

Summary

ZONING STRATEGIES TO SUPPORT LOW-RISE INFILL DEVELOPMENT IN LOS ANGELES

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. Single-family neighborhoods, which make up a majority of residential land in Los Angeles, are instrumental to this effort.

The Low-Rise Design Lab leverages this opportunity by developing solutions that foster innovative, high-quality designs of low-rise infill housing of up to six units (including ADUs and JADUs) that are compatible with the city's existing single-family and low-density multifamily neighborhoods. The White Paper does this by exploring potential solutions that address constraints in current development standards.

DID YOU KNOW?

SINGLE-FAMILY RESIDENTIAL AREAS IN LOS ANGELES MAKE UP

40% & **73%**

OF TOTAL LAND AREA

OF RESIDENTIALLY ZONED LAND

CURRENT CONSTRAINTS



Setbacks and Passageway Requirements

Fixed setbacks and passageway requirements limit flexibility of building placement and footprint on a lot.



Covered Parking Standards

Requirement of two covered parking spaces per unit limits availability of buildable land for infill development.



Uniformity of Standards

Uniform per-lot standards are not responsive to varying lot sizes and actual development potential to accommodate low-rise infill.



Community Compatibility

Impact of infill development on privacy and other concerns depends on a combination of factors that can be addressed by strategic, high-quality designs.

POTENTIAL SOLUTIONS



Reduce the fixed front and/or rear setback requirements to increase flexibility of site layout.

Regulate setbacks based on factors other than lot depth, such as building form, street width, and provision of open space.

Allow covered patios and porches within setbacks to increase opportunity for infill development in the front or rear of the lot.

Remove prevailing setbacks requirements in areas where change is desired to transition to new housing typologies.

Provide more flexibility in passageway requirements that meet access needs while increasing opportunity to fit additional development on smaller or narrower lots.



Reduce off-street parking requirements to better balance parking needs with infill potential.

Allow uncovered spaces to count toward off-street parking requirements.

Use tiered parking requirements similar to those for existing low-density multifamily zones that allow low-rise development of up to six units.

Use tiered parking requirements based on the number of bedrooms or size of the units to reflect varying characteristics, not just underlying zoning.

Reduce parking requirements for sites that provide alternative parking solutions like off-site parking, ride-share pick-up points, or bike-share stations.

Leverage innovative solutions, like parking designs that maximize co-benefits and limit lot area used for parking.



Create provisions to apply multifamily standards to larger/consolidated lots based on lot size and parcel area thresholds that are directly related to physical factors affecting development potential.

Establish supplemental form-based standards as an alternative pathway for low-rise housing typologies (bungalow courts, courtyard housing, and townhomes).

Allow greater flexibility for projects that include design strategies for privacy such as raised building heights, raised window heights, and existing tree canopy.



Allow additional units to exceed the height of existing buildings to take advantage of vertical space for infill development and meet other design objectives such as onsite open space.

Revise the definition of building heights to measure the vertical distance above grade to halfway between the roof flat and ridge.

Increase permitted height limits by three feet to accommodate stoops as a way to provide ground-level privacy from the street.

Increase height allowances beyond those prescribed by ADU State law to enhance the design quality, as well as viability, of ADU development.