

UNPLAN LA

BROOKS + SCARPA

‘transitional height’ is a barrier to livability** because it restricts the allowable density of our mixed-use zone where dense housing should be placed (near transit!) increasing walkable neighborhoods; trans-height creates more traffic, is exclusive and not for the public good, is antithetical to ‘good density’ and walkable neighborhoods and creates an unnecessary entitlement process. Intent should be flipped: the burden should be on the R1 adjacent to C-zone (which should be prioritized with by-right mixed-use density). Better for the environment, places housing near transit, less costly due to **less entitlement**, **allows market demand to increase along these corridors and creates good walkable neighborhoods.

suggestion: create a simple resolution for the City Council, as this ordinance does not follow the City Charter, General Plan or Housing Element intent.

Table 2 – Height Districts (Height, Stories, FAR & RFAR)

Zone	1†	1L†	1VL†	1XL†	1SS	2	3	4
C, M	Height: 75 ft for CR, otherwise n/a Stories: 6 for CR, otherwise n/a FAR: 1.5:1	Height: 75 ft Stories: 6† FAR: 1.5:1	Height: 45 ft Stories: 3 FAR: 1.5:1	Height: 30 ft Stories: 3 FAR: 1.5:1	n/a	Height: 75 ft for CR, otherwise n/a Stories: 6 for CR, otherwise n/a FAR: 6:1	Height: 75 ft for CR, otherwise n/a Stories: 6 for CR, otherwise n/a FAR: 10:1	Height: 75 ft for CR, otherwise n/a Stories: 6 for CR, otherwise n/a FAR: 13:1
PB	Height: n/a Stories: 2 FAR: n/a	Height: n/a Stories: 2 FAR: n/a	n/a	n/a	n/a	Height: n/a Stories: 6 FAR: n/a	Height: n/a Stories: 10 FAR: n/a	Height: n/a Stories: 13 FAR: n/a
PF	Height: n/a Stories: n/a FAR: 3:1	Height: n/a Stories: n/a FAR: 3:1	n/a	n/a	n/a	Height: n/a Stories: n/a FAR: 6:1	Height: n/a Stories: n/a FAR: 10:1	Height: n/a Stories: n/a FAR: 13:1

75' ht limit is
incongruous
With FAR of 1.5:1

FAR – Floor Area Ratio – defined in Section 12.03 of the LAMC.

RFAR – Residential Floor Area Ratio – defined in Section 12.03 of the LAMC. Used only for non-Coastal Zone properties in Height Districts 1, 1L, 1VL, 1XL, and 1SS.

*Prevailing Height in accordance with the 3rd unnumbered paragraphs of Section 12.21.1 of the LAMC may apply.

** Properties located in one of the R1 Variation Zones (R1V, R1F, R1R, R1H) are not part of any Height District. See tables on pp.11-14 for height regulations in R1 Variation Zones. These regulations are also in Section 12.08 C.5 (b)-(d) of the LAMC.

***Coastal Zone properties outside of the Hillside Area are not subject to Residential Floor Area limits, but are subject to Floor Area limits.

† Buildings used entirely for residential (and ground floor commercial in the RAS Zones) are only limited as to feet, not stories.

‡ Floor Area in Height District 1 in other than C and M Zones is limited to 3:1 FAR.

⌘ Height limited to 36 ft or 45 ft in Hillside Areas in accordance with Section 12.21 A.17 of the LAMC.

§Height limited to 45 feet on lots in the Coastal Zone not located within the Hillside Area, as defined in Section 12.03 of the LAMC.

Transitional Height: Portions of buildings in C or M Zones within certain distances of RW1 or more restrictive Zones shall not exceed the following height limits, in accordance with Section 12.21.1 A.10 of the LAMC.

Distance (ft)	Height (ft)
0 – 49	25 = 2 story building
50 – 99	33 = 3 story building
100 – 199	61 = 4/5 story building

Single family
adjacent = no developable
parcel in C-zone

REQUIRES LOWER BUILDING HEIGHTS WHEN NEXT TO R1. THERE IS NO CORRESPONDING CODE REQUIRING 'R1' TO BE AT LEAST 4 PARCEL-WIDTHS AWAY FROM OUR COMMERCIAL STREETS. THIS IS DISCRIMINATING AGAINST PEOPLE WHO DO NOT LIVE IN SINGLE-FAMILY HOUSES AND INCENTIVES THE HIGH COST OF PROPERTY AND THE HIGH COST OF RENT FOR THESE SINGLE-FAMILY HOUSES THAT CANNOT BE TRANSITIONED INTO BETTER, TALLER COURTYARD BUILDINGS THAT SUPPORT WALKABLE STREETS. WE CANNOT HAVE WALKABLE STREETS WITH 'R1' PUTTING A LID ON OUR MIXED-USE BOULEVARDS (LIKE LINCOLN BLVD IN VENICE AND SANTA MONICA).

**HEIGHT RESTRICTIONS ARE
PLACED ON C-ZONE NEAR: R1,
RA, RE, RS, RU, RZ, OS, A1,
A2...results in lack of development**

Single-family here creates a radius cutting into the C-zone parcels which removes a floor (or more) of height and restricts density.





(limits ht to a 3 story building)
53' radius from R1 across the alley,
effectively removes one floor.



IS A BARRIER TO THREE LEGAL FRAMEWORKS IN LA THAT PROMOTE GOOD DENSITY

Our City Charter requires our government to be responsive to public concern, perform at the highest levels of achievement and to address inefficiencies. It also allows the Director of Planning and the Planning Commission to advise the City Council -and in turn, the City Council can make emergency ordinances to address these issues. The City Charter also allows the City Council to address homelessness, increase livability, help us meet our goals, and to address the needs of the community without waiting for decades to realize zoning changes.

Transitional Height requirements do not meet Sec 103 of the City Charter and thwart any good zoning or housing element density needs and preclude the city's ability to deliver walkable streets near transit with dense mixed use housing.

Sec. 103. Delivery of Services.

Every City office and department, and every City official and employee, is expected to perform their functions with diligence and dedication on behalf of the people of the City of Los Angeles. In the delivery of City services and in the performance of its tasks, the government shall endeavor to perform at the highest levels of achievement, including efficiency, accessibility, accountability, quality, use of technologically advanced methods, and responsiveness to public concerns within budgetary limitations. Every analysis and review of the performance of the government and its officers shall seek to ascertain whether these high standards are being met, and if not, shall recommend methods of improvement.

CITY CHARTER

Eliminate Transitional Height Requirements

Sec. 253. Urgency Ordinances.

The Council may adopt an urgency ordinance that shall take effect upon its publication. An urgency ordinance may only be adopted if required for the immediate preservation of the public peace, health or safety. Any urgency ordinance shall contain a specific statement showing its urgency, and must be passed by a three-fourths vote of the Council. No grant of any franchise, right or privilege shall ever be construed to be an urgency measure.

Council can revert FAR back to 3:1 on Commercial Boulevards

(e) **Floor Area Restriction.** The total floor area contained in all the buildings on any one building site shall not exceed 13 times the buildable area of the site as such buildable area is defined by ordinance. The Council, by ordinance, may define and implement the provisions of this subsection and may further restrict and regulate the total floor area, height or bulk of buildings or structures.

The Los Angeles Housing Element includes programs to create more housing on commercial boulevards, such as:

- **Zoning changes:** Allowing more housing in more places
- **Mixed-use overlay zones:** Allowing developers to build more housing on commercial boulevards
- **Incentive programs:** Promoting specific types of housing in specific areas
- **Encouraging middle housing:** Creating one and two-story buildings to connect corridors to single-family neighborhoods

HOUSING ELEMENT

The Housing Element is part of the city's General Plan, which guides the city's growth. The 2021-2029 Housing Element was adopted by the Los Angeles City Council in 2021 and is in effect until 2029.

The Los Angeles City Planning General Plan recommends that commercial growth take place in mixed-use boulevards. These boulevards are linear districts that connect neighborhoods, community centers, and regional centers.



GENERAL PLAN

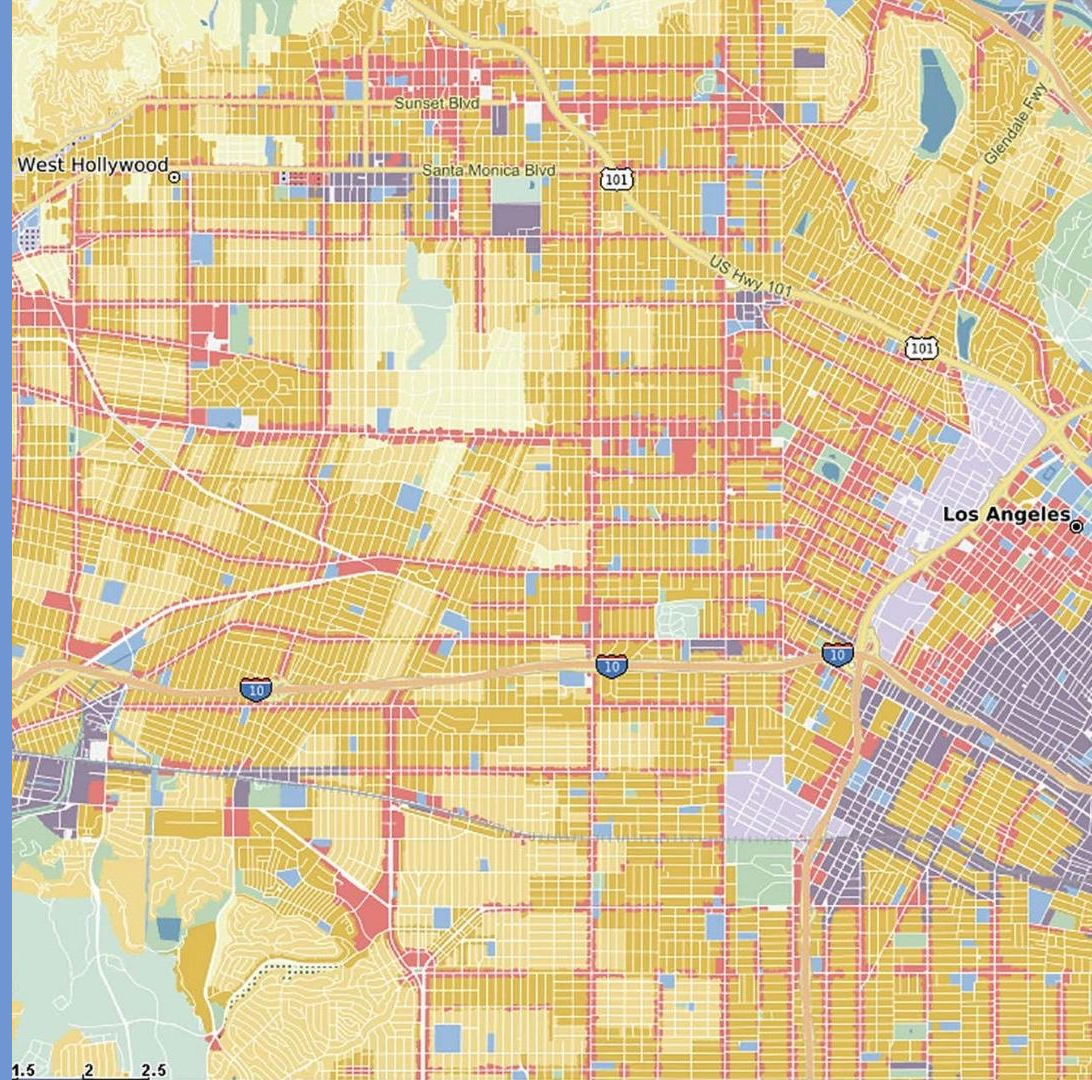
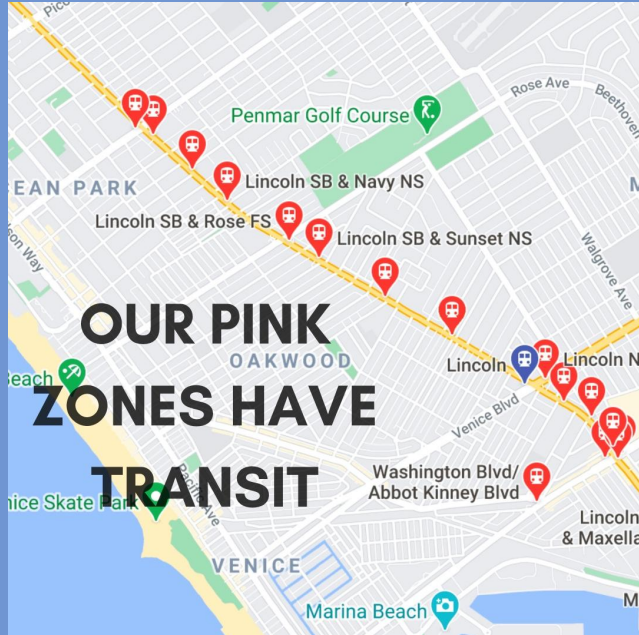
What are mixed-use boulevards?

- Mixed-use boulevards are areas where commercial and residential uses are integrated
- They can be built in a variety of ways, including side-by-side structures, block-by-block, or as a single structure with both commercial and residential uses
- They can include one- to two-story commercial structures, and three- to six-story mixed-use buildings

Why are mixed-use boulevards recommended?

- They help reduce traffic congestion and improve air quality by encouraging growth near transit
- They can create affordable housing and community-serving uses

Pink is our C-zone Commercial
boulevards, yellow is R-zone
Residential.



**BAKED
IN**



**TRANSITIONAL HEIGHT LANGUAGE
PREVENTS GOOD DENSITY ON OUR
MIXED-USE BOULEVARDS**

THE YELLOW.

C-ZONE CORNER BOULEVARD / BAD DENSITY



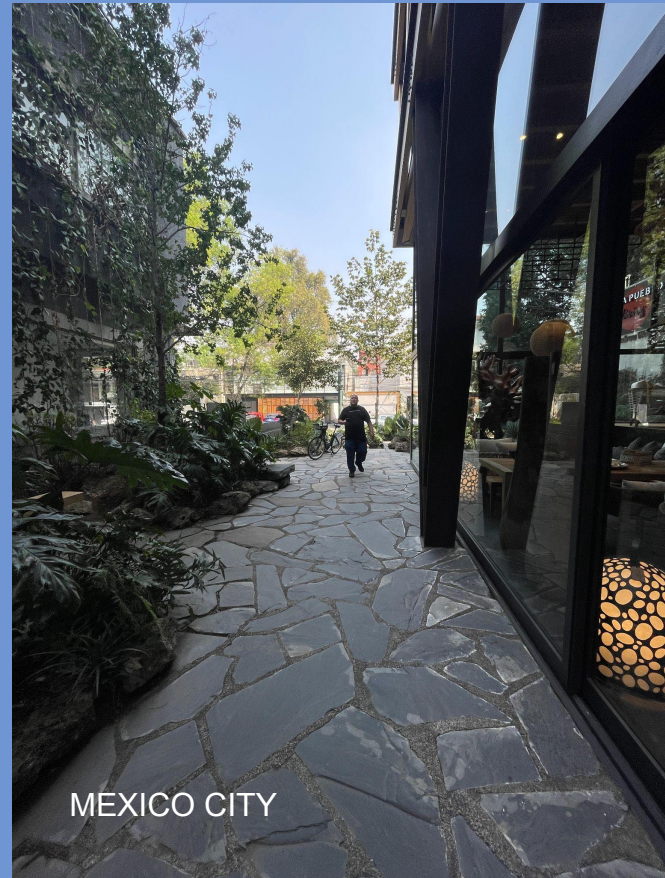
C-ZONE CORNER BOULEVARD / BAD DENSITY



C-ZONE BOULEVARD / GOOD DENSITY



BARCELONA



MEXICO CITY

C-ZONE BOULEVARD / GOOD DENSITY



North Hollywood- density/height currently not allowed by-right due to FAR and transitional height barriers- allow this by-right! BROOKS+SCARPA