentially capped by unit size, e.g., 1,750 sq. ft.), and uncovered parking in driveways or consolidated areas should be allowed to count toward this requirement, freeing up site area. Lastly, the City should apply a maximum driveway width (e.g., 9-10 feet) to Low-Rise development to maximize the remaining lot space for other uses. The overall intent is to create consistent, flexible standards that encourage infill development and maximize the utilization of small lots.

Next Steps

The Low-Rise Design Lab will culminate with a Missing Middle Design Guidebook that presents a series of options for Missing Middle development and financial insights on several examples of Missing Middle development scenarios. The Guidebook will include a decision tree that property owners may use to determine which use case (SB 1123/SB 684, SB 9 – two unit or lot split development, or ADU) may best fit their economic scenario (for instance, retaining home ownership while receiving rental income, selling all or a portion of the lot, etc.), taking into consideration property value, development costs and return on investment and financing tools. The Guidebook will also present an illustrated Guide to Missing Middle Development focused on helping property owners make informed decisions about the personal and financial implications of pursuing Missing Middle development on their land.The Guidebook will be available as a resource on the City's website as an educational and technical tool to help increase opportunities for Missing Middle infill development that fits within the existing single-family context in Los Angeles.

Additionally, last month (October 2025) Los Angeles City Planning initiated the Missing Middle LA program, a new effort to expand pathways to more attainable housing options. The initiative will include a package of citywide Zoning Code amendments, building on recent State housing laws and the recommendations of this report to create more flexible housing opportunities, including opportunities for homeownership, reinforcing the sense of place and neighborhood fabric, while also advancing the goals of the City's Housing Element. The Missing Middle LA Program will be implemented through two targeted amendments to the City's Zoning Code. The Small-Scale Homes code amendments will update the City's 2019 ADU Ordinance to allow ADU's to be sold separately and will incorporate the state's two-unit development provisions. It will also expand protections in the City's hillside fire zones and consider additional provisions to further streamline ADU creation. The Small Lot Ordinance Update will update the City's Small Lot Subdivision Ordinance to allow lot splits in single-family zones and to streamline approvals for more affordable for-sale housing types such as detached townhomes and bungalow courts in all residential zones. The update will be implemented through a complementary local program that allows for the application of objective design standards addressing citywide policy priorities that support gentle density and livable communities. The program will also utilize the findings of this report to emphasize the importance of high-quality design and livability through the introduction of objective design standards aimed at ensuring neighborhood-scale development, reducing paving and hardscape, and incentivizing the preservation of historic buildings and mature trees that make up the neighborhood fabric.

Appendix A:
Massing Studies

Low Rise Design Lab

LOS ANGELES CITY PLANNING

DYETT & BHATIA
Urban and Regional Planners

JK A

October 30, 2025

Low Rise Design Lab

DYETT & BHATIA Urban and Regional Planners

JKA

LOS ANGELES CITY PLANNING

NOTES

- The five sites in this massing study exercise are representative of typical lots in single-family Los Angeles neighborhoods. Exact lot conditions may impact actual designs and building and fire codes, while considered, will further shape illustrated massing.
- All massing studies titled **Alternative A** obey the following parameters:
  - Maintain the existing dwelling on the site.
  - Utilize existing zoning and SB 9.
  - Provide, as feasible, ADUs and JADUs that are assumed to be new construction and follow State ADU requirements.
- All massing studies titled **Alternative B** in the title obey the following parameters:
  - Remove the existing dwelling on the site.
  - Utilize existing zoning and SB 9.
  - Provide, as feasible, ADUs and JADUs that are assumed to be new construction and follow State requirements.
- All massing studies titled **Alternative C** in the title obey the following parameters:
  - Remove the existing dwelling on the site.
  - Utilize existing zoning and SB 1123.
  - Provide, as feasible, ADUs and JADUs that are assumed to be new construction and follow State requirements.
- This study incorporates the following typologies:
  - **Single-Family Dwelling**: one building designed for one household. Does not share walls, roofs, or utilities with other dwellings.
  - **Two-Family Dwelling**: one building designed for two households. The two dwelling units share wall(s), a roof, and utilities.
  - **Accessory Dwelling Unit (ADU)**: detached living spaces built on the same property as the primary dwelling. All ADUs in this study are assumed to be new construction and follow State requirements.
  - **Junior Accessory Dwelling Unit (JADU)**: a maximum 500 square foot living space attached to the primary dwelling. All JADUs in this study are assumed to be new construction and follow State requirements.
- The column titled **"Massing Study Parameter & Source"** is located on the left side of each page and establishes the development/zoning framework for each massing study. In instances where State legislation does not explicitly state a development standard, the framework references the LAMC development standards of the underlying zone.
  - SB 1123 identifies a Floor Area Ratio limit, which is adhered to in the "Massing Study Parameter & Source" column for Alternative C massing studies. SB 9 does not include a density requirement, therefore Alternative A and Alternative B massing studies adhere to the Residential Floor Area requirement in LAMC 12.07.C.5.
- The column **"Depicted in Massing Study,"** to the right of the "Massing Study Parameter & Source" column, conveys what is provided in the massing diagram.
  - Any text under this column **in red**: what is provided in the massing study does not comply with the required State legislation or underlying zoning requirements.
- The **Lot Summary Table**, located on the top right side of each page, provides a more detailed breakdown of what is provided in the massing study. This includes lot areas; provided housing types and their heights and sizes; and parking and open space associated with each unit.
  - DU size does not include parking.
  - Private open space was prioritized for each dwelling unit as feasible, inclusive of private yard space, balconies, and patios. The amount of private open space per dwelling unit is provided in the Lot Summary Table.
  - Some massing studies also provide common open space, shown as part of an easement when shared by more than one lot. When provided, the square footage of common open space is in the Lot Summary Table.
  - The percentage of hardscape versus softscape is calculated after excluding all building footprints on each lot.
  - Residential Floor Area (applicable only for Alternative A and Alternative B massing studies) is calculated after any potential lot splits. The Residential Floor Area for each individual lot is located in the Lot Summary Table.
  - Any text in the Lot Summary Table **in red**: what is provided in the massing study does not comply with the required State legislation or underlying zoning requirements.
- Not all of the massing studies provide parking. For those studies that do, parking is always provided in an enclosed garage.

CONSIDERATIONS

- **SB 1123**
  - Under SB 1123, the minimum density requirement is 20 du/acre and no more than 10 dwelling units are permitted (not including ADUs/JADUs). Due to these requirements, Site 5 in this massing study could only be a half acre in size. If Site 5 was larger, the 10 DUs would not achieve the minimum 20 DU/acre requirement.
  - For a low-rise residential overlay district, consider an average unit size parameter different from SB 1123 (a maximum 1,750 sf. avg.) to encourage missing middle housing.
- **Setbacks**
  - On larger sites, there may need to be more regulation of side and rear yards for a low-rise residential overlay district (4 ft. setbacks for RA sites may feel too close to neighboring properties, yet cities cannot require SB 9 applicants to provide larger side and rear yard setbacks).
  - For corner lots, more clarification is necessary to establish required setbacks for street-facing side yards, if side streets can be treated as the primary frontage for multiple dwelling units, and whether larger setbacks along the primary street should be maintained.
- **Building Separation**
  - Consider a 5' separation between buildings on the same lot.
- **Front Yard Encroachments**
  - Consider front yard encroachments, which in turn can provide more open space at the rear of the site or more square footage for dwelling units. Encroachments may be:
    - single-story only.
    - for balconies only.
    - only allowed for a certain percentage of the building frontage (ex. only 50% of the building frontage may encroach into the front yard).
    - only allowed up to a certain dimension (ex. a maximum 5-foot encroachment inclusive of a building bay, porch, 2nd story projection, ground floor habitable space, etc.).
  - In many hillside neighborhoods, garages are built on the property line, resulting in car-centric frontages and large curb cuts. In a low-rise residential overlay district, consider the pros and cons of street-facing garages along the property line and whether or not parking should be permitted in the front yard.
- **Driveways and Parking**
  - When feasible, consider shared driveways for parking within the same lot to reduce the overall number of curb cuts.
  - Though all parking shown in this study is enclosed, consider removing the covered parking requirement for SB 9 projects to reduce project costs and required square footage for parking on smaller sites.
  - Work with DOT and Building and Safety to clarify if 20'-22' is permitted as backup/maneuvering space.
- **Residential Floor Area (SB 9 only)**
  - The larger parcels in the RA zone can accommodate larger single-family dwellings without negatively impacting open space on the site.
  - For concerns of mansionization on larger sites, consider a maximum square footage for dwelling units utilizing SB 9 in RA zones instead of RFA.
  - Consider increasing the RFA when two dwelling units are built on a single lot, or removing the RFA requirement entirely for SB9 projects.
- **Landscaping**
  - Consider landscape buffer standards at the side and rear yards for privacy.
  - Consider maximum hardscape percentages on a lot to limit the appearance and impact of asphalt and concrete paving.
  - Homeowners associations may be required to maintain easement areas, such as common open space and common on-site pathways.
- **Height**
  - Consider increases in height/stories to allow for ground-floor JADUs, especially on lots that do not require parking.
  - Refer to JKA's Memorandum to Dyett and Bhatia, dated 8/6/2025, on height recommendations with a potential low-rise residential overlay district and distinctly within hillside and coastal districts.

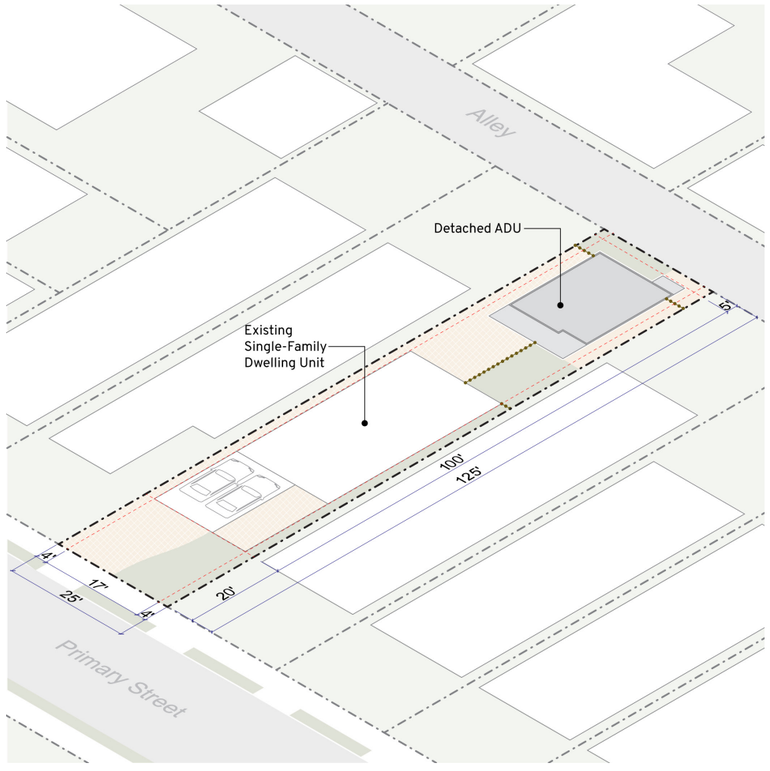
NARROW ALLEY LOT, ALTERNATIVE A

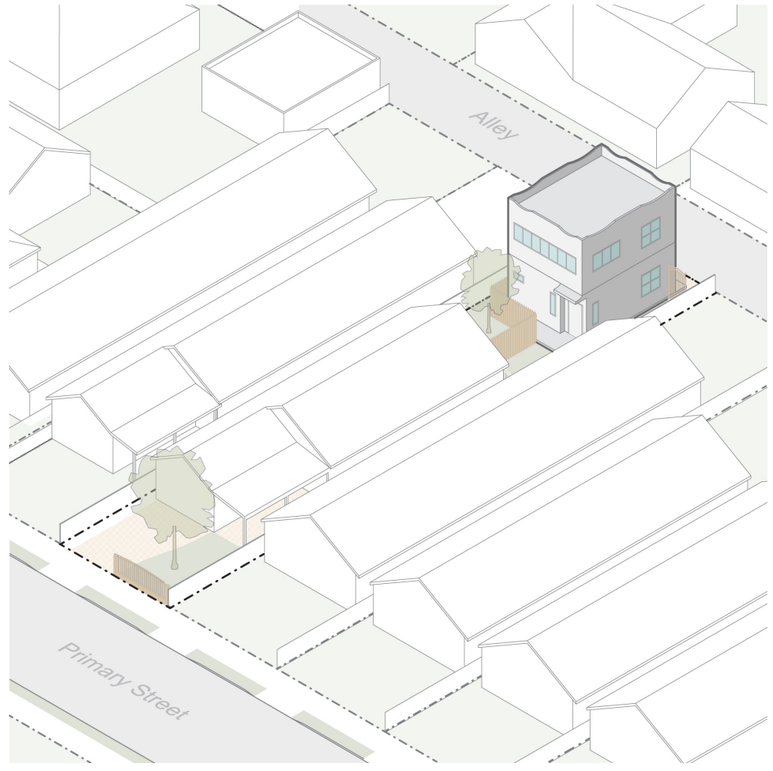
Low Rise Design Lab
DYETT & BHATIA Urban and Regional Planners
JK A

EXISTING SITE CONDITIONS				
SITE	TOTAL AREA	SITE DIMENSIONS	BASE ZONING	Site 1 represents a narrow, alley-adjacent infill lot with relatively flat topography.
1	3,125 sf.	25' W x 125' D	R1-1	

	Massing Study Parameter *& Source*	Depicted in Massing Study
	• Maintain the existing dwelling on the site. • Utilize existing zoning and SB 9. • Provide, as feasible, ADUs and JADUs that are assumed to be new construction and follow State ADU requirements.	One detached ADU located to the rear of the site, behind the existing single-family home.
FRONT YARD SETBACK	20% of depth of lot, 20 ft. max. *LAMC 12.08.C.1*	20 ft.
SIDE YARD SETBACK	4 ft. min. *SB 9*	4 ft.
REAR YARD SETBACK	4 ft. min. *SB 9*	5 ft.
HEIGHT	Roof ≥25%: 33 ft., Roof <25%: 28 ft. Stories: N/A *LAMC: Height District 1 (R1 zone)*	21.5 ft. *See Lot Summary Table.*
ADU HEIGHT *(State ADU, Detached, New Construction)*	18 ft. max (parcel is located within one-half mile of transit) *ZA Memo 143: Table 1*	-- ft. *See Lot Summary Table.*
RESIDENTIAL FLOOR AREA RATIO *(Not enforced on State ADUs/JADUs)*	0.45 max. *LAMC 12.08.C.5(a)*	0.26
DENSITY	No density requirement *SB 9*	13.9 DU/acre
MAXIMUM UNITS	State ADU, New Construction: One ADU per lot *ZA Memo 143: Table 1*	1 DU, 1 ADU
ADU SIZE	800 sf. min. *ZA Memo 143: Table 1*	800 sf. *See Lot Summary Table.*
PARKING *(DU)*	No parking required *(parcel is located within one half mile walking distance of a high-quality transit corridor or a major transit stop)* *SB 9*	Two parking spaces *See Lot Summary Table.*
PARKING *(State ADU/JADU)*	None *ZA Memo 143: Tables 1 & 2*	No parking *See Lot Summary Table.*

LOT SUMMARY TABLE							
LOT	LOT AREA	DWELLING UNIT	DU SIZE	HEIGHT *(per DU)*	PARKING *(per DU)*	PRIVATE OPEN SPACE *(per DU)*	HARDSCAPE/SOFTSCAPE PERCENTAGE *(per lot)*
1	3,125 sf.	Existing Single-Family Dwelling	840 sf.	12.5 ft. / 1-story	Existing attached 2-car garage	890 sf.	50%/50%
		Detached ADU	800 sf.	21.5 ft. / 2-stories	No parking	420 sf.	





Site Parcel Line
Surrounding Parcel Line
New Fence
Easement
Setback Line
Private Balcony
Surrounding Open Space
Site Private Open Space
Hardscape
Street/Alley
Existing Context
New Structure

NARROW ALLEY LOT, ALTERNATIVE B

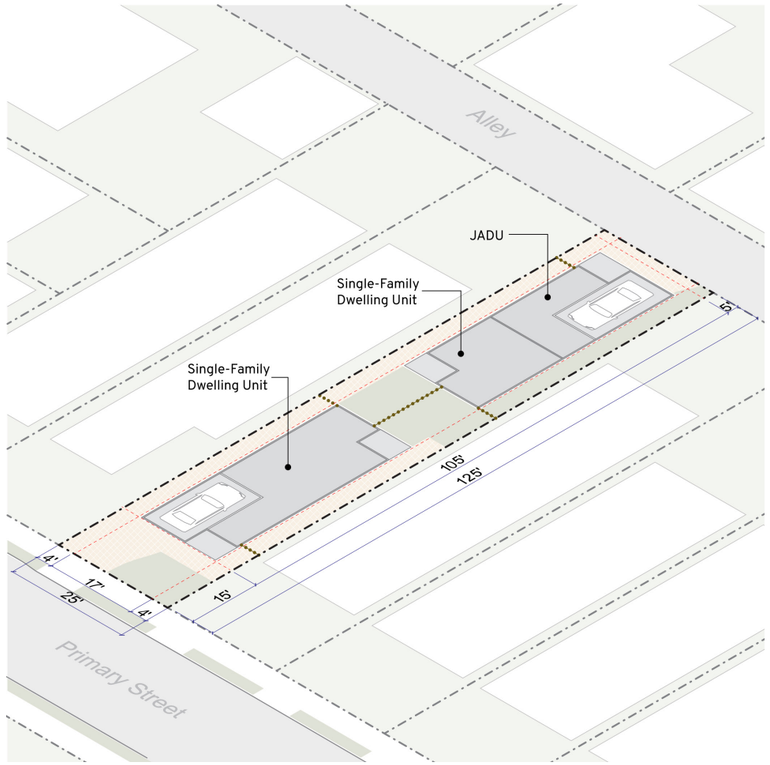
Low Rise Design Lab
DYETT & BHATIA Urban and Regional Planners
JK A

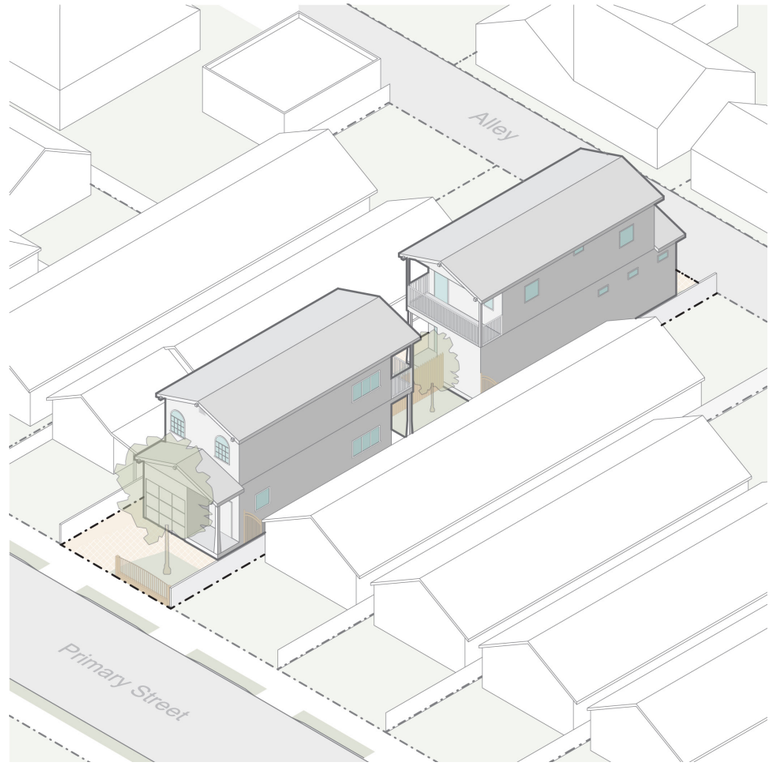
EXISTING SITE CONDITIONS				
SITE	TOTAL AREA	SITE DIMENSIONS	BASE ZONING	Site 1 represents a narrow, alley-adjacent infill lot with relatively flat topography.
1	3,125 sf.	25' W x 125' D	R1-1	

	Massing Study Parameter *& Source*	Depicted in Massing Study
	• **Remove the existing dwelling on the site.** • **Utilize existing zoning and SB 9.** • **Provide, as feasible, ADUs and JADUs that are assumed to be new construction and follow State ADU requirements.**	**Per SB 9's "Two Unit Development" scenario, two single-family homes, each with a 1-car garage. The rear unit faces the alley and has a JADU.**
FRONT YARD SETBACK	**20% of depth of lot, 20 ft. max.** *LAMC 12.08.C.1*	**15 ft.**
SIDE YARD SETBACK	**4 ft. min.** *SB 9*	**4 ft.**
REAR YARD SETBACK	**4 ft. min.** *SB 9*	**5 ft.**
HEIGHT	**Roof ≥25%: 33 ft., Roof <25%: 28 ft.** **Stories: N/A** *LAMC: Height District 1 (R1 zone)*	**12 ft., 25 ft** *See Lot Summary Table.*
RESIDENTIAL FLOOR AREA RATIO *(Not enforced on State ADUs/JADUs)*	**0.45 max.** *LAMC 12.08.C.5(a)*	**0.77**
DENSITY	**No density requirement** *SB 9*	**27.8 DU/acre**
MAXIMUM UNITS	**Two Unit Development:** **2 units max. plus ADUs/JADUs** *SB 9*	**2 DUs, 1 JADU**
DU SIZE	**800 sf. min.** *SB 9*	**800 sf. min.** *See Lot Summary Table*
JADU SIZE	**500 sf. max.** *ZA Memo 143: Table 1*	**400 sf.** *See Lot Summary Table.*
PARKING *(DU)*	**One covered space per unit** *SB 9 (one parking space); Los Angeles SB 9 Key Development Standards (covered space requirement)*	**Two parking spaces** *See Lot Summary Table.*
Parking *(State ADU/JADU)*	**None** *ZA Memo 143: Tables 1 & 2*	**No Parking** *See Lot Summary Table.*

LOT SUMMARY TABLE

LOT	LOT AREA	DWELLING UNIT	DU SIZE	HEIGHT *(per DU)*	PARKING *(per DU)*	PRIVATE OPEN SPACE *(per DU)*	HARDSCAPE/SOFTSCAPE PERCENTAGE *(per lot)*
1	3,125 sf.	Single-Family Dwelling (primary street facing)	1,200 sf.	25 ft. / 2-stories	attached 1-car garage	820 sf.	50%/50%
		Single-Family Dwelling (alley facing)	800 sf.	25 ft. / 2-stories	attached 1-car garage	700 sf.	
		JADU (attached to the alley-facing DU)	400 sf.	12 ft. / 1-story	No parking		





SMALL INFILL LOT, ALTERNATIVE A

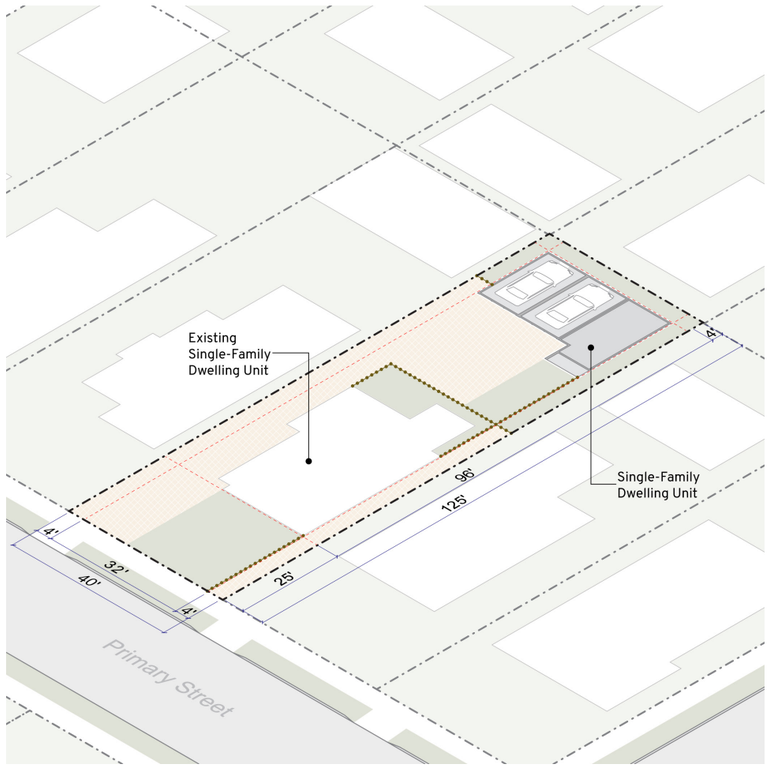
Low Rise Design Lab
DYETT & BHATIA Urban and Regional Planners
JK A

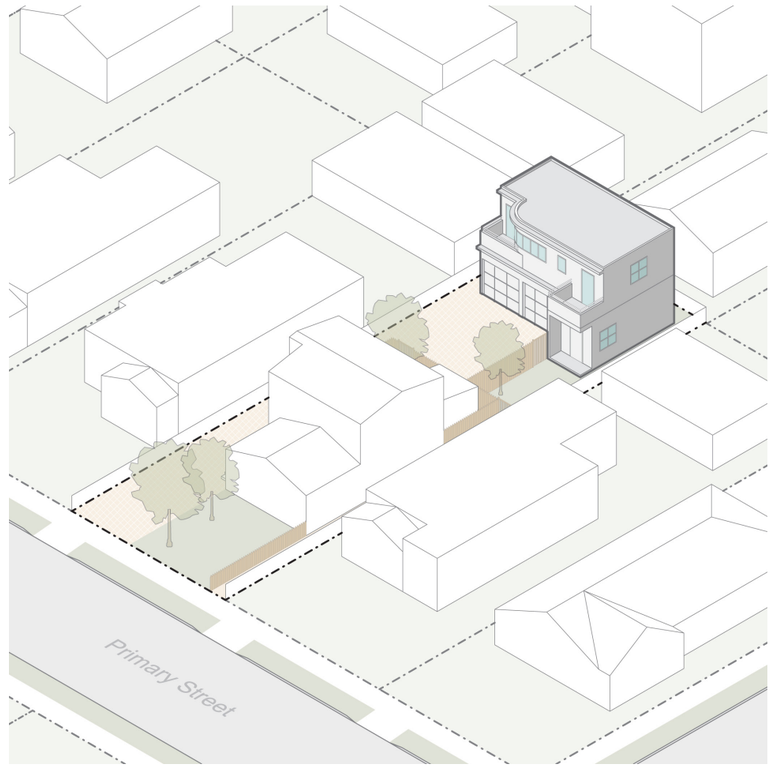
EXISTING SITE CONDITIONS				
SITE	TOTAL AREA	SITE DIMENSIONS	BASE ZONING	Site 2 represents a small infill lot with relatively flat topography.
2	5,000 sf.	40’ W x 125’ D	R1-1VL-RIO	

	Massing Study Parameter *& Source*	Depicted in Massing Study
	• Maintain the existing dwelling on the site. • Utilize existing zoning and SB 9. • Provide, as feasible, ADUs and JADUs that are assumed to be new construction and follow State ADU requirements.	Per SB 9’s “Two Unit Development” scenario: two single-family homes, one being the existing single-family home at the front of the site and the other single-family home at the back of the site. The DU at the back is attached to two 1-car garages, providing one parking space per unit.
FRONT YARD SETBACK	20% of depth of lot, 20 ft. max. *LAMC 12.08.C.1*	25 ft. (prevailing)
SIDE YARD SETBACK	4 ft. min. *SB 9*	4 ft.
REAR YARD SETBACK	4 ft. min. *SB 9*	4 ft.
HEIGHT	Roof ≥25%: 33 ft., Roof <25%: 28 ft. Stories: N/A *LAMC: Height District 1VL (R1 zone)*	20 ft., 22 ft. *See Lot Summary Table.*
RESIDENTIAL FLOOR AREA RATIO *(Not enforced on State ADUs/ JADUs)*	0.45 max. *LAMC 12.08.C.5*	0.45 *See Lot Summary Table.*
DENSITY	No density requirement *SB 9*	17.4 DU/acre
MAXIMUM UNITS	Two Unit Development: 2 units max. plus ADUs/JADUs *SB 9*	2 DUs
DU SIZE	800 sf min. *SB 9*	800 sf. *See Lot Summary Table*
PARKING *(DU)*	One covered space per unit *SB 9 (one parking space); Los Angeles SB 9 Key Development Standards (covered space requirement)*	Two parking spaces *See Lot Summary Table.*

LOT SUMMARY TABLE

LOT	LOT AREA	HOUSING TYPE	DU SIZE	HEIGHT *(per DU)*	PARKING *(per lot)*	PRIVATE OPEN SPACE *(per DU)*	HARDSCAPE/ SOFTSCAPE PERCENTAGE *(per lot)*
1	5,000 sf.	Existing Single-Family Dwelling	1,450 sf.	20 ft. / 2-stories	detached 1-car garage (attached to rear single-family dwelling)	910 sf.	67%/33%
		Single-Family Dwelling	800 sf.	22 ft. / 2-stories	attached 1-car garage	630 sf.	





Site Parcel Line
Surrounding Parcel Line
New Fence
Easement
Setback Line
Private Balcony
Surrounding Open Space
Site Private Open Space
Hardscape
Street/Alley
Existing Context
New Structure

SMALL INFILL LOT, ALTERNATIVE B

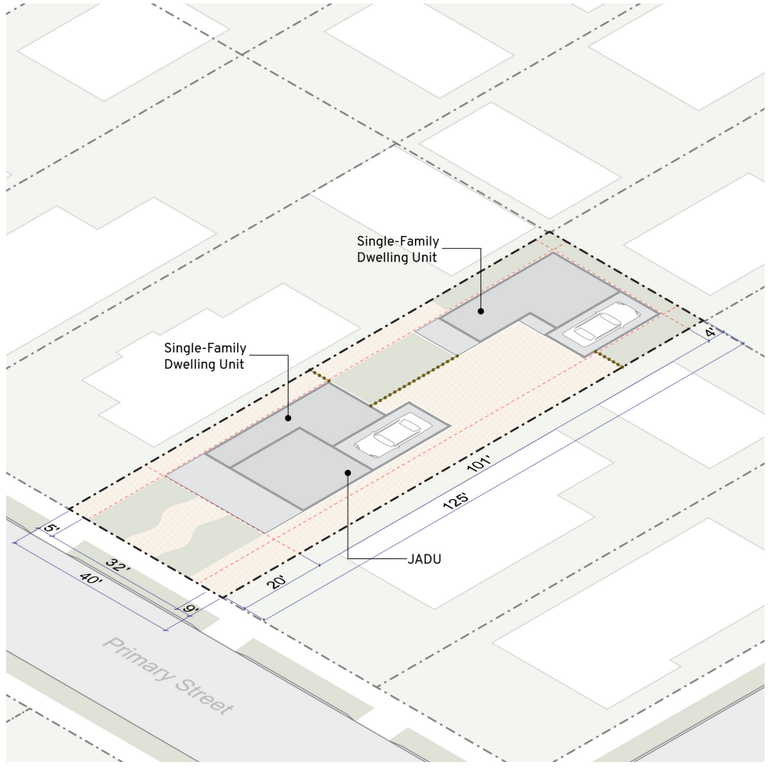
Low Rise Design Lab
DYETT & BHATIA Urban and Regional Planners
JK A

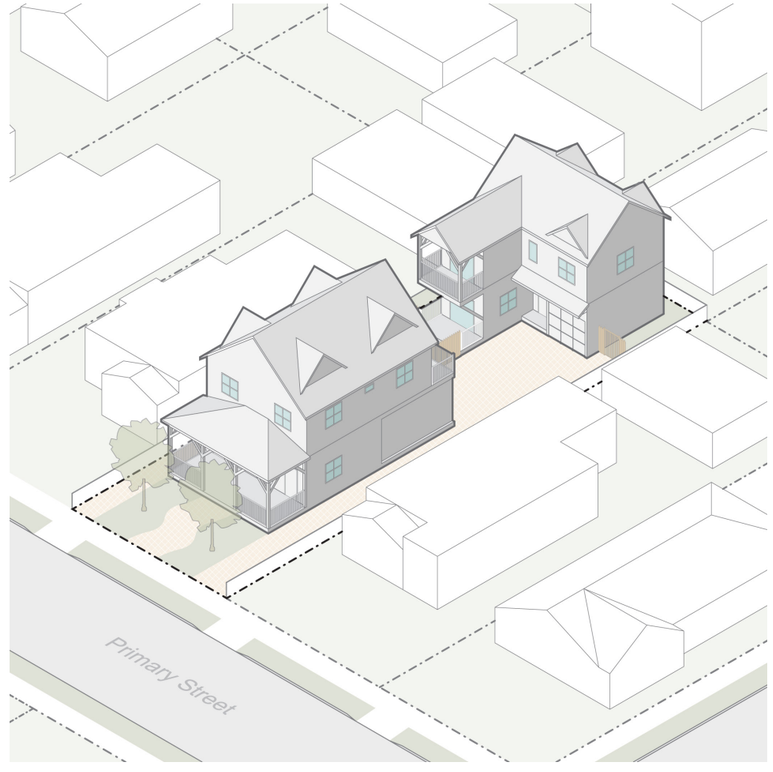
EXISTING SITE CONDITIONS				
SITE	TOTAL AREA	SITE DIMENSIONS	BASE ZONING	Site 2 represents a small infill lot with relatively flat topography.
2	5,000 sf.	40' W x 125' D	R1-1VL-RIO	

	Massing Study Parameter *& Source*	Depicted in Massing Study
	• Remove the existing dwelling on the site. • Utilize existing zoning and SB 9. • Provide, as feasible, ADUs and JADUs that are assumed to be new construction and follow State ADU requirements.	Per SB 9's "Two Unit Development" scenario: one single-family home facing the primary street with a one-car garage and JADU, and a second single-family home and one-car garage at the rear of the site.
FRONT YARD SETBACK	20% of depth of lot, 20 ft. max. *LAMC 12.08.C.1*	20 ft. (25 ft. prevailing)
SIDE YARD SETBACK	4 ft. min. *SB 9*	5 ft., 9 ft.
REAR YARD SETBACK	4 ft. min. *SB 9*	4 ft.
HEIGHT	Roof ≥25%: 33 ft., Roof <25%: 28 ft. Stories: N/A *LAMC: Height District 1VL (R1 zone)*	30 ft., 33 ft. *See Lot Summary Table.*
RESIDENTIAL FLOOR AREA RATIO *(Not enforced on State ADUs/JADUs)*	0.45 max. *LAMC 12.08.C.5*	0.40
DENSITY	No density requirement *SB 9*	17.4 DU/acre
MAXIMUM UNITS	Two Unit Development: 2 units max. plus ADUs/JADUs *SB 9*	2 DUs, 1 JADU
DU SIZE	800 sf min. *SB 9*	800 sf. *See Lot Summary Table*
JADU SIZE	500 sf max. *ZA Memo 143: Table 2*	400 sf. *See Lot Summary Table*
PARKING *(DU)*	One covered space per unit *SB 9 (one parking space); Los Angeles SB 9 Key Development Standards (covered space requirement)*	Two parking spaces *See Lot Summary Table.*
Parking *(State ADU/JADU)*	None *ZA Memo 143: Tables 1 & 2*	No Parking *See Lot Summary Table.*

LOT SUMMARY TABLE

LOT	LOT AREA	HOUSING TYPE	DU SIZE	HEIGHT *(per DU)*	PARKING *(per lot)*	PRIVATE OPEN SPACE *(per DU)*	HARDSCAPE/SOFTSCAPE PERCENTAGE *(per lot)*
1	5,000 sf.	Single-Family Dwelling (primary street facing)	1,200 sf.	33 ft. / 2-stories	Attached 1-car garage	670 sf.	60%/40%
		JADU (attached to front DU)	400 sf.	12 ft. / 1-story	No parking		
		Single-Family Dwelling (rear)	800 sf.	30 ft. / 2-stories	Attached 1-car garage	800 sf.	





Site Parcel Line
Surrounding Parcel Line
New Fence
Easement
Setback Line
Private Balcony
Surrounding Open Space
Site Private Open Space
Hardscape
Street/Alley
Existing Context
New Structure

COMMERCIAL ADJACENT INFILL LOT, ALTERNATIVE A

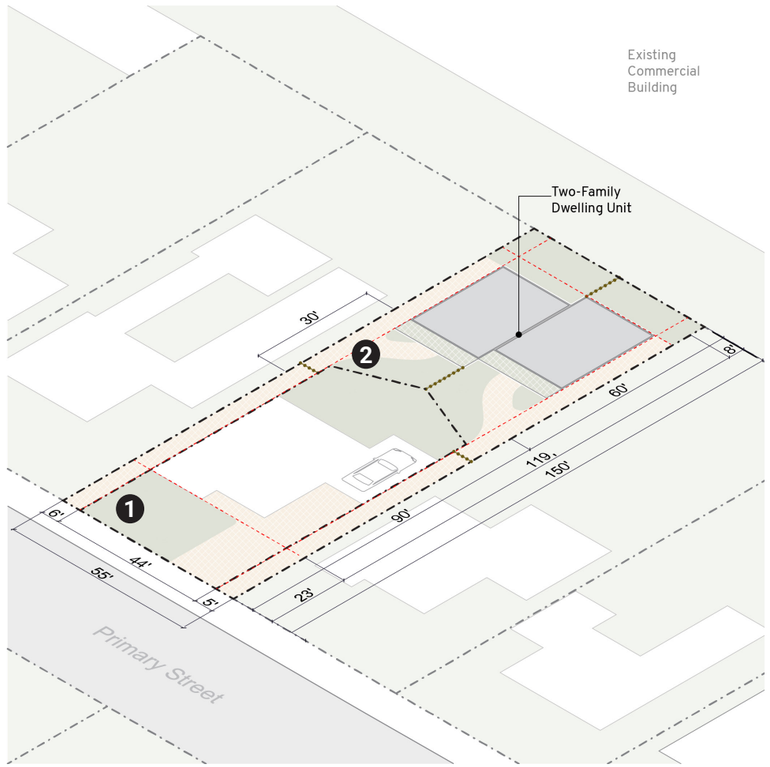
Low Rise Design Lab
DYETT & BHATIA Urban and Regional Planners
JKA

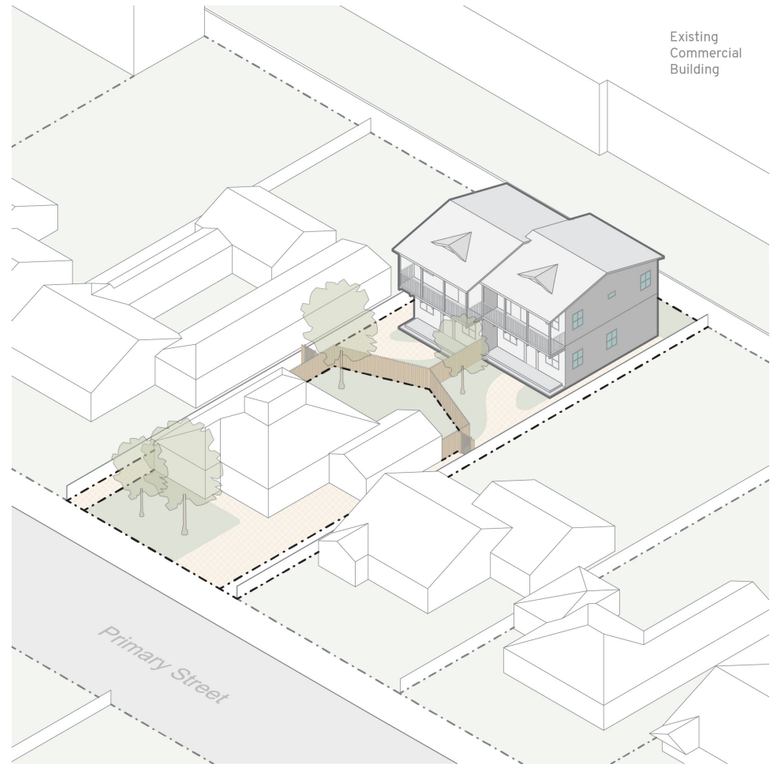
EXISTING SITE CONDITIONS				
SITE	TOTAL AREA	SITE DIMENSIONS	BASE ZONING	Site 3 represents an infill lot with relatively flat topography, adjacent to a commerical-zoned site at the rear.
3	8,250 sf.	55' W x 150' D	R1-1	

	Massing Study Parameter *& Source*	Depicted in Massing Study
	• **Maintain the existing dwelling on the site.** • **Utilize existing zoning and SB 9.** • **Provide, as feasible, ADUs and JADUs that are assumed to be new construction and follow State ADU requirements.**	**Per SB 9's "Urban Lot Split" scenario, the site is subdivided into two lots. Lot 1 is adjacent to the primary street and maintains the existing single-family home. Lot 2 has a two-family dwelling. This site's proximity to transit precludes it from requiring parking.**
FRONT YARD SETBACK	**20% of depth of lot, 20 ft. max.** *LAMC 12.08.C.1*	**25 ft.** **(prevailing)**
SIDE YARD SETBACK	**4 ft. min.** *SB 9*	**5 ft.**
REAR YARD SETBACK	**4 ft. min.** *SB 9*	**10 ft.**
HEIGHT	**Roof ≥25%: 33 ft.,** **Roof <25%: 28 ft.** **Stories: N/A** *LAMC: Height District 1 (R1 zone)*	**26 ft.** *See Lot Summary Table.*
RESIDENTIAL FLOOR AREA RATIO (RFAR)	**0.45 max.** *LAMC 12.08.C.5*	**RFA calculated per lot** *See Lot Summary Table.*
DENSITY	**No density requirement** *SB 9*	**15.8 DU/acre**
MAXIMUM UNITS	**Urban Lot Split: 4 units max. inclusive of ADUs/JADUs** *SB 9*	**3 DUs** **(45%/55% lot split)**
DU SIZE	**800 sf. min.** *SB 9*	**1,200 sf. min.** *See Lot Summary Table.*
PARKING (DU)	**No parking required (parcel is located within one half mile walking distance of a high-quality transit corridor or a major transit stop)** *SB 9*	**One enclosed parking space (existing)** *See Lot Summary Table.*

LOT SUMMARY TABLE

LOT	LOT AREA	HOUSING TYPE	DU SIZE	HEIGHT *(per DU)*	PARKING *(per DU)*	PRIVATE OPEN SPACE *(per DU)*	HARDSCAPE/ SOFTSCAPE PERCENTAGE *(per lot)*	RFAR *(per lot)*
❶	3,750 sf.	Existing Single-Family Dwelling	1,450 sf.	14 ft. / 1-story	Existing attached 1-car garage	1,940 sf.	46%/54%	0.39
❷	4,500 sf.	Two-Family Dwelling	1,200 sf.	26 ft. / 2-stories	No parking	1,120 sf.	67%/33%	**0.53**
			1,200 sf.	26 ft. / 2-stories	No parking	1,120 sf.		





Site Parcel Line · *Surrounding Parcel Line* · *New Fence* · *Easement* · *Setback Line* · *Private Balcony* · *Surrounding Open Space* · *Site Private Open Space* · *Hardscape* · *Street/Alley* · *Existing Context* · *New Structure*

COMMERCIAL ADJACENT INFILL LOT, ALTERNATIVE B

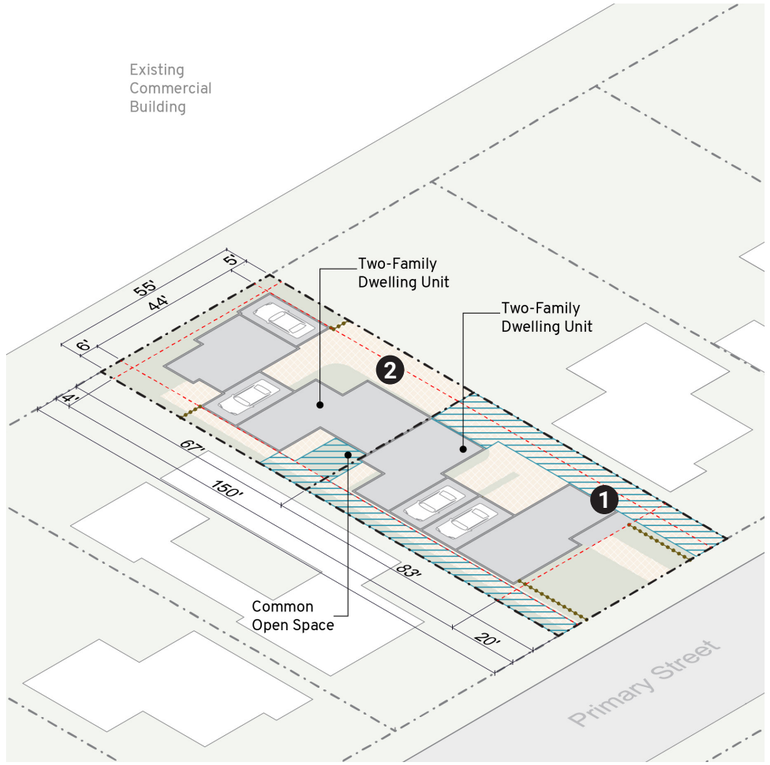
Low Rise Design Lab
DYETT & BHATIA Urban and Regional Planners
JK A

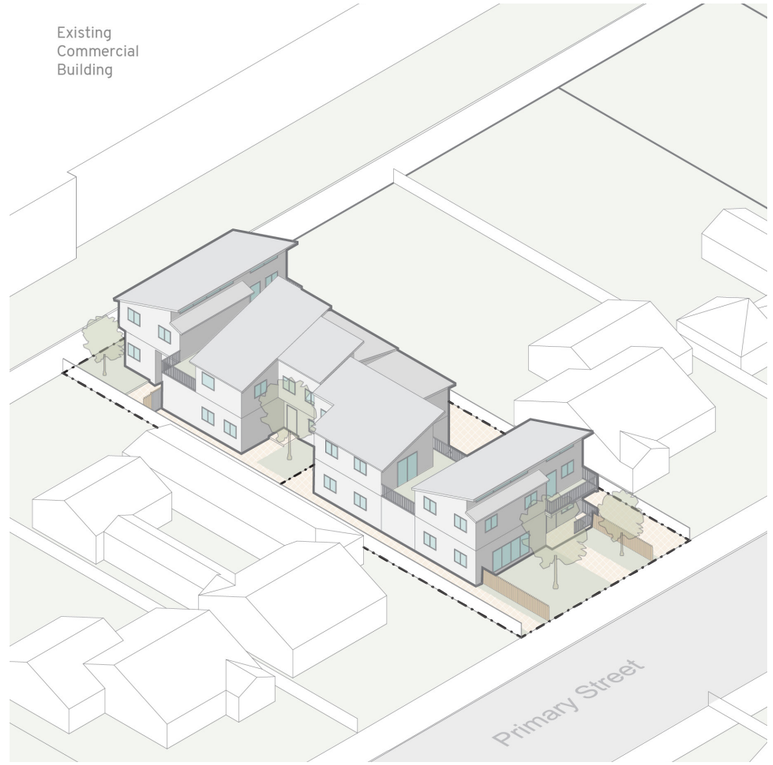
EXISTING SITE CONDITIONS				
SITE	TOTAL AREA	SITE DIMENSIONS	BASE ZONING	Site 3 represents an infill lot with relatively flat topography, adjacent to a commerical-zoned site at the rear.
3	8,250 sf.	55' W x 150' D	R1-1	

	Massing Study Parameter *& Source*	Depicted in Massing Study
	• Remove the existing dwelling on the site. • Utilize existing zoning and SB 9. • Provide, as feasible, ADUs and JADUs that are assumed to be new construction and follow State ADU requirements.	Per SB 9's "Urban Lot Split" scenario, the site is subdivided into two lots. Lot 1 has a two-family dwelling with the first unit oriented towards the primary street and the second unit oriented towards the side yard. Lot 2 has another two-family dwelling with both units oriented towards the side yard. A 1-car garage is provided for each unit. An easement on the vehicular driveway and on-site pathway provide access to Lot 2 as well as common access to a courtyard off of the pathway.
FRONT YARD SETBACK	20% of depth of lot, 20 ft. max. *LAMC 12.08.C.1*	20 ft.
SIDE YARD SETBACK	4 ft. min. *SB 9*	6 ft., 5 ft.
REAR YARD SETBACK	4 ft. min. *SB 9*	4 ft.
HEIGHT	Roof ≥25%: 33 ft., Roof <25%: 28 ft. Stories: N/A *LAMC: Height District 1 (R1 zone)*	25 ft. *See Lot Summary Table.*
RESIDENTIAL FLOOR AREA RATIO (RFAR)	0.45 max. *LAMC 12.08.C.5*	RFA calculated per lot *See Lot Summary Table.*
DENSITY	No density requirement *SB 9*	21.1 DU/acre
MAXIMUM UNITS	Urban Lot Split: 4 units max. inclusive of ADUs/JADUs *SB 9*	4 DUs (55%/45% lot split)
DU SIZE	800 sf. min. *SB 9*	1,200 sf. min. *See Lot Summary Table.*
PARKING (DU)	No parking required (parcel is located within one half mile walking distance of a high-quality transit corridor or a major transit stop) *SB 9*	1 space *See Lot Summary Table.*

LOT SUMMARY TABLE

LOT	LOT AREA	HOUSING TYPE	DU SIZE	HEIGHT *(per DU)*	PARKING *(per DU)*	COMMON OPEN SPACE	PRIVATE OPEN SPACE *(per DU)*	HARDSCAPE/ SOFTSCAPE PERCENTAGE *(per lot)*	RFAR *(per lot)*
1	4,565 sf.	Two-Family Dwelling	1,430 sf.	25 ft. / 2-stories	1-car garage	290 sf.	860 sf.	65%/35%	0.52
			960 sf.	25 ft. / 2-stories	1-car garage		300 sf.		
2	3,685 sf.	Two-Family Dwelling	960 sf.	25 ft. / 2-stories	1-car garage		240 sf.	52%/48%	0.52
			960 sf.	25 ft. / 2-stories	1-car garage		830 sf.		





COMMERCIAL ADJACENT INFILL LOT, ALTERNATIVE C

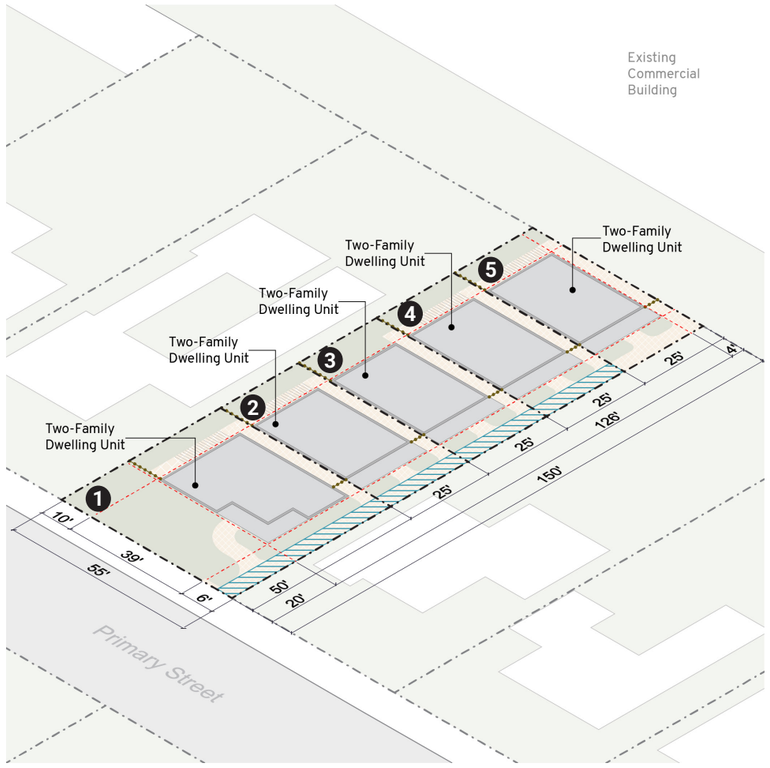
Low Rise Design Lab
DYETT & BHATIA Urban and Regional Planners
JK A

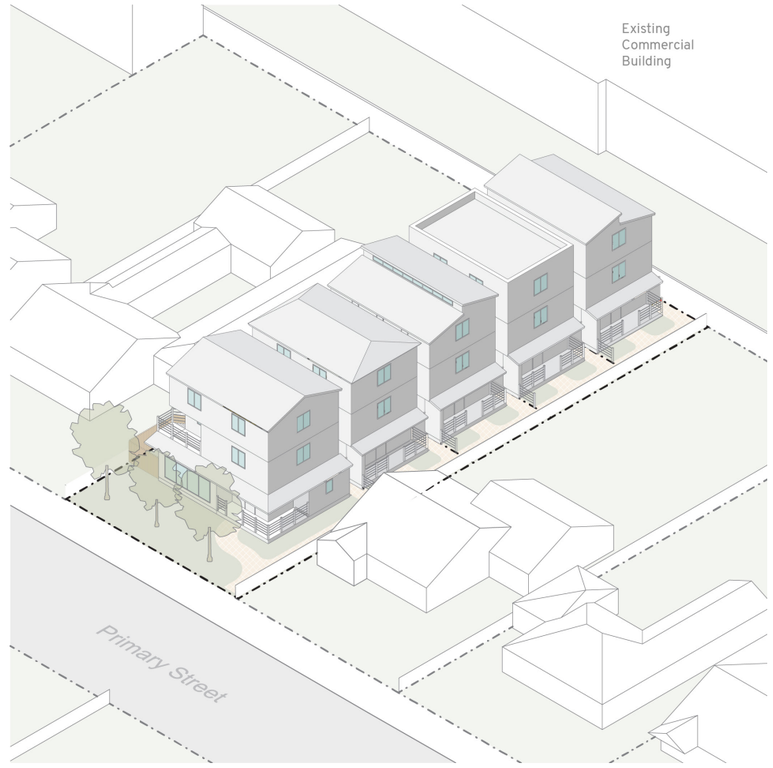
EXISTING SITE CONDITIONS				
SITE	TOTAL AREA	SITE DIMENSIONS	BASE ZONING	Site 3 represents an infill lot with relatively flat topography, adjacent to a commerical-zoned site at the rear.
3	8,250 sf.	55' W x 150' D	R1-1	

	Massing Study Parameter *& Source*	Depicted in Massing Study
	• Remove the existing dwelling on the site. • Utilize existing zoning and SB 1123. • Provide, as feasible, ADUs and JADUs that are assumed to be new construction and follow State ADU requirements.	The site is subdivided into five parcels with a two-family dwelling on each lot, totaling 10 units. Each structure is three stories, assuming one DU on the ground level and a second, 2-story DU on the upper floors. An easement along one of the side yards over the pathway allows access to all of the lots. This site's proximity to transit precludes it from requiring parking.
FRONT YARD SETBACK	20% of depth of lot, 20 ft. max. *LAMC 12.08.C.1*	20 ft.
SIDE YARD SETBACK	4 ft. min. *SB 9*	10 ft., 12 ft.
REAR YARD SETBACK	4 ft. min. *SB 9*	4 ft.
HEIGHT	Roof ≥25%: 33 ft., Roof <25%: 28 ft. Stories: N/A *LAMC: Height District 1 (R1 zone)*	32 ft. max. *See Lot Summary Table.*
FAR	1.0 max. *SB 1123: 3-7 units*	1.36
DENSITY	20 DU/acre min. *SB 1123* 30 DU/acre max. *Housing Element*	26.4 DU/acre
MAXIMUM UNITS	10 max., not including ADUs/JADUs *SB 1123*	10 DUs *See Lot Summary Table.*
DU SIZE	1,750 sf. average max. *SB 1123*	1,950 sf. avg. *See Lot Summary Table.*
PARKING (DU)	No parking required *(parcel is located within one half mile walking distance of a high-quality transit corridor or a major transit stop)* *SB 1123*	No parking *See Lot Summary Table.*

LOT SUMMARY TABLE

LOT	LOT AREA	HOUSING TYPE	DU SIZE	HEIGHT *(per DU)*	PARKING *(per DU)*	PRIVATE OPEN SPACE *(per lot)*	HARDSCAPE/SOFTSCAPE PERCENTAGE *(per lot)*
1	2,750 sf.	Two-Family Dwelling	785 sf. 1,465 sf.	32 ft. / 3-stories	No parking	1,220 sf.	43%/57%
2	1,375 sf.	Two-Family Dwelling	785 sf. 1,465 sf.	32 ft. / 3-stories	No parking	350 sf.	64%/36%
3	1,375 sf.	Two-Family Dwelling	785 sf. 1,465 sf.	32 ft. / 3-stories	No parking	350 sf.	64%/36%
4	1,375 sf.	Two-Family Dwelling	785 sf. 1,465 sf.	32 ft. / 3-stories	No parking	350 sf.	64%/36%
5	1,375 sf.	Two-Family Dwelling	785 sf. 1,465 sf.	32 ft. / 3-stories	No parking	350 sf.	64%/36%





Site Parcel Line
Surrounding Parcel Line
New Fence
Easement
Setback Line
Private Balcony
Surrounding Open Space
Site Private Open Space
Hardscape
Street/Alley
Existing Context
New Structure

SLOPED INFILL LOT, ALTERNATIVE A

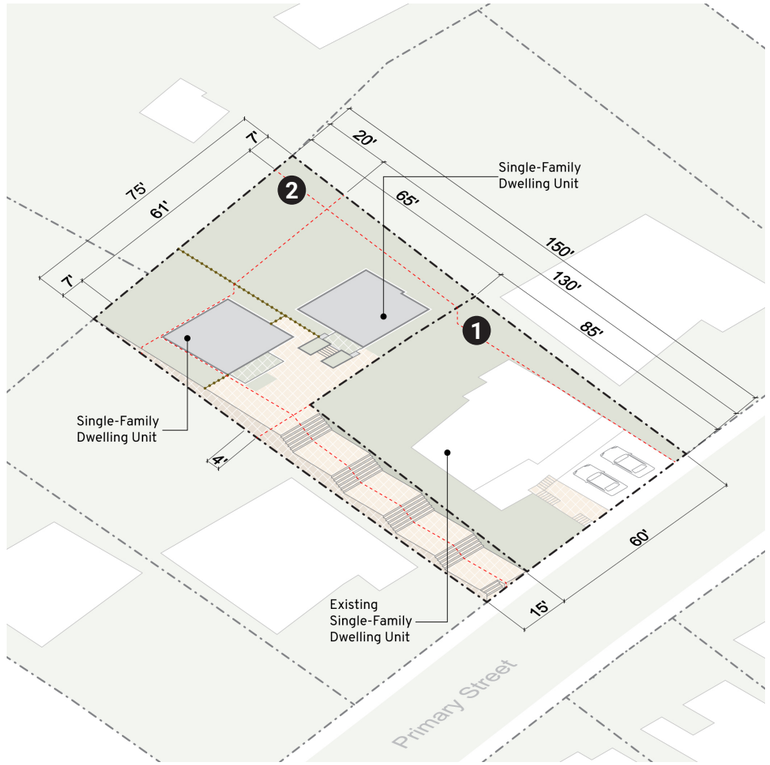
Low Rise Design Lab
DYETT & BHATIA Urban and Regional Planners
JK A

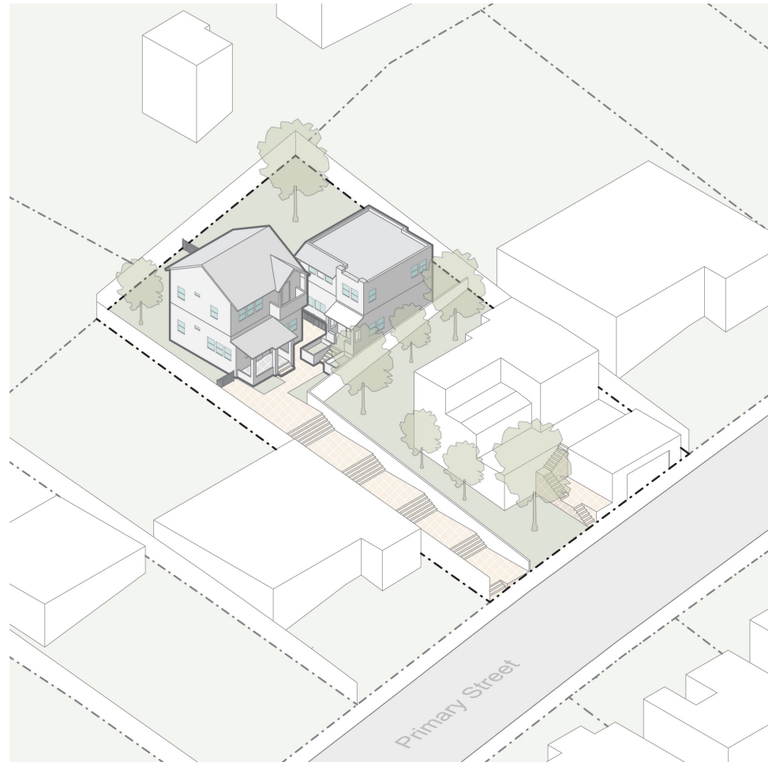
EXISTING SITE CONDITIONS				
SITE	TOTAL AREA	SITE DIMENSIONS	BASE ZONING	Site 4 represents an infill lot with sloped topography along a standard street.
4	11,250 sf.	75' W x 150' D	R1-1-HCR	

	Massing Study Parameter *& Source*	Depicted in Massing Study
	• Maintain the existing dwelling on the site. • Utilize existing zoning and SB 9. • Provide, as feasible, ADUs and JADUs that are assumed to be new construction and follow State ADU requirements.	Per SB 9's "Urban Lot Split" scenario, the site is subdivided into two lots. Lot 1 is adjacent to the primary street and maintains the existing single-family home with an attached two-car garage on the site. Lot 2 has two single-family dwelling units. This site's proximity to transit precludes it from requiring parking.
FRONT YARD SETBACK	20% of depth of lot, 20 ft. max. *LAMC 12.08.C.1*	0 ft. (existing building)
SIDE YARD SETBACK	4 ft. min. *SB 9*	7 ft.
REAR YARD SETBACK	4 ft. min. *SB 9*	20 ft.
HEIGHT	Roof ≥25%: 36 ft., Roof <25%: 30 ft. Stories: N/A *LAMC: Height District 1 (RA zone)*	31 ft. *See Lot Summary Table.*
RESIDENTIAL FLOOR AREA RATIO (RFAR)	0.45 max. (0-29.99% slope band) *LAMC Table 12.21 C.10-2a*	RFA calculated per lot *See Lot Summary Table.*
DENSITY	No density requirement *SB 9*	11.6 DU/acre
MAXIMUM UNITS	Urban Lot Split: 4 units max. inclusive of ADUs/JADUs *SB 9*	3 DUs (56%/44% lot split)
DU SIZE	800 sf. min. *SB 9*	1,200 sf. min. *See Lot Summary Table.*
PARKING (DU)	No parking required (parcel is located within one half mile walking distance of a high-quality transit corridor or a major transit stop) *SB 9*	2 enclosed spaces *See Lot Summary Table.*

LOT SUMMARY TABLE

LOT	LOT AREA	HOUSING TYPE	DU SIZE	HEIGHT *(per DU)*	PARKING *(per DU)*	PRIVATE OPEN SPACE *(per DU)*	HARDSCAPE/ SOFTSCAPE PERCENTAGE *(per lot)*	RFAR *(per lot)*
1	5,100 sf.	Existing Single-Family Dwelling	1,275 sf.	16 ft. / 1-story	Existing attached 2-car garage	3,000 sf.	7%/93%	0.25
2	6,150 sf.	Single-Family Dwelling	1,200 sf.	31 ft. / 2-stories	no parking	1,150 sf.	16%/84%	0.39
		Single-Family Dwelling	1,200 sf.	21 ft. / 2-stories	no parking	1,950 sf.		





Site Parcel Line
Surrounding Parcel Line
New Fence
Easement
Setback Line
Private Balcony
Surrounding Open Space
Site Private Open Space
Hardscape
Street/Alley
Existing Context
New Structure

SLOPED INFILL LOT, ALTERNATIVE B

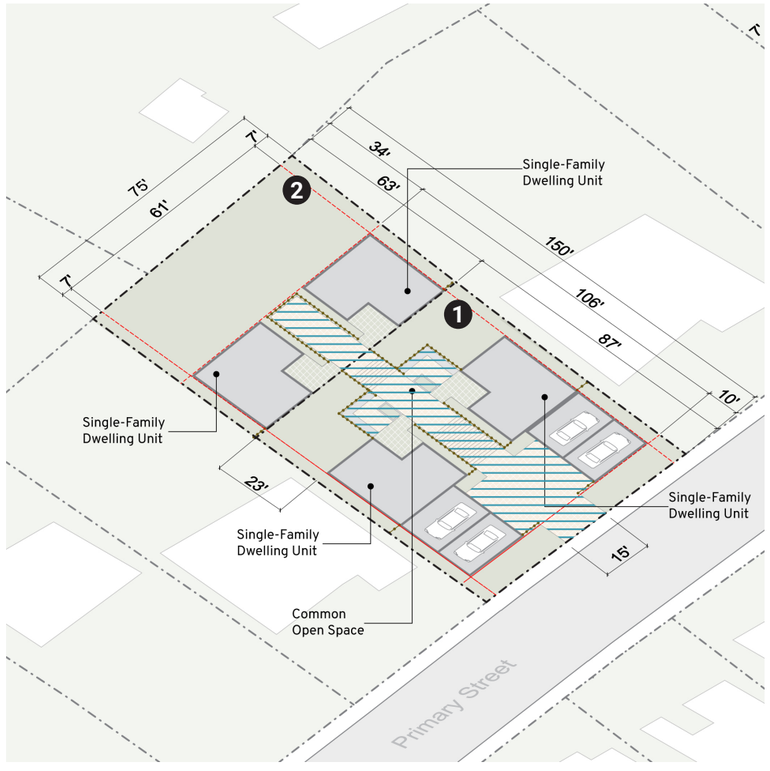
Low Rise Design Lab
DYETT & BHATIA Urban and Regional Planners
JK A

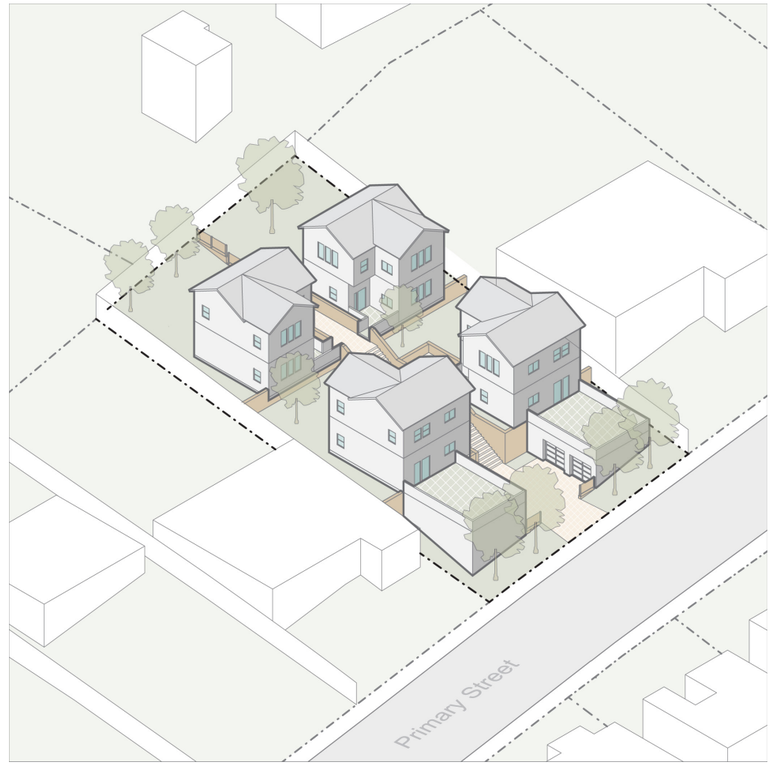
EXISTING SITE CONDITIONS				
SITE	TOTAL AREA	SITE DIMENSIONS	BASE ZONING	Site 4 represents an infill lot with sloped topography along a standard street.
4	11,250 sf.	75' W x 150' D	R1-1-HCR	

	Massing Study Parameter *& Source*	Depicted in Massing Study
	• Remove the existing dwelling on the site. • Utilize existing zoning and SB 9. • Provide, as feasible, ADUs and JADUs that are assumed to be new construction and follow State ADU requirements.	Per SB 9's "Urban Lot Split" scenario, the site is subdivided into two lots with two single-family dwellings each. An easement allows access to Lot 2 via a central pathway, garage parking in Lot 1, and a common open space between all DUs. This site's proximity to transit precludes it from requiring parking, yet a 1-car garage is provided for each unit.
FRONT YARD SETBACK	20% of depth of lot, 20 ft. max. *LAMC 12.08.C.1*	10 ft.
SIDE YARD SETBACK	4 ft. min. *SB 9*	15 ft. (side street adjacent), 5 ft.
REAR YARD SETBACK	4 ft. min. *SB 9*	12 ft.
HEIGHT	Roof ≥25%: 36 ft., Roof <25%: 30 ft. Stories: N/A *LAMC: Height District 1 (RA zone)*	28 ft. max. *See Lot Summary Table.*
RESIDENTIAL FLOOR AREA RATIO (RFAR)	0.45 max. (0-29.99% slope band) *LAMC Table 12.21 C.10-2a*	RFA calculated per lot *See Lot Summary Table.*
DENSITY	No density requirement *SB 9*	8.6 DU/acre
MAXIMUM UNITS	Urban Lot Split: 4 units max. inclusive of ADUs/JADUs *SB 9*	4 DUs (42%/58% lot split)
DU SIZE	800 sf. min. *SB 9*	1,000 sf. min. *See Lot Summary Table.*
PARKING (DU)	No parking required (parcel is located within one half mile walking distance of a high-quality transit corridor or a major transit stop) *SB 9*	4 enclosed spaces *See Lot Summary Table.*

LOT SUMMARY TABLE

LOT	LOT AREA	HOUSING TYPE	DU SIZE	HEIGHT *(per DU)*	PARKING *(per DU)*	PRIVATE OPEN SPACE *(per DU)*	HARDSCAPE/ SOFTSCAPE PERCENTAGE *(per lot)*	RFAR *(per lot)*
1	4,725 sf.	Single-Family Dwelling	1,240 sf.	27.5 ft. / 1-story	detached 1-car garage	1,500 sf.	9%/91%	0.52
		Single-Family Dwelling	1,240 sf.	27.5 ft. / 1-story	detached 1-car garage	1,500 sf.		
2	6,525 sf.	Single-Family Dwelling	1,240 sf.	27.5 ft. / 1-story	detached 1-car garage	950 sf.	42%/58%	0.38
		Single-Family Dwelling	1,240 sf.	27.5 ft. / 1-story	detached 1-car garage	950 sf.		





Site Parcel Line
Surrounding Parcel Line
New Fence
Easement
Setback Line
Private Balcony
Surrounding Open Space
Site Private Open Space
Hardscape
Street/Alley
Existing Context
New Structure

SLOPED INFILL LOT, ALTERNATIVE C

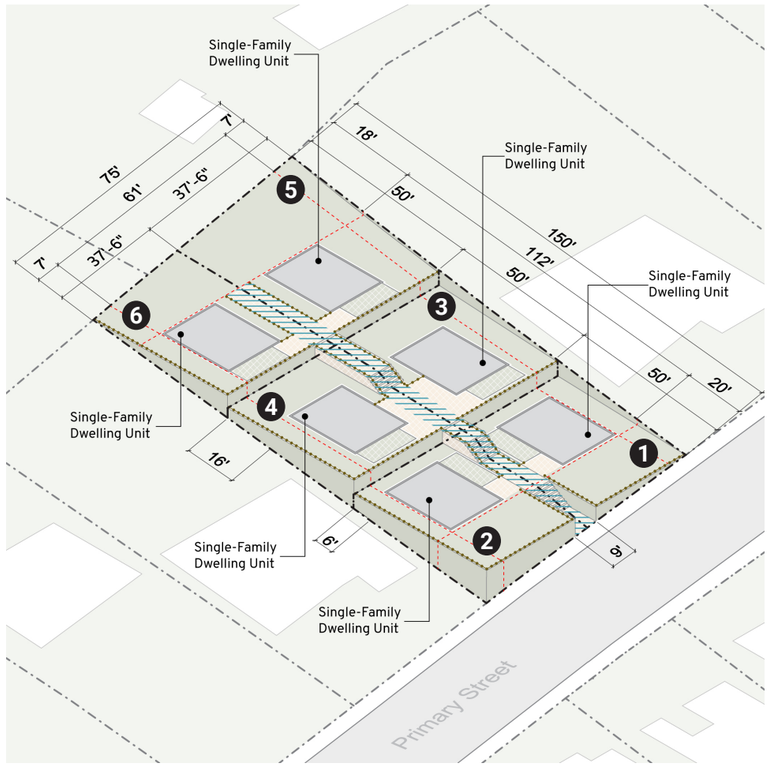
Low Rise Design Lab
DYETT & BHATIA Urban and Regional Planners
JK A

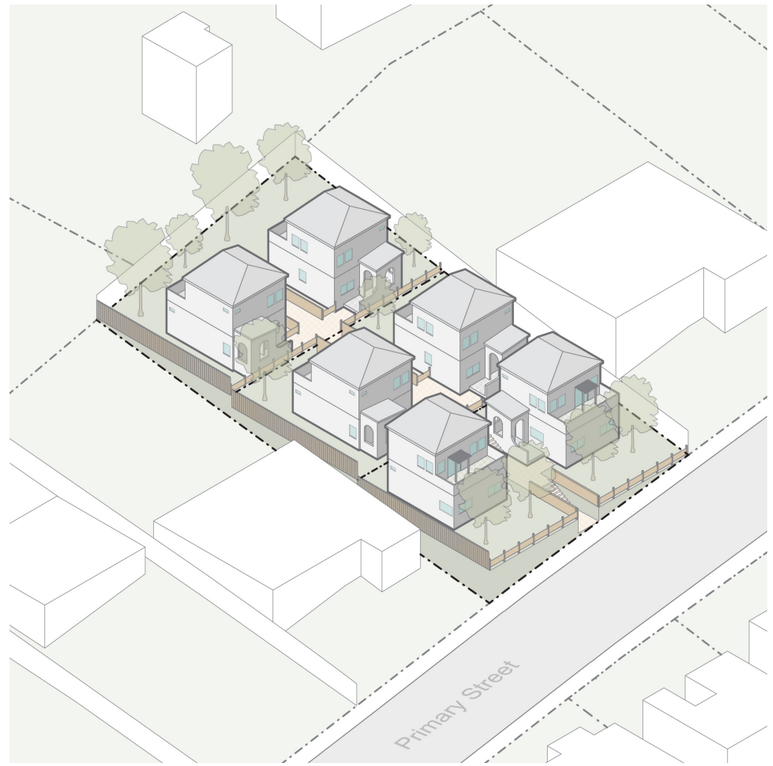
EXISTING SITE CONDITIONS				
SITE	TOTAL AREA	SITE DIMENSIONS	BASE ZONING	Site 4 represents an infill lot with sloped topography along a standard street.
4	11,250 sf.	75' W x 150' D	R1-1-HCR	

	Massing Study Parameter *& Source*	Depicted in Massing Study
	• **Remove** the existing dwelling on the site. • **Utilize existing zoning and SB 1123.** • **Provide, as feasible, ADUs and JADUs that are assumed to be new construction and follow State ADU requirements.**	**The site is subdivided into six lots with a single-family dwelling on each lot. An easement along the central pathway allows access to all of the lots. This site's proximity to transit precludes it from requiring parking.**
PARCEL SIZE	**1,200 sf. min.** *SB 1123*	**1,375 min.** *See Lot Summary Table.*
FRONT YARD SETBACK	**20% of depth of lot, 20 ft. max.** *LAMC 12.08.C.1*	**20 ft.**
SIDE YARD SETBACK	**4 ft. min.** *SB 1123*	**7 ft.**
REAR YARD SETBACK	**4 ft. min.** *SB 1123*	**18 ft.**
HEIGHT	**Roof ≥25%: 36 ft.,** **Roof <25%: 30 ft.** **Stories: N/A** *LAMC: Height District 1 (RA zone)*	**27 ft. max.** *See Lot Summary Table.*
FAR	**1.0 max.** *SB 1123: 3-7 units*	**0.46**
DENSITY	**20 DU/acre min.** *SB 1123* **30 DU/acre max.** *Housing Element*	**23.2 DU/acre**
MAXIMUM UNITS	**10 max., not including ADUs/JADUs** *SB 1123*	**6 DUs** *See Lot Summary Table.*
DU SIZE	**1,750 sf. average, max.** *SB 1123*	**860 sf. avg.** *See Lot Summary Table.*
PARKING (DU)	**No parking required (parcel is located within one-half mile walking distance of a high-quality transit corridor or a major transit stop)** *SB 1123*	**No parking** *See Lot Summary Table.*

LOT SUMMARY TABLE

LOT	LOT AREA	HOUSING TYPE	DU SIZE	HEIGHT *(per DU)*	PARKING *(per DU)*	PRIVATE OPEN SPACE *(per DU)*	HARDSCAPE/SOFTSCAPE PERCENTAGE *(per lot)*
1	1,875 sf.	Single-Family Dwelling	860 sf.	27 ft. / 2-stories	no parking	1,200 sf.	29%/71%
2	1,875 sf.	Single-Family Dwelling	860 sf.	27 ft. / 2-stories	no parking	1,200 sf.	29%/71%
3	1,875 sf.	Single-Family Dwelling	860 sf.	27 ft. / 2-stories	no parking	1,100 sf.	26%/74%
4	1,875 sf.	Single-Family Dwelling	860 sf.	27 ft. / 2-stories	no parking	1,100 sf.	26%/74%
5	1,875 sf.	Single-Family Dwelling	860 sf.	27 ft. / 2-stories	no parking	1,150 sf.	22%/78%
6	1,875 sf.	Single-Family Dwelling	860 sf.	27 ft. / 2-stories	no parking	1,150 sf.	22%/78%





LARGE CORNER LOT, ALTERNATIVE A

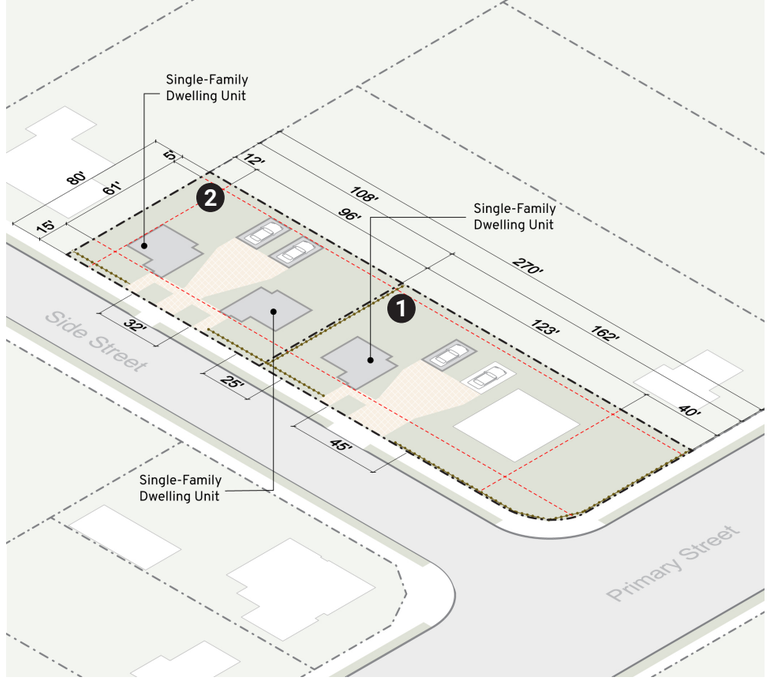
Low Rise Design Lab
DYETT & BHATIA Urban and Regional Planners
JK A

EXISTING SITE CONDITIONS				
SITE	TOTAL AREA	SITE DIMENSIONS	BASE ZONING	Site 5 represents a large corner lot with relatively flat topography.
5	21,600 sf.	80' W x 270' D	RA-1	

	Massing Study Parameter & Source	Depicted in Massing Study
	• Maintain the existing dwelling on the site. • Utilize existing zoning and SB 9. • Provide, as feasible, ADUs and JADUs that are assumed to be new construction and follow State ADU requirements.	Per SB 9's "Urban Lot Split" scenario, the site is subdivided into two lots. Lot 1 is adjacent to the primary street, maintains the existing single-family home on the site, and adds a second single-family home facing the side street. Lot 2 has two single-family homes facing the side street. Each unit has a one-car garage.
FRONT YARD SETBACK	20% of depth of lot, 20 ft. max. *LAMC 12.08.C.1*	40 ft. (prevailing)
SIDE YARD SETBACK	4 ft. min. *SB 9*	15 ft. (side street adjacent), 5 ft.
REAR YARD SETBACK	4 ft. min. *SB 9*	12 ft.
HEIGHT	Roof ≥25%: 36 ft., Roof <25%: 30 ft. Stories: N/A *LAMC: Height District 1 (RA zone)*	28 ft. max. *See Lot Summary Table.*
RESIDENTIAL FLOOR AREA RATIO (RFAR)	0.25 max. *LAMC 12.07.C.5*	RFA calculated per lot *See Lot Summary Table.*
DENSITY	No density requirement *SB 9*	8.6 DU/acre
MAXIMUM UNITS	Urban Lot Split: 4 units max. inclusive of ADUs/JADUs *SB 9*	4 DUs (60%/40% lot split)
DU SIZE	800 sf. min. *SB 9*	1,000 sf. min. *See Lot Summary Table.*
PARKING (DU)	One covered space per unit *SB 9 (one parking space); Los Angeles SB 9 Key Development Standards (covered space requirement)*	4 covered spaces *See Lot Summary Table.*

LOT SUMMARY TABLE

LOT	LOT AREA	HOUSING TYPE	DU SIZE	HEIGHT *(per DU)*	PARKING *(per DU)*	PRIVATE OPEN SPACE *(per DU)*	HARDSCAPE/ SOFTSCAPE PERCENTAGE *(per lot)*	RFAR *(per lot)*
❶	12,960 sf.	Existing Single-Family Dwelling	1,275 sf.	14.5 ft. / 1-story	Existing detached 1-car garage	4,600 sf.	13%/87%	0.17
		Single-Family Dwelling	1,000 sf.	28 ft. / 2-stories	detached 1-car garage	4,600 sf.		
❷	8,640 sf.	Single-Family Dwelling	1,000 sf.	28 ft. / 2-stories	detached 1-car garage	2,800 sf.	19%/81%	0.23
		Single-Family Dwelling	1,000 sf.	28 ft. / 2-stories	detached 1-car garage	2,800 sf.		



Site Parcel Line
Surrounding Parcel Line
New Fence
Easement
Setback Line
Private Balcony
Surrounding Open Space
Site Private Open Space
Hardscape
Street/Alley
Existing Context
New Structure

LARGE CORNER LOT, ALTERNATIVE B

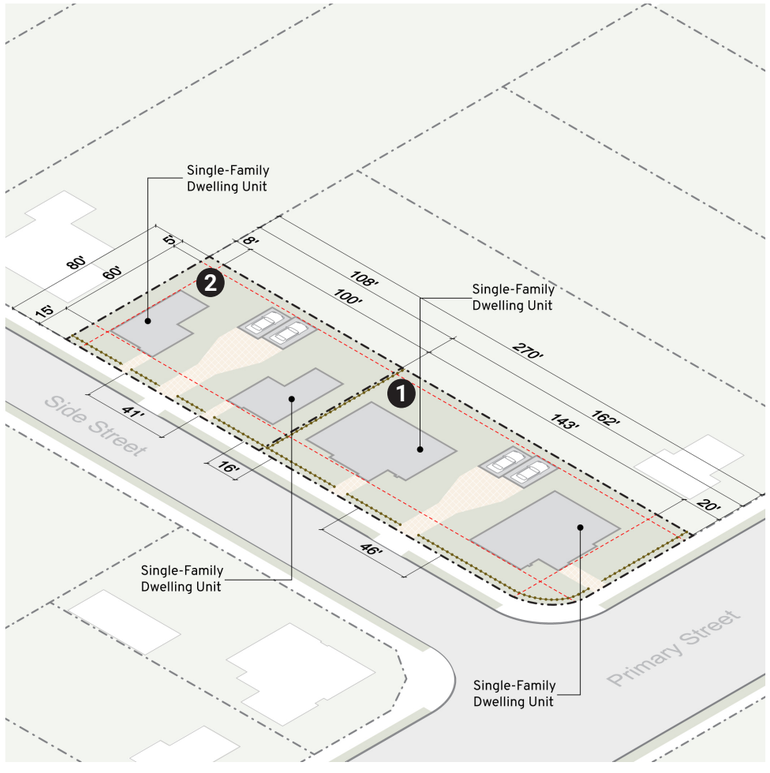
Low Rise Design Lab
DYETT & BHATIA Urban and Regional Planners
JK A

EXISTING SITE CONDITIONS				
SITE	TOTAL AREA	SITE DIMENSIONS	BASE ZONING	Site 5 represents a large corner lot with relatively flat topography.
5	21,600 sf.	80' W x 270' D	RA-1	

	Massing Study Parameter & Source	Depicted in Massing Study
	• Remove the existing dwelling on the site. • Utilize existing zoning and SB 9. • Provide, as feasible, ADUs and JADUs that are assumed to be new construction and follow State ADU requirements.	Per SB 9's "Urban Lot Split" scenario, the corner site is subdivided into two lots. Lot 1 is adjacent to the primary street and has two single-family homes, one facing the side street, and the other facing the primary street. Lot 2 has two single-family homes facing the side street. Each unit has a one-car garage.
FRONT YARD SETBACK	20% of depth of lot, 20 ft. max. *LAMC 12.08.C.1*	20 ft.
SIDE YARD SETBACK	4 ft. min. *SB 9*	15 ft. (side street adjacent), 5 ft.
REAR YARD SETBACK	4 ft. min. *SB 9*	8 ft.
HEIGHT	Roof ≥25%: 36 ft., Roof <25%: 30 ft. Stories: N/A *LAMC: Height District 1 (RA zone)*	28 ft. max. *See Lot Summary Table.*
RESIDENTIAL FLOOR AREA RATIO (RFAR)	0.25 max. *LAMC 12.07.C.5*	RFA calculated per lot *See Lot Summary Table.*
DENSITY	No density requirement *SB 9*	8.6 DU/acre
MAXIMUM UNITS	Urban Lot Split: 4 units max. inclusive of ADUs/JADUs *SB 9*	4 DUs (60%/40% lot split)
DU SIZE	800 sf. min. *SB 9*	1,645 sf. min. *See Lot Summary Table.*
PARKING (DU)	One covered space per unit *SB 9 (one parking space); Los Angeles SB 9 Key Development Standards (covered space requirement)*	4 covered spaces *See Lot Summary Table.*

LOT SUMMARY TABLE

LOT	LOT AREA	HOUSING TYPE	DU SIZE	HEIGHT *(per DU)*	PARKING *(per DU)*	PRIVATE OPEN SPACE *(per DU)*	HARDSCAPE/ SOFTSCAPE PERCENTAGE *(per lot)*	RFAR *(per lot)*
1	12,960 sf.	Single-Family Dwelling	3,070 sf.	28 ft. / 2-stories	detached 1-car garage	3,900 sf.	12%/88%	0.47
		Single-Family Dwelling	3,070 sf.	28 ft. / 2-stories	detached 1-car garage	3,900 sf.		
2	8,640 sf.	Single-Family Dwelling	1,645 sf.	28 ft. / 2-stories	detached 1-car garage	2,700 sf.	15%/85%	0.38
		Single-Family Dwelling	1,645 sf.	28 ft. / 2-stories	detached 1-car garage	2,700 sf.		



LARGE CORNER LOT, ALTERNATIVE C

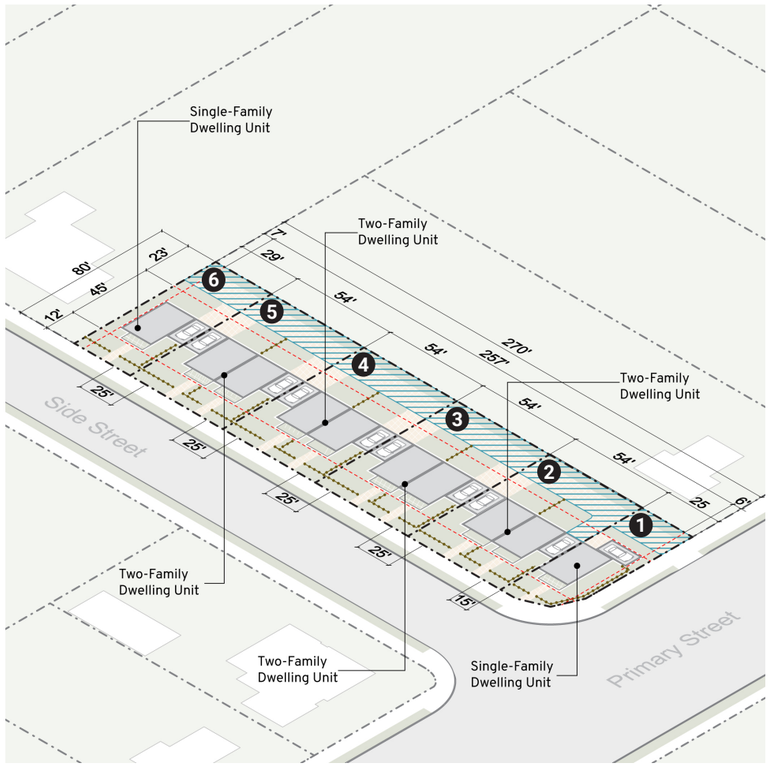
Low Rise Design Lab
DYETT & BHATIA Urban and Regional Planners
JK A

EXISTING SITE CONDITIONS				
SITE	TOTAL AREA	SITE DIMENSIONS	BASE ZONING	Site 5 represents a large corner lot with relatively flat topography.
5	21,600 sf.	80' W x 270' D	RA-1	

	Massing Study Parameter & Source	Depicted in Massing Study
	• Remove the existing dwelling on the site. • Utilize existing zoning and SB 1123. • Provide, as feasible, ADUs and JADUs that are assumed to be new construction and follow State ADU requirements.	Site 5 is subdivided into six lots with a single-family dwelling on each end of the site and a two-family dwelling on each of the middle lots, totalling 10 DUs. Each unit faces the side street. An easement along the vehicular driveway allows access to the individual garages for each unit.
PARCEL SIZE	**1,200 sf. min.** *SB 1123*	**1,375 min.** *See Lot Summary Table.*
FRONT YARD SETBACK	**20% of depth of lot, 20 ft. max.** *LAMC 12.08.C.1*	**6 ft.**
SIDE YARD SETBACK	**4 ft. min.** *SB 1123*	**12 ft. (side street adjacent), 23 ft.**
REAR YARD SETBACK	**4 ft. min.** *SB 1123*	**7 ft.**
HEIGHT	**Roof ≥25%: 36 ft.,** **Roof <25%: 30 ft.** **Stories: N/A** *LAMC: Height District 1 (RA zone)*	**28 ft. max.** *See Lot Summary Table.*
FAR	**1.25 max.** *SB 1123: 8-10 units*	**0.46**
DENSITY	**20 DU/acre min.** *SB 1123* **30 DU/acre max.** *Housing Element*	**20 DU/acre**
MAXIMUM UNITS	**10 max., not including ADUs/JADUs** *SB 1123*	**10 DUs** *See Lot Summary Table.*
DU SIZE	**1,750 sf. average, max.** *SB 1123*	**1,000 avg.** *See Lot Summary Table.*
PARKING (DU)	**One space per unit** *SB 1123*	**10 covered spaces** *See Lot Summary Table.*

LOT SUMMARY TABLE

LOT	LOT AREA	HOUSING TYPE	DU SIZE	HEIGHT *(per DU)*	PARKING *(per DU)*	PRIVATE OPEN SPACE *(per DU)*	HARDSCAPE/SOFTSCAPE PERCENTAGE *(per lot)*
1	1,920 sf.	Single-Family Dwelling	1,000 sf.	28 ft. / 2-stories	attached 1-car garage	550 sf.	41%/59%
2	4,320 sf.	Two-Family Dwelling	1,000 sf.	28 ft. / 2-stories	attached 1-car garage	650 sf.	44%/56%
			1,000 sf.	28 ft. / 2-stories	attached 1-car garage	650 sf.	
3	4,320 sf.	Two-Family Dwelling	1,000 sf.	28 ft. / 2-stories	attached 1-car garage	650 sf.	44%/56%
			1,000 sf.	28 ft. / 2-stories	attached 1-car garage	650 sf.	
4	4,320 sf.	Two-Family Dwelling	1,000 sf.	28 ft. / 2-stories	attached 1-car garage	650 sf.	44%/56%
			1,000 sf.	28 ft. / 2-stories	attached 1-car garage	650 sf.	
5	4,320 sf.	Two-Family Dwelling	1,000 sf.	28 ft. / 2-stories	attached 1-car garage	650 sf.	44%/56%
			1,000 sf.	28 ft. / 2-stories	attached 1-car garage	650 sf.	
6	2,320 sf.	Single-Family Dwelling	1,000 sf	28 ft. / 2-stories	attached 1-car garage	600 sf.	41%/59%



Site Parcel Line *Surrounding Parcel Line* *New Fence* *Easement* *Setback Line* *Private Balcony* *Surrounding Open Space* *Site Private Open Space* *Hardscape* *Street/Alley* *Existing Context* *New Structure*

DYETT & BHATIA
Urban and Regional Planners