

ATTACHMENT 5

Single Family Mass and Bulk Recommendations Report

City of Beverly Hills

DRAFT

Reducing Single-Family Mass and Bulk Recommendations Report

October 22, 2013



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Mass and Bulk
Recommendations Report**

October 22, 2013

prepared by
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in consultation with
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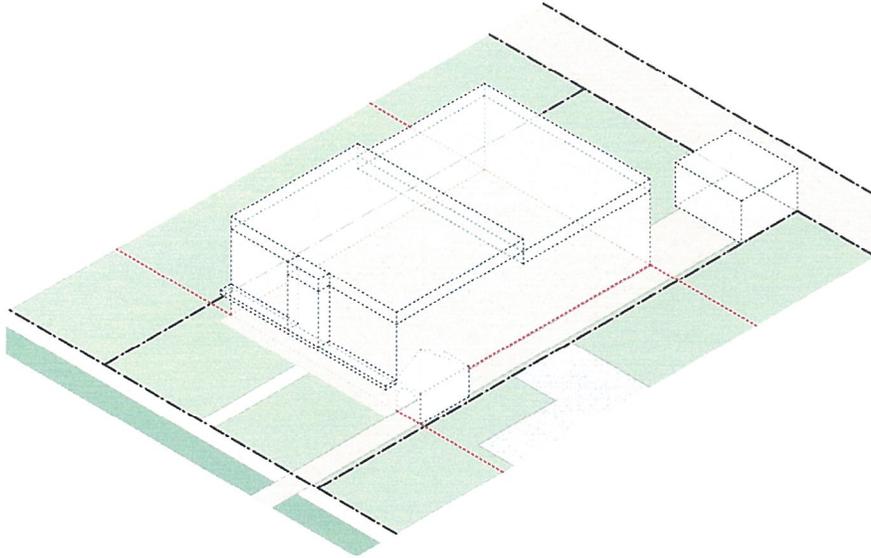


Figure A: Existing City of Beverly Hills Zoning requirements facilitate box-like forms that foster perceptions of excessive bulk and mass in Central Area residential neighborhoods.

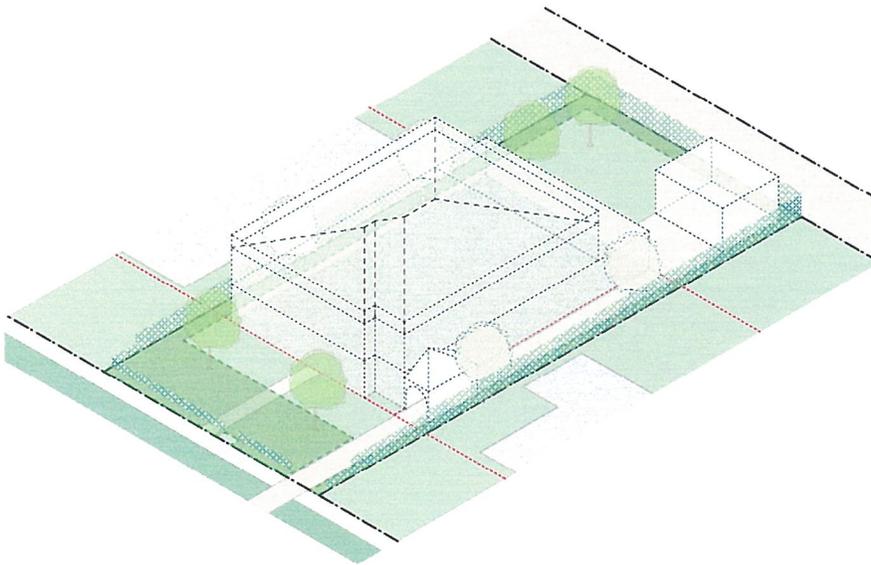


Figure B: The recommendations of this report propose changes to existing zoning that introduce a baseline of modulation to encourage less boxy architecture and a reduced sense of bulk and mass.

1.0 Introduction

John Kaliski Architects (JKA), working with Dyett and Bhatia Urban and Regional Planners (D&B), was retained by the City of Beverly Hills to review existing built-form conditions and recent residential construction and design in Central Area single-family residential neighborhoods. These neighborhoods span both sides of Santa Monica Boulevard from the southern City border to certain areas north of Sunset Boulevard (see Figure 1 on next page).

The analysis of existing conditions in Central Area neighborhoods was previously submitted to the City by JKA and D & B in a report titled Central Area Single-Family Dwelling Bulk and Mass Study Issues and Options Paper (Options Paper). This report also provided a broad framework of options and regulatory controls to reduce residential bulk and mass in keeping with the City's residential character and garden quality in relationship to the requirements, standards, and guidelines of the *City of Beverly Zoning Code* (Zoning Code), and the *City of Beverly Hills Residential Style Catalogue* (Style Catalogue).

Utilizing the Options Paper as a framework for further discussion, City staff, the City's Single Family Residential Bulk and Mass Standards Task Force (Planning Commissioners Rosenstein and Corman - Task Force), and JKA met during the months of July and August 2013 to further review concepts and ideas for reduction of single-family residential mass and bulk. In addition, JKA and D & B received additional input and direction at a meeting of the Planning Commission held on July 11, 2013.

Based upon the framework established in the Options Paper, and the input received from the Planning Commission, the Task Force, City staff, and Consultant collaboration, this *DRAFT Reducing Single Family Mass and Bulk Recommendations Report* (Recommendations Report) outlines goals, objectives, and recommendations for the evolution of existing Central Area single-family construction. The recommendations of this report provide a tool box of standards and guidelines to address bulk and mass concerns, have the potential to shape future residential construction to realize better relationships between adjoining homes, and reinforce the City's residential garden quality that defines the character of Beverly Hills' single-family Central Area neighborhoods.



Figure C: The combination of a vertically offset front building plane, recessed second story balcony element, and shadow line created by the overhang of a pitched roof, combine to modulate the front building plane and reduce the perception of mass and bulk at this recently completed residence in the Central Area just south of Santa Monica Boulevard.

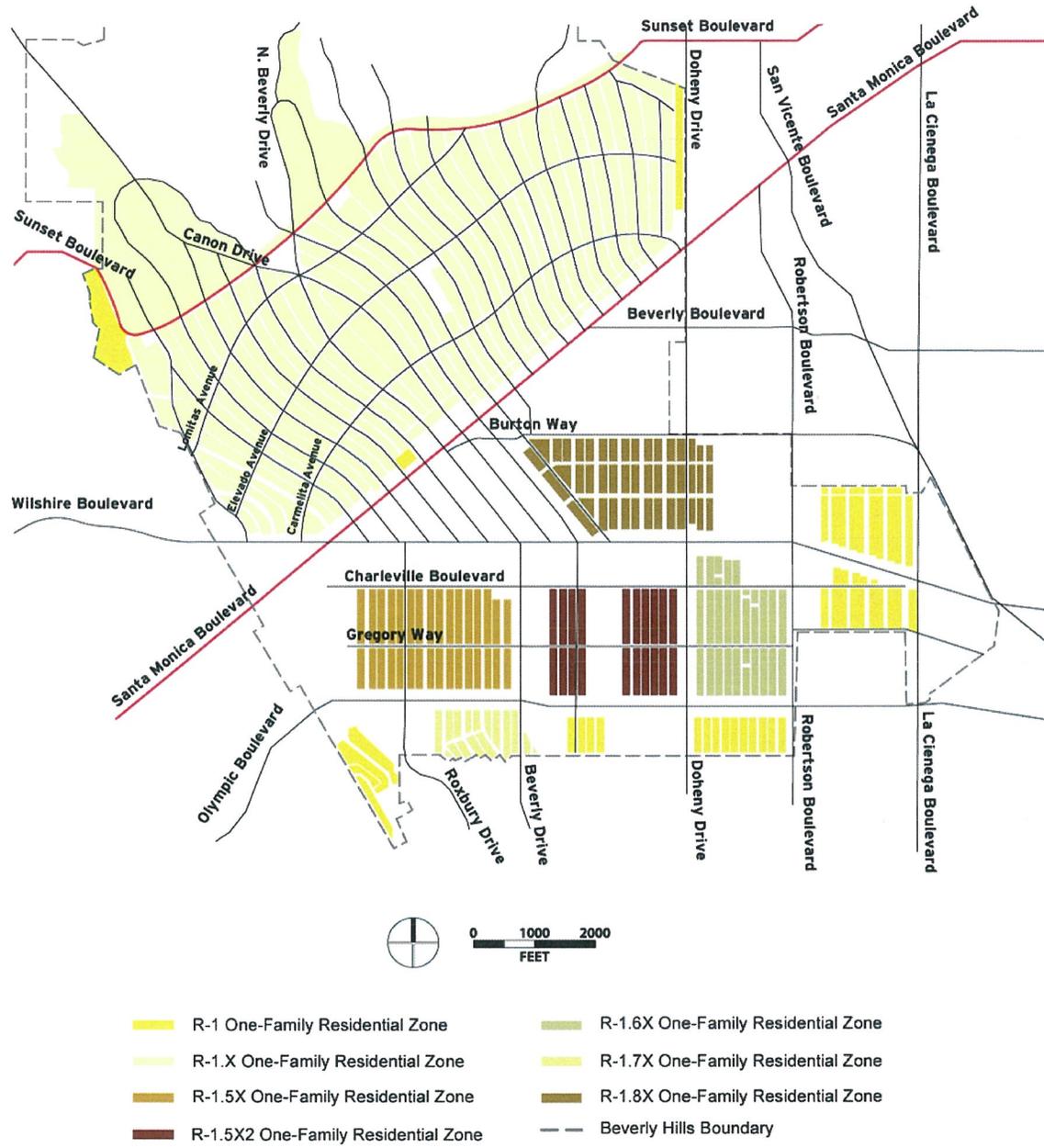


Figure 1: The Central Area Single-family land use designations and neighborhoods establish the unique residential context and landscape quality of the City of Beverly Hills.

2.0 Guiding Goals

Two key goals shape the recommendations of this report as follows.

- 1. Reduce the perceived and actual mass and bulk of single-family homes as experienced from the street, to ensure adequate separation between residential structures, and conserve the traditional garden quality of Central Area residential neighborhoods.**
- 2. Ensure the provision of adequate residential parking and reduce the impact of this parking on residential streetscapes to ensure the endurance of the character of Central Area residential neighborhoods.**

3.0 Guiding Design Principles

The City of Beverly Hills has long recognized the unique quality of its Central Area residential neighborhoods. These existing qualities include “generous setbacks, gracious architecture, and careful attention to detail”¹. Perhaps most important in terms of understanding the special design character of Central Area residential neighborhoods, the City notes a goal of “maintaining the garden quality of the City of Beverly Hills”² (see Figure 2).

The City, per the Zoning Code, has also noted, a “trend...to homes that greatly overpower the general ‘lot to house size’ ratio”, and stated, “overbuilding will degrade and depreciate the character, image, beauty, and, reputation of the city’s residential neighborhoods with adverse consequences for the quality of life of all residents”³. Based upon the Guiding Goals above, and an appreciation for the existing context of Central Area neighborhoods north and south of Santa Monica Boulevard, design principles were developed to focus recommended design standards and guidelines to ensure enhancement of recognized neighborhood qualities.



Figure 2: Street trees and generous front yard setbacks create a strong sense of place and a garden quality along Linden Drive, just south of Wilshire Boulevard.

1. City of Beverly Hills Zoning Code Article 44, Section 10-3-4401

2. *ibid.* Section 10-3-2423

3. *ibid.* Section 10-3-4401

Five design principles guide the recommendations of this report as follows.

- 1. Reinforce the existing character-defining garden-quality identity of Central Area residential streets and neighborhoods.**
- 2. Ensure new residential construction is compatible with and enhances existing Central Area neighborhood character and quality.**
- 3. Preserve the opportunity to realize present residential floor area allowances in the Central Area.**
- 4. Develop recommendations that could be required standards or could incentivize single-family residential bulk and mass reductions and additional on-site residential parking that is not visible from the street.**
- 5. Consider means to relate the construction of basement area to reductions of residential bulk and mass in Central Area neighborhoods.**

In summary, this Recommendations Report is based upon an appreciation of the existing neighborhood context and character of Central Area neighborhoods in combination with an understanding that excessive bulk and mass degrade the quality of community life and residential values in these communities. These understandings led to the development of Guiding Goals and Design Principles, which in turn informed 13 recommendations for the evolution of existing City of Beverly Hills zoning and design standards and guidelines. The implementation, as appropriate, of the recommendation of this Report, will lead to desired reductions of single-family residential mass and bulk in the Central Area.

4.0 Draft Recommendations To Reduce Single Family Mass and Bulk

1. Consider Adding Definitions for 'Principal Residential Building' and 'Architectural Projections' To The Zoning Code

a. Recommendation To Add 'Principal Residential Building' Definition

Recommendation language: The buildings and structures that sit within the Principal Building Area (see Figure 3).

Consultant commentary: The existing zoning code refers in several locations to a "Principal Residential Building" but never explicitly defines what it is, where it is placed within the site, or whether or not it is distinguished from accessory structures. Provision of a definition for the main building(s) on a site will further clarify the meaning, place of, and design requirements for these building(s).

b. Recommendation To Add Residential Architectural Projections Definition

Recommendation language: Residential building components and elements such as window bays, porches, and non-enclosed overhangs that encroach into front, side, and rear yards.

Consultant commentary: The existing zoning code provides numerous exceptions for the encroachment of building elements into required yards, leading to a type of gradual architectural 'creep' that enhances residential bulk and mass over successive generations of building. By clearly defining architectural projections, the City can begin to better control their use in a clear manner.



Figure 3: The main houses or "Principal Residential Buildings" of a Central Area neighborhood south of Santa Monica Boulevard are clearly visible in this aerial view.

2. Consider Adjusting Definition Of Height For Single-Family Residential Zones In The Central Area Of The City

a. Recommendation To Adjust Central Area Height Definition

Recommendation language: Height shall mean the distance between the highest element of a building or structure and the average point of ground level at the perimeter of the building or structure.

Consultant commentary: Height in single-family zones in the Central Area of the City is presently measured as the “distance between the highest element at a building or structure and the highest point of ground level at the perimeter of the building or structure”. To limit excessive residential height the City already recognizes that the height of buildings on sloped sites should be measured based upon average ground level. Utilizing the average ground level requirement on all Central Area lots will recognize that all sites, including ‘flat’ sites, have minor variations of height, better relate the maximum height of individual structures to the singular topography of individual lots, and result in new construction that more closely follows existing topography.

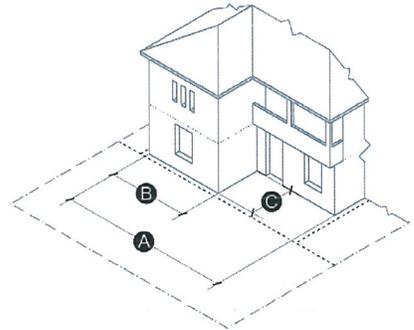


Figure 4: The front yard-facing building plane ‘B’ shall be offset by a dimension of ‘C’ from other front yard-facing building planes and shall not exceed 50% of ‘A’, the Maximum Potential Facade at the front setback line.

3. Consider Adding Standards For Modulation Of Front Yard- Facing Building Planes

a. Recommendation To Provide South Of Santa Monica Boulevard Front Yard-Facing Building Plane Modulation Standard

Recommendation language: A front yard-facing building façade plane shall not exceed 50% of the length of the maximum potential facade and shall be offset a minimum of eight (8) feet from other front yard-facing front building planes (see Figure 4).

Consultant commentary: Observation of existing Central Area residential construction south of Santa Monica Boulevard indicates that a majority of older homes offset portions of the front façade so portions are at the setback line and portions are set back from the front setback line. This pattern has gradually diminished with recent buildings, leading to flatter front facades and fewer front-yard facing courts and terraces. Introducing a specific modulation standard, in the form of an offset, based upon an interpretation of traditional building patterns, will embed a built-form characteristic in future residential construction that builds upon traditional building design seen in the Central Area. It is noted that the maximum floor area that can be achieved today can be achieved if this change is adopted.

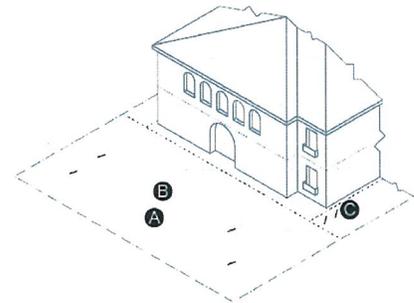


Figure 5: The “front yard-facing building plane ‘B’ shall be offset by a dimension of ‘C’ from other front yard-facing building planes and shall not exceed 80% of ‘A’, the length of the Maximum Potential Facade at the front setback line.

b. Recommendation To Provide North of Santa Monica Boulevard Front Yard-Facing Building Plane Modulation Standard

Recommendation language: A front yard-facing building façade plane shall not exceed 80% of the length of the maximum potential façade and shall be offset a minimum of eight (8) feet from other street-facing front building planes (see Figure 5).

Consultant commentary: Observation of existing Central Area residential construction north of Santa Monica Boulevard also indicates that a majority of older homes offset portions of the front façade back from the front setback line. In contrast to areas south of this boulevard, the offsets observed are not as great. Additionally, given the predominance of wider lots, perception of bulk and mass is less defined by the presence of front building plane offsets in this sector of the City. Introduction of front façade modulation on wider facades will introduce visual variety and plays of light and shadow that will reduce the perception of bulk and mass. Introducing a specific but lesser modulation standard north of Santa Monica Boulevard, based again upon an interpretation of traditional building patterns, will embed a built-form characteristic in future residential construction that builds upon traditional building design.

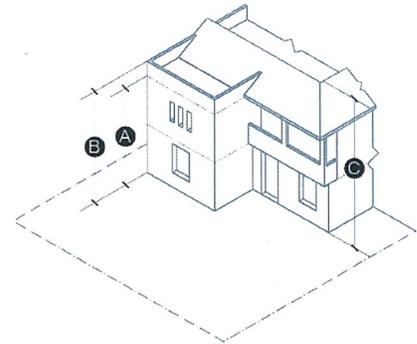


Figure 6: Plate height 'A', maximum height of flat roofs 'B', and the maximum height of pitched roofs without a linear horizontal ridge line formed by the juncture of two sloping roof structures 'C' are each addressed by the recommendations language.

4. Consider Adjustments in Height Standards

a. Recommendation To Adjust South of Santa Monica Boulevard Maximum Height

Recommendation language: The maximum height of a Principal Residential Building as measured to the top plate closest to a property line shall not exceed 20'. The maximum height of a flat-roofed portion or parapet of a Principal Residential Building shall not exceed 23'. The maximum height of any portion of a Principal Residential Building with an inward from the property line sloping roof without a linear horizontal ridgeline formed by the juncture of two sloping surfaces shall not exceed 27' and the slope of such a roof shall not exceed a roof pitch of 1:1. The maximum height of any portion of a Principal Residential Building with an inward sloping from the property line roof with a linear horizontal ridgeline formed by the juncture of two sloping surfaces shall not exceed 30' (see Figure 6 and Figure 7).

Consultant commentary: By pushing maximum allowed height further towards the center of a site, inward sloping roof planes reduce the sense of mass and bulk in comparison to flat roofs with equal height. Currently flat roofs shall not exceed 25' and sloped roofs shall not exceed 30' and all homes south of Santa Monica Boulevard have an allowed maximum plate height of 22'. The sense of bulk is also determined in part by the height of the "plate" or spring point

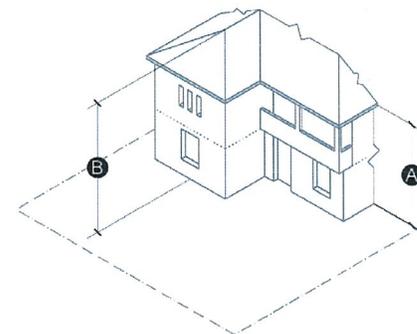


Figure 7: A ridgeline 'B' is formed by the juncture of two sloping surfaces.

of roof planes, flat as well as sloped. In comparison to existing standards, the recommended maximum height standard for south of Santa Monica Boulevard lowers the allowed maximum plate height by 2' and lowers the allowed maximum flat roofed height by 3'. The recommended maximum height for a Principal Residential Building with an inward sloping roof with a linear horizontal ridgeline formed by the juncture of two sloping surfaces would remain 30', thereby incentivizing sloped roof structures, but not strictly preventing flat roof structures. Given that second floors can be placed under sloped ceilings, one outcome of these proposed changes is to encourage use of inward sloping roofs in instances where more interior height is desired. To encourage the design of roofs with real ridgelines, roofs attached to parapets and/or mansards are not incentivized by recommendations for changes in height. These latter types of roofs are limited by the recommended introduction of height and slope requirements. Finally, to further encourage the use of inward sloping from the property line roofs with ridgelines, the existing maximum height allowance of 30' is maintained for these roof types.

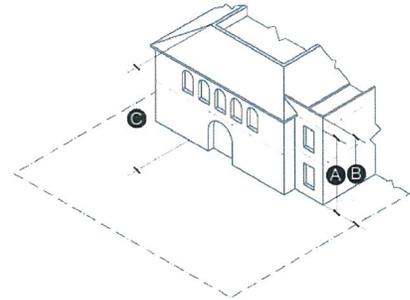


Figure 8: Plate height 'A', maximum height of flat roofs 'B', and the maximum height of pitched roofs without a linear horizontal ridge line formed by the juncture of two sloping roof structures 'C' are each addressed by the recommendations language.

b. Recommendation To Adjust North of Santa Monica Boulevard Maximum Height

Recommendation language: The maximum height of a Principal Residential Building as measured to the top plate closest to a property line shall not exceed 24'. The maximum height of a flat-roofed portion or parapet of a Principal Residential Building shall not exceed 28'. The maximum height of any portion of a Principal Residential Building with an inward from the property line sloping roof without a linear horizontal ridgeline formed by the juncture of two sloping surfaces shall not exceed 31' and the slope of such a roof shall not exceed a roof pitch of 1:1. The maximum height of any portion of a Principal Residential Building with an inward sloping from the property line roof with a linear horizontal ridgeline formed by the juncture of two sloping surfaces shall not exceed 34' (see Figure 8 and Figure 9).

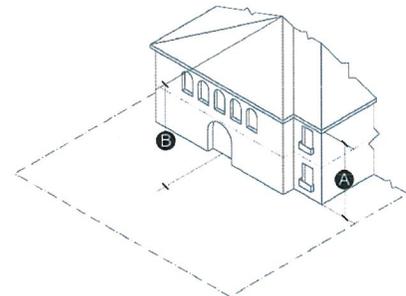


Figure 9: A ridgeline 'B' is formed by the juncture of two sloping surfaces.

Consultant commentary: The objectives of the incremental reductions in residential height in the Central Area north of Santa Monica Boulevard are similar to those described in 4.a above; to 1) reduce mass and bulk through introduction of adjustments in plate heights and 2) encourage more use of inward from the property line sloped roofs. In this case the recommendations replace the existing height limits allowing an average maximum roof height of 30' with defined height allowances for plate heights, control of roof types without ridgelines and encouragement of inward sloping roof planes with ridgelines with a maximum allowed height of 34', the same as is presently allowed. While the recommendation of this section would replace the existing requirement for the applicant to prepare a Minor Accommodation request when height in excess of 28' is desired, projects would still be subject to the required R-1 Design Review process.

5. Consider Limiting The Size Of Second Floors To Constrain Residential Building Volumes

a. Recommendation to Constrain Residential Building Volume At Second Floors South Of Santa Monica Boulevard

Recommendation language: The second floor of a Principal Residential Building shall not exceed 70% of the Principal Building Area and 110% of the first floor area of the building. Structures south of Olympic Boulevard and east of Doheny Avenue shall remain subject to the mass and bulk restrictions of Section 10-3-2403.C (see Figure 10).

Consultant commentary: While the City of Beverly Hills regulates maximum floor area of residences within the Central Area of the City, there are no explicit quantitative constraints other than yard setbacks and height allowances that limit building volume. Observation of existing conditions in Central Area residential neighborhoods indicates that the second floors of traditional pre-1970s character-defining structures are consistently smaller than the first floors, creating massing modulation between these stories (see Figure 11). Newer structures, in comparison to older architecture, are observed to have reduced massing modulation between first and second stories, creating a sense of increased volume and contrasts between new and older homes that contributes to the sense that bulk is increasing. The introduction of a massing modulation requirement that relates the maximum second story size to the Principal Building Area, as well as to the first floor area, will maintain opportunities for generous second floor areas, preserve residential square foot allowances, in some cases encourage larger first floors in relationship to second floors, still permit realization of structures where first floors exceed the area of second floors, and constrain volume that contributes to excessive mass and bulk.

b. Recommendation to Constrain Residential Building Volume At Second Floors North Of Santa Monica Boulevard

Recommendation language: The second floor of a Principal Residential Building shall not exceed 55% of the Principal Building Area and 110% of the first floor area of the building (see Figure 10).

Consultant commentary: Observation indicates that the second story of homes north of Santa Monica Boulevard have a lower ratio of these stories to the Principal Building area than those south of this same street; hence the lower percentage. For additional Consultant commentary see 5.a above.

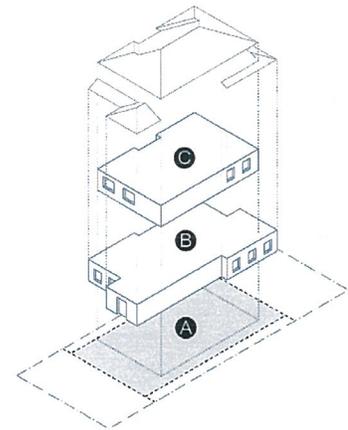


Figure 10: The maximum size of the second floor 'C' is related to both the Principal Building Area 'A' and the size of the ground floor 'B' to control the volume and consequent mass and bulk of the building.



Figure 11: Many traditional Central Area homes evidence a mix of scales, bulks, and masses, and in particular differences in first and second floor sizes, contributing to a varied and intricate residential streetscape.

6. Consider Eliminating Encroachment Allowances For Architectural Projections

a. Recommendation to Limit Encroachment Of Architectural Projections Beyond The Principal Building Area

Recommendation language: Architectural projections at Principal Residential Buildings shall not encroach into required front yards, side yards, street side yards, and rear yards (see Figure 12). Light wells attached to a Principal Residential Building are allowed to encroach into rear yards (see Figure 13). Porte-cocheres attached to a Principal Residential Building are allowed to encroach into side yards subject to the requirements of 7.a. and 7.b below.

Consultant commentary: The existing Zoning Code provides for numerous types of projections into required yards. As building trends result in larger homes, there is a consequent loss of landscape opportunities at yards, leading to an incremental bulking up of residential structures. Limiting projection encroachment will better ensure opportunities for full landscape buffers at yards and better separation at adjoining homes.

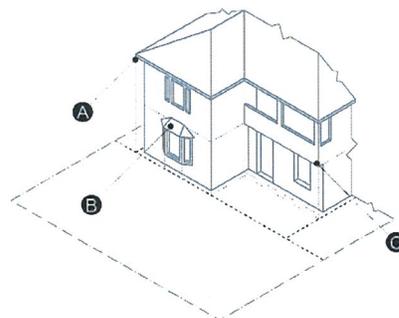


Figure 12: A structure where all architectural projections, including but not limited to bay windows ('A'), roof eaves ('B') and porch coverings ('C') are placed within the Principal Building Area.

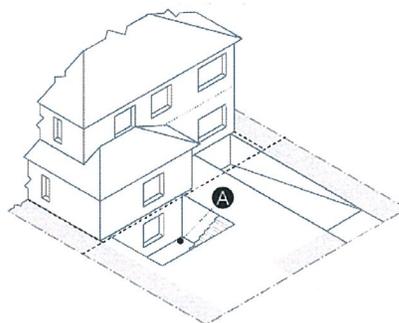


Figure 13: A structure where light wells ('A') project into the rear yard.

7. Consider Modulation Standards for Porte-cocheres

a. Recommendation For Additional South of Santa Monica Porte-Cochere Design Standards

Recommendation language: A minimum 3' landscaped side yard setback shall be provided adjacent to any porte-cochere placed within a side yard. Porte-cocheres shall be offset a minimum of 4' from the adjacent front building plane (see Figure 14).

Consultant commentary: Porte-cocheres are an ever-present architectural component seen in Central Area residential neighborhoods and a unique character-defining element of the Beverly Hills residential scene. At the same time, numerous recent instances are observed of porte-cocheres on adjacent properties being built next to each other with no separating landscape. Additionally, when porte-cocheres are placed in the same plane as the front façade, the sense of residential built-form separation between properties is eroded (see Figure 15). Design standards that ensure provision of landscape buffers when porte-cocheres are built, and further break their continuity with front building planes, will reduce the sense of continuous facades that are sometimes seen along Central Area street frontages and allow for incorporation of additional side yard landscape that enhances the City's enduring garden quality.

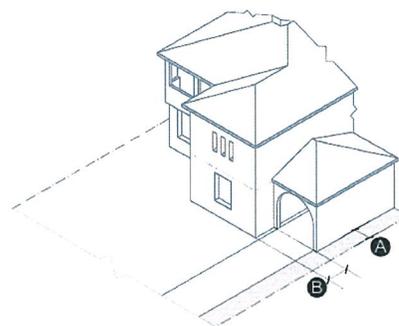


Figure 14: Porte-cocheres are set back from sideyards ('A') to enhance building separation and reduce the sense of overcrowding. Porte-cocheres are offset ('B') from front building planes to enhance modulation and further create separation between adjoining residences.

b. Recommendation For North of Santa Monica Porte-Cochere Modulation Design Standard

Recommendation language A minimum 4' landscaped side yard setback shall be provided adjacent to any porte-cochere placed within a side yard (see Figure 16).

Consultant commentary: Given the wider lots observed north of Santa Monica Boulevard continuous street walls are not as much of an issue as south of the Boulevard and a porte-cochere offset, as recommended in 7.a above, is not needed. North of Santa Monica Boulevard the key consideration, from a bulk and mass point of view, regarding design of porte-cocheres visible from the street, is to ensure separation from adjacent residences. Implementation of a landscape buffer standard associated with porte-cocheres will ensure this desirable quality.



Figure 15: While both illustrated houses provide setback second story mass and bulk with projecting one-story elements, pitched roof forms, and front plane modulation, the small separation between the adjoining porte-cochere elements leads to a sense of street-wall continuity that is in contrast to the more traditional landscape separation between structures seen at residential side yards.

8. Consider Additional Side Yard Standards For Residences South Of Santa Monica Boulevard

a. Recommendation For Depth Increase For Wider Side Yards South of Santa Monica Boulevard

Recommendation language: The larger nine-foot wide side yard setback shall extend a minimum depth of 46' from the front setback line towards the rear yard and for the remainder of the site shall be a minimum of 5'. (see Figure 17)

Consultant commentary: The introduction of a front building plane offset as recommended in 3.a above needs to be factored into the requirement for a wider side yard depth. Increasing this required depth from 38' to 46' will further ensure that two cars parked in a wide side yard will adjoin side yard-facing building walls, and be continued behind the front building plane.

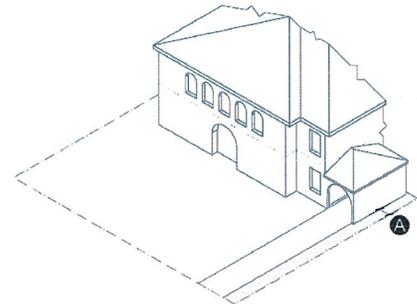


Figure 16: A landscaped buffer 'A' in relationship to a porte-cochere.

b. Recommendation For South of Santa Monica Boulevard Side Yard Modulation Standard

Recommendation language: In side yards less than 9' in width, an additional open-to-the-sky side yard open space with a minimum depth inward of 4' from the nearest side yard line, placed a minimum of 8' from either the front yard or rear yard setback line, and a minimum of 24 square feet in area, shall be placed adjacent to the narrower of the required side yards. (see Figure 18)

Consultant commentary: Observation of recent residential construction south of Santa Monica Boulevard indicates that many newer homes have unbroken and unmodulated lengths of two-story building planes adjacent to narrow side yards, creating a sense of crowding and lack of separation between adjacent homes. The introduction of an additional side yard requirement at the narrower of the two required side yards will provide for modulation of long side yard-facing building facades and increase the sense of light and air between structures on adjacent properties.

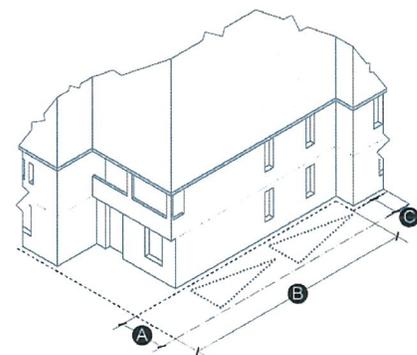


Figure 17: 'B' represents the depth of the wider side yard. 'C' is the minimum side yard allowed for the remainder of this yard.

9. Consider Additional Landscape Standards

a. Recommendation For Planted Landscape Buffer At Side and Rear Yards

Recommendation language: In any portion of a required side or rear yard that is not utilized for allowed accessory structures or driveways, a planted landscape buffer with a minimum planting depth of 4' with no portion of the base of the planting area more than 18" above natural grade and with a minimum width of 5' shall be placed along and abutting any adjacent side and/or rear lot line (see Figure 19). The 5' width of the landscape buffer in side yards and rear yards may be reduced to 3' when adjoining any allowed accessory structure or at-grade access driveway (see also Figure 16, 'A')

Consultant commentary: Providing a minimum required planted landscape buffer at rear yard and side yard property edges will create additional opportunities to screen yards and homes from each other and enhance residential privacy.

b. Recommendations For On-Site Tree Standards

i. **Recommendation language:** A minimum of one (1) deciduous or evergreen tree with a minimum 36" box size shall be planted in a front yard provided that the lot width at the front yard is less than or equal to 60' in width, and a minimum two deciduous and/or evergreen trees with a minimum 36" box size shall be planted in the front yard if lot width at the front yard exceeds 60'. Palm trees may not be utilized for required front yard trees. (see Figure 20)

Consultant commentary: The required placement of deciduous and/or evergreen trees in front yards will provide a specific landscape material requirement that contributes to an enhanced tree canopy in residential neighborhoods, compliments and screens built forms, and enhances the City's garden character and quality. Palm trees are still allowed, but only in addition to any required trees.

ii. **Recommendation language:** A minimum of one (1) deciduous or evergreen tree with a minimum 24" box size shall be planted in side yards, street-facing side yards, and/or rear yards for each 80' of side yard length. Palm trees may not be utilized for required side yard trees. (see Figure 20)

Consultant commentary: The required planting of additional deciduous and/or evergreen trees in residential side and rear yards will contribute to the City's tree canopy, further screen adjacent properties from each other, and enhance the City's garden character and quality. Palm trees are still allowed, but only in addition to any required trees.

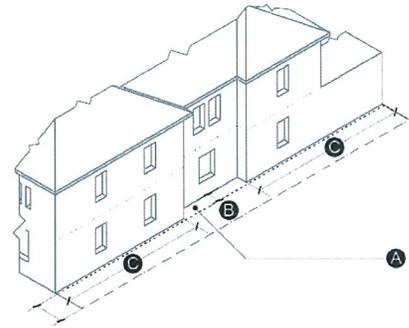


Figure 18: An additional side yard open space 'B' results in the modulation of side yard-facing building planes.

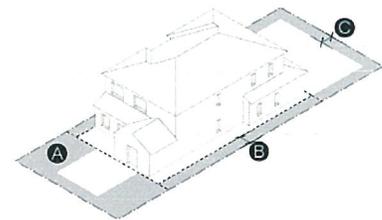


Figure 19: Buffers 'B' at side yards and 'C' at the rear yard ensure opportunities for landscape screening between properties.

iii. **Recommendation language:** A minimum of one (1) deciduous or evergreen tree with a minimum 24" box size shall be planted in a rear yard provided that the lot width at the rear yard is less than or equal to 60' in width, and a minimum of two (2) deciduous or evergreen trees shall be planted in a rear yard if the lot width at the rear yard exceeds 60'. Palm trees may not be utilized for required rear yard trees. (see Figure 20).

Consultant commentary: The required planting of additional deciduous and/or evergreen trees in residential rear yards will contribute to the City's tree canopy, further screen adjacent properties from each other, and enhance the City's garden character and quality. Palm trees are still allowed, but only in addition to any required trees.

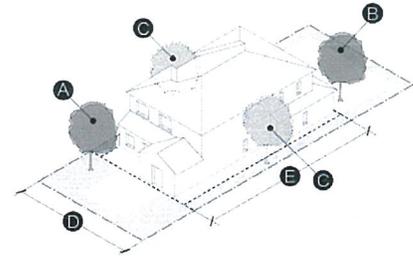


Figure 20: On-site Trees
 A: Trees in front yards
 B: Trees in rear yards
 C: Trees in side yards (may be placed at side or rear yards)
 E: Side yard length along property boundary

c. Recommendation For Greening Standard For Street-Facing Fences And Walls

i. Street-Facing Offset For Fences and Walls South of Santa Monica Boulevard

Recommendation language: Street-facing fences and walls above 18" in height shall be set back a minimum of 2' from any street-facing lot line and this area shall be provided with an automatic irrigation system. (see Figure 21).

Consultant commentary: A setback from the property line for allowed fences and walls will ensure that landscape opportunities are maintained for low plants and climbing vines.

ii. Street-Facing Offset For Fences and Walls North of Santa Monica Boulevard

Recommendation language: Street-facing fences and walls above 18" in height shall be set back a minimum of 3' from any street-facing lot line and this area shall be provided with an automatic irrigation system (see Figure 21).

Consultant commentary: An increased fence and wall setback adjacent to the public right-of-way in areas north of Santa Monica Boulevard, in comparison to the lesser setback noted in 9.c.i above, will acknowledge the larger size of lots in this portion of the community.

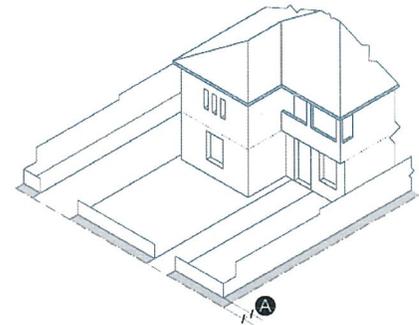


Figure 21: Street-facing walls are set back to ensure opportunities for greening of allowed garden walls adjacent to public right-of-way.

10. Consider Standards to Incentivize Mass And Bulk Reduction Through Increased Utilization Of Basement Area

a. Recommendation For General Standard Exempting Some Basement Uses From Maximum Residential Area Allowances

- i. **Recommendation language:** Any area in a basement that is utilized for parking spaces, access drives, or ramps to those spaces, as well as basement area that is utilized for mechanical equipment or rooms, or shafts and stairwells to floors above, shall be exempt from the determination of residential basement floor area. Basement area not exempt per these criteria, shall be counted as floor area, unless exempted per 'b' below.

Consultant commentary: Home owners, builders, and designers of residences should be encouraged to place parking and utility spaces underground where feasible, and areas for these types of uses should not be counted towards floor area limitations.

b. Recommendation For Basement Area Allowances and Standards For South of Santa Monica Boulevard

- i. In addition to exempt basement area as defined in 11.a.i above, and an allowance of an additional 150 square feet of basement area that may be utilized for any habited use, when a project meets the following modulation standards any additional basement area shall be exempt from the determination of residential floor area.

- (1) Meet front yard-facing building plane modulation standard per 3.a
- (2) Meet height requirements per 4.a
- (3) Meet maximum second floor area requirements per 5.a
- (4) Meet architectural projection requirements per 6.a
- (5) Meet porte-cochere modulation requirements per 7.a
- (6) Meet side yard separation requirements per 8.a and 8.b

If all of the modulation standards above are not met, for each square foot of non-exempt basement floor area, 50% of such non-exempt area shall count towards the calculation of the maximum allowed residential floor area.

Consultant commentary: To incentivize the use of basements and encourage the design of new homes in the Central Area that explicitly address base standards for mass and bulk as proposed in this Recommendations Report, recommended bulk and mass standards are related to basement area as well as residential floor area allowances. The proposed standards allow an applicant to fully realize above-grade floor area allowances and maximize below grade use if bulk and mass standards are met. If bulk and mass standards are not met, a percentage of habited non-exempt basement area counts towards floor area limitation to control the intensity of residential use and consequent above-grade bulk and mass.



Figure 22: Construction of basements is increasing and creates opportunities to provide additional areas for parking and relating mass and bulk to intensity of residential use.

c. Recommendations For Basement Area Allowances and Standards For North of Santa Monica Boulevard

i. Recommendation language: In addition to exempt basement area as defined in 11.a.i above, and an allowance of an additional 300 square feet of basement area that may be utilized for any habited use, when a project meets the following modulation standards any additional basement area shall be exempt from the determination of residential floor area.

- (1) Meet front yard-facing building plane modulation standard per 3.b
- (2) Meet height requirements per 4.b
- (3) Meet maximum second floor area requirements per 5.b
- (4) Meet architectural projection requirements per 6.a
- (5) Meet porte-cochere modulation requirements per 7.b

If the modulation standards above are not met, for each square foot of non-exempt basement floor area, 50% of such non-exempt area shall count towards the calculation of the maximum allowed residential floor area.

Consultant commentary: The north of Santa Monica standard that relates use of non-exempt basement area to modulation of above-grade construction is the same as that for South of Santa Monica Boulevard, with the exception that increased exempt habited basement area is provided, acknowledging the increased sizes of lots and homes in this portion of the Central Area.

11. Consider Standards To Reduce The Visibility Of On-site Parking From Streets

a. Recommendation For Standard For Proscription Of Ramps and Stairs In Front Yards

Recommendation language: Ramps and stairs providing access to basements, including basement parking, shall not be placed in front yards.

Consultant commentary: The placement of vehicular ramps and stairs in front yards providing access to basement parking is not in keeping with observed residential built-form patterns seen in the Central Area and is contrary to the maintenance of the City's garden quality.

b. Recommendation For Standard To Limit the Placement of Ramps and Stairs In Side Street-Facing Yards

Recommendation language: At corner lots, any ramps and stairs at side street-facing yards providing access to basement parking and basements shall be placed perpendicular to the street, shall be located such that the descending ramp or stair portion begins a minimum of 5' from the street-facing property line, and in the case of ramps shall be limited to a maximum of 19' in width, and in the case of stairs be limited to 5' in width. (see Figure 23)

Consultant commentary: Limiting the visual and physical impact of side street-facing ramps and stairs will enhance landscape opportunities and maintain traditional residential street character.

c. Recommendation For Standard To Adjust Garage Entrance Restriction South of Santa Monica Boulevard

Recommendation language: If the vehicular entrance to a garage is located less than 46' behind the front setback line, then the garage entrance shall be perpendicular to the front lot line (see Figure 24).

Consultant commentary: Increasing the required distance of garage entries from 38' to 46' will align this requirement with recommendation 8.a above.

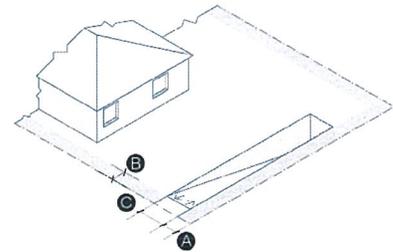


Figure 23: Ramps and stairs at side streets shall not be placed in front of yards, shall be perpendicular to the side street and setback 'B' from the property line.

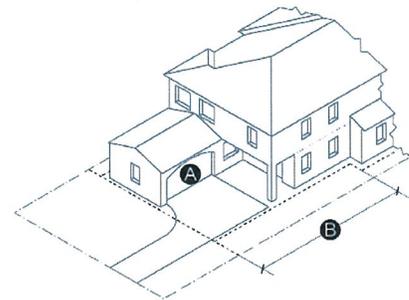


Figure 24: A garage 'A' located less than a prescribed distance 'B' from a front property line with an entry perpendicular to the front lot line.

12. Consider Strengthening The Relationship of Zoning Code Modulation Standards to The Residential Design Style Catalogue

a. Recommended Relationship of Modulation Standards to Track 1 Design Review Projects

Recommendation language: In addition to consistency with the requirements of the Residential Design Style Catalogue, a proposed project may be granted a building permit without further design review if it meets the following modulation standards.

i. South of Santa Monica Boulevard

- (1) Meet front yard-facing building plane modulation standard per 3.a
- (2) Meet height requirements per 4.a
- (3) Meet maximum second floor area requirements per 5.a
- (4) Meet architectural projection requirements per 6.a
- (5) Meet porte-cochere modulation requirements per 7.a
- (6) Meet side yard separation requirements per 8.a and 8.b

ii. North of Santa Monica Boulevard

- (1) Meet front yard-facing building plane modulation standard per 3.b
- (2) Meet height requirements per 4.b
- (3) Meet maximum second floor area requirements per 5.b
- (4) Meet architectural projection requirements per 6.a
- (5) Meet porte-cochere modulation requirements per 7.b

Consultant commentary: At present all Central Area projects including construction and projects where changes are made to the exterior of a home as viewed from the public right-of-way, are subject to design review by either staff (through a 'Track 1' process) or the Design Review Commission (through a 'Track 2' process). The Track 1 design review process of the Style Catalogue requires conformance to a 'pure architectural style' and design by a licensed architect. The present Track 1 design process does not require any explicit mass or bulk modulation standards. Requiring that base standards for mass, bulk, and modulation be met by Track 1 Style Catalogue projects will incentivize use of these modulation standards and reduce the processing time for these projects. Projects that do not meet these standards may still proceed to present alternative designs through the Track 2 Design Review Commission process (see also Zoning Code Article 44).

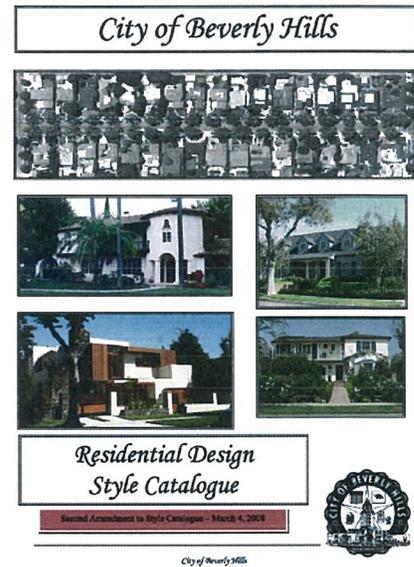


Figure 25: Recommendations for bulk and mass reduction can be related to the Style Catalogue guidelines for the development of 'pure architectural' styles.

13. Other Recommendations

a. Recommendation To Increase The Parking Requirements For Single-Family Residences In The Central Area

Recommendation language: Two (2) parking spaces shall be provided for each single-family residential site area in the Central Area of the City that contains no more than four (4) bedrooms. Three (3) parking spaces shall be provided for each single-family residential site area in the Central Area of the City that contains no more than five (5) bedrooms. Four (4) parking spaces shall be provided for each single-family residential site area in the Central Area of the City that contains no more than six (6) bedrooms. Five (5) parking spaces shall be provided for each single-family residential site area in the Central Area of the City that contains seven (7) or eight (8) bedrooms. Single-family residential sites in the Central Area of the City that contain nine (9) or more bedrooms shall provide a minimum of six (6) parking spaces on site behind front setback line.

Consultant commentary: Present regulations require two (2) parking spaces for each single-family home in the Central Area with no more than four (4) bedrooms, three (3) parking spaces for each home that contains five (5) bedrooms, and four (4) parking spaces for each home in the Central Area that contains six (6) or more bedrooms. No additional on-site parking is required for homes with more than six bedrooms. Staff has noted that homes are being built with additional bedrooms including the ones in basements; and observation of Central Area residential neighborhoods indicates that many homes do not have adequate on-site parking.

Often times these cars are parked in front yards and their visibility decreases the garden character of Central Area residential neighborhoods. Increasing parking requirements for new construction will ensure that additional on-site parking is provided at homes with more than six bedrooms. The impact and visibility of on-site parking of cars will at the same time be reduced by placing them deeper into the lot with respect to front yards (see 8.a above), screening them from adjacent properties with landscape buffers at side yards (see 8.b above), and encouraging their placement underground by reinforcing the exemption of underground parking from floor area allowances when projects meet the above-grade modulation standards of these recommendations. (see 11.b and 11.c above).

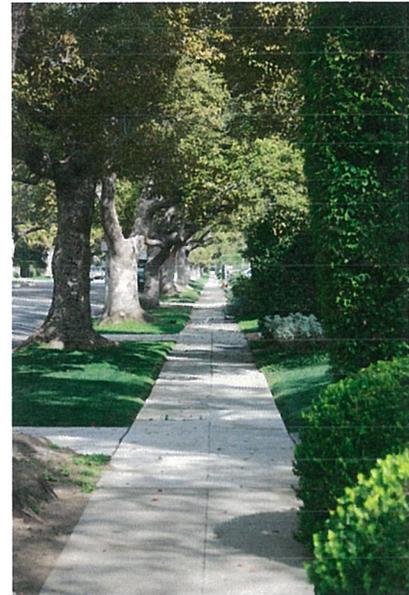


Figure 26: The goal of recommendations to reduce single-family mass and bulk is first and foremost to conserve and enhance the garden quality of Central Area residential communities.

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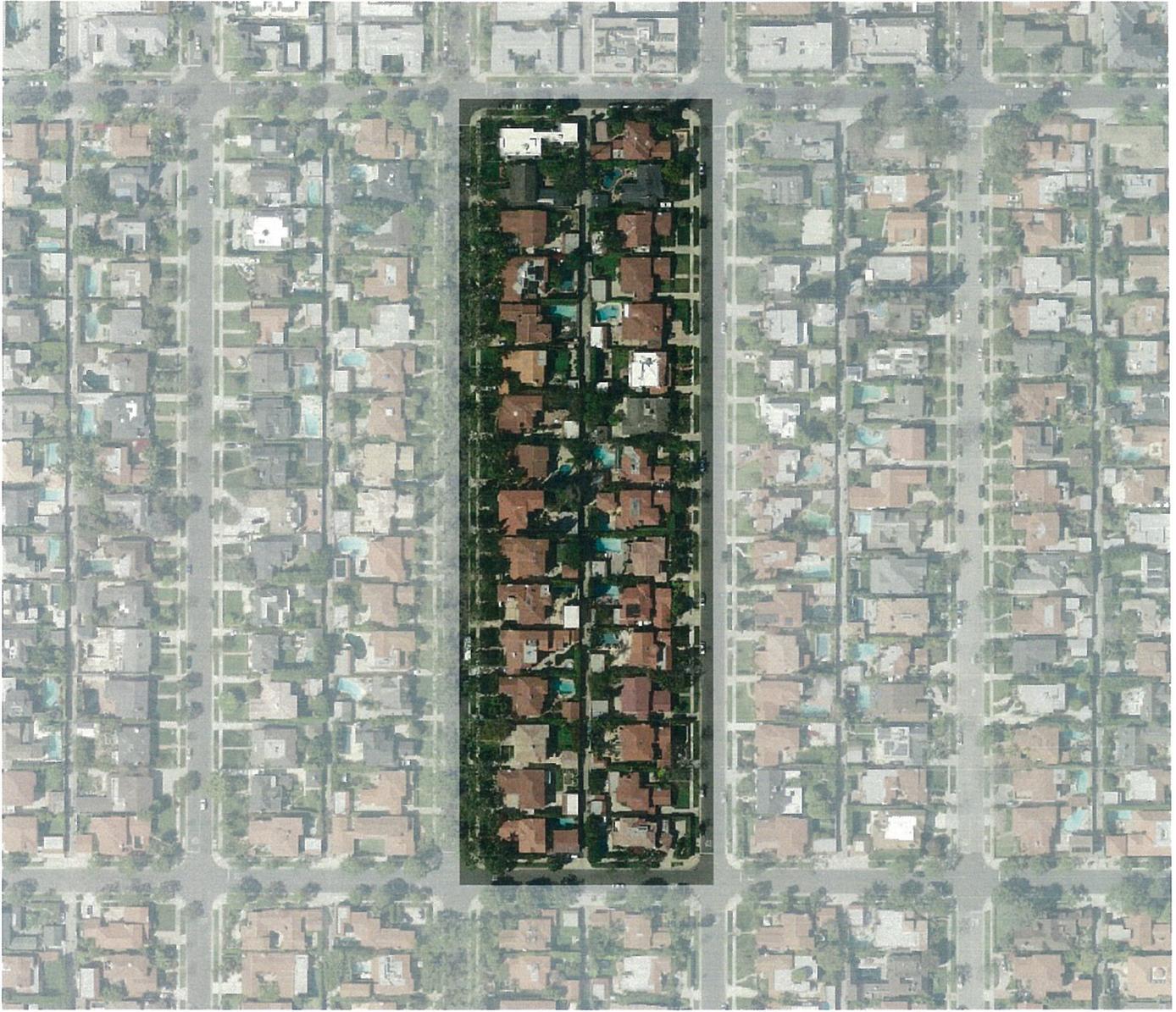
**Reducing Single-Family
Mass and Bulk
Recommendations Report**

Appendix A

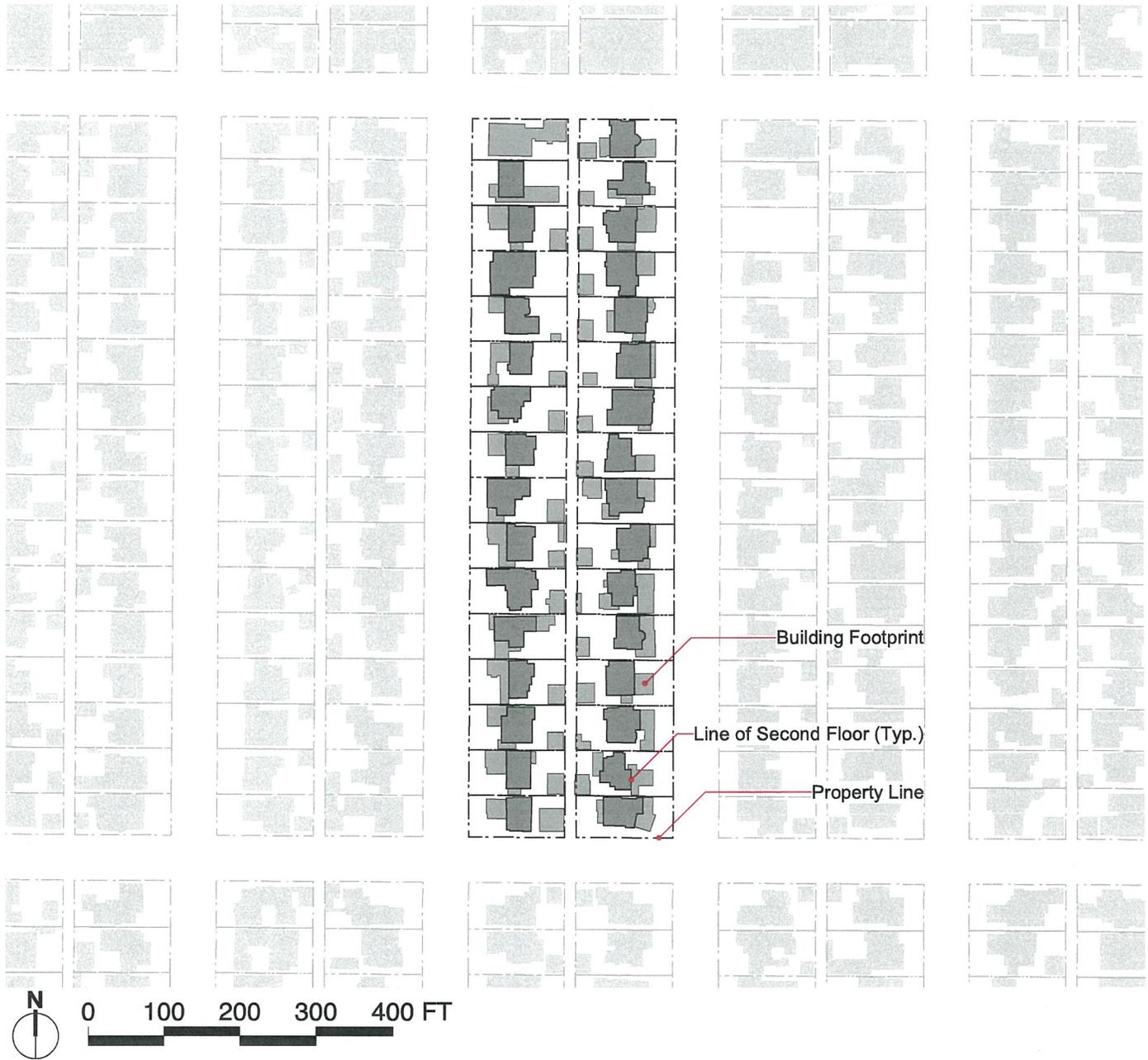
**South of Santa Monica Boulevard
Analysis Exhibits**

October 22, 2013

prepared by
John Kaliski Architects
in consultation with
Dyett & Bhatia Urban and Regional Planners



This block of single-family homes south of Santa Monica Boulevard exemplifies the design parameters that the City seeks to conserve and is used as a basis for developing and testing residential development standards that reduce perceived bulk and mass.



This figure-ground representation of buildings in relationship to property lines was developed from Los Angeles County GIS Data Portal, and is used to further develop understandings of building design and amount of lot coverage in relationship to lot configurations. Note that County GIS data does not accurately represent side yard relationships.

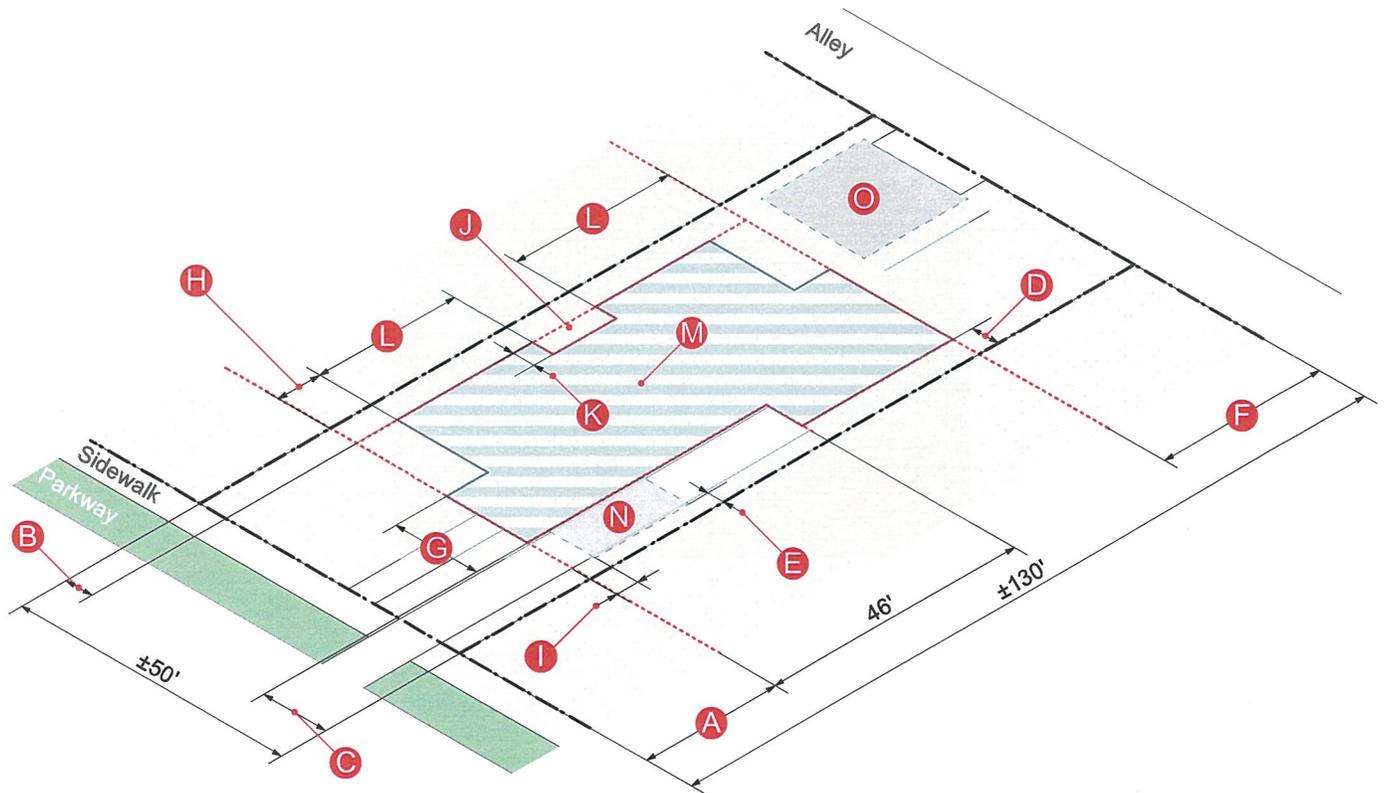
Typical Design Parameters for Lots South of Santa Monica Boulevard

Lot Width	±60'0"	Principal Residential Building Height	±26'6"
Lot Depth	±127'6"	Front Yard Set Back	±24'5"
Gross Lot Coverage (in Relation to Lot)	±41%	Percentage of Front Facade at Front Yard Setback	±52%
Net Lot Coverage (in Relation to Principal Building Area)	±89%	Offset from Front Building Plane	±16'8"
Floor Area Ratio	±0.53	Second Floor Area to First Floor Area %	±65%
		Second Floor Area to Principal Building Area	±58%

A-2 Figure-Ground Study - Existing Conditions

Typical Block South of Santa Monica Boulevard (Revised 10/22/2013)

John Kaliski Architects



Setback (Minimum Distance from Property Line)	
A Front yard	
Consider transition requirement when front building planes do not align.	
B Side yard on narrow side	Min. 5'
C Side yard within 46' behind front yard setback on non-narrow side	Min. 9'
D Side yard setback for the remainder of the site area	Min. 5'
E Width of landscape buffer between side lot line and the length of adjacent porte-cocheres	Min. 3'
F Rear yard	±45'

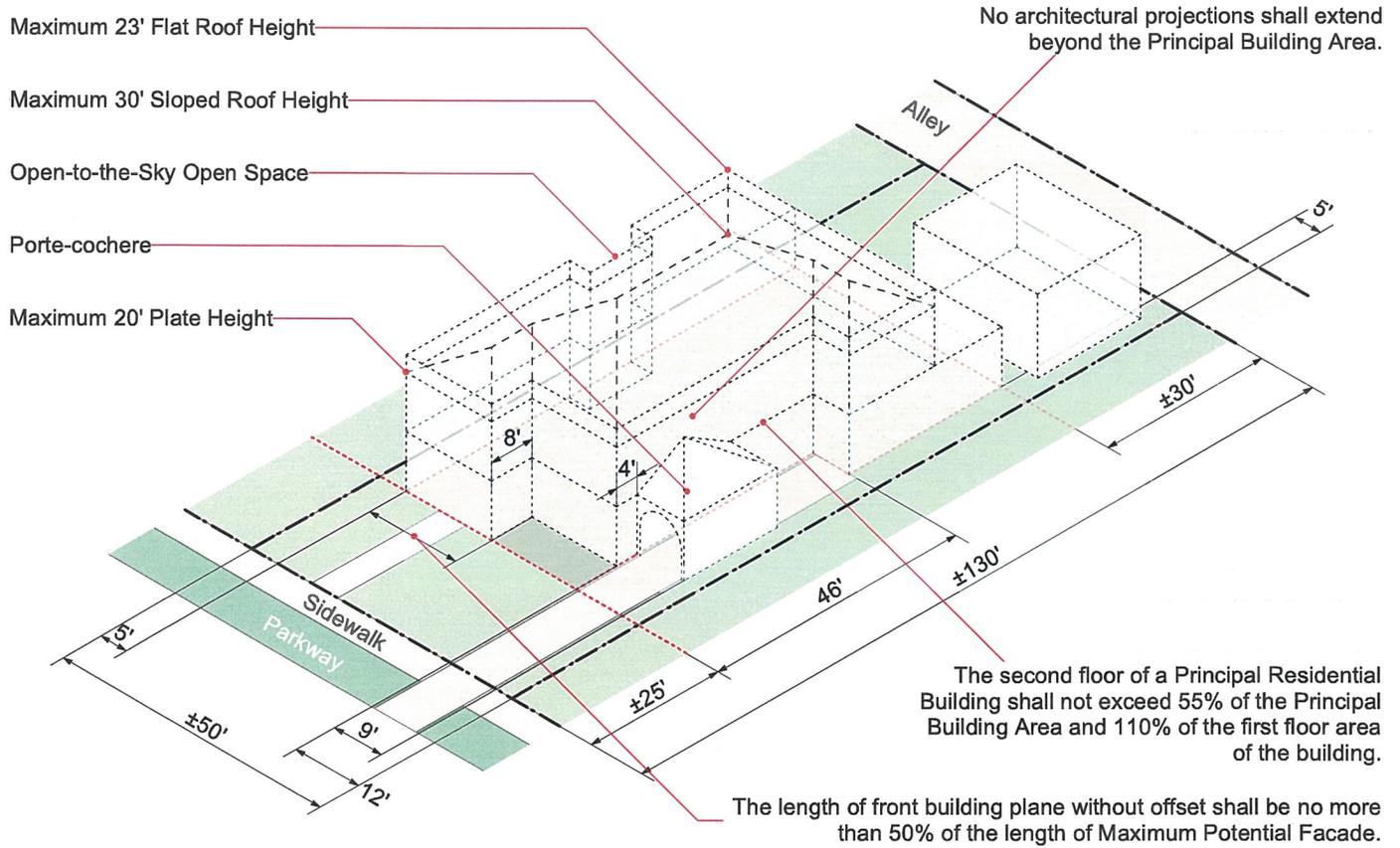
Building Modulation	
G Front building plane at front setback line (as percentage of maximum potential facade)	Max. 50%
H Offset at front building plane	Min. 8'
I Offset between porte-cochere and adjacent front building plane	Min. 4'
J Additional open-to-the-sky open space area at side yards and street side yards less than 9' in width.	Min. 24 SF
K Width of open-to-the-sky side yard open space	Min. 4'
L Distance from additional open-to-the-sky side yard open space to adjacent front/rear building planes	Min. 8'

Permissible Projections and Encroachments	
M No projections except porte-cocheres and/or accessory buildings shall extend beyond the Principal Building Area.	
N Porte-cochere	
O Single-story, detached garage / accessory building	

(Existing Standard) (Proposed Standard)

A-4 Recommended Standards - Plan View
Lot South of Santa Monica Boulevard (Revised 10/22/2013)

John Kaliski Architects



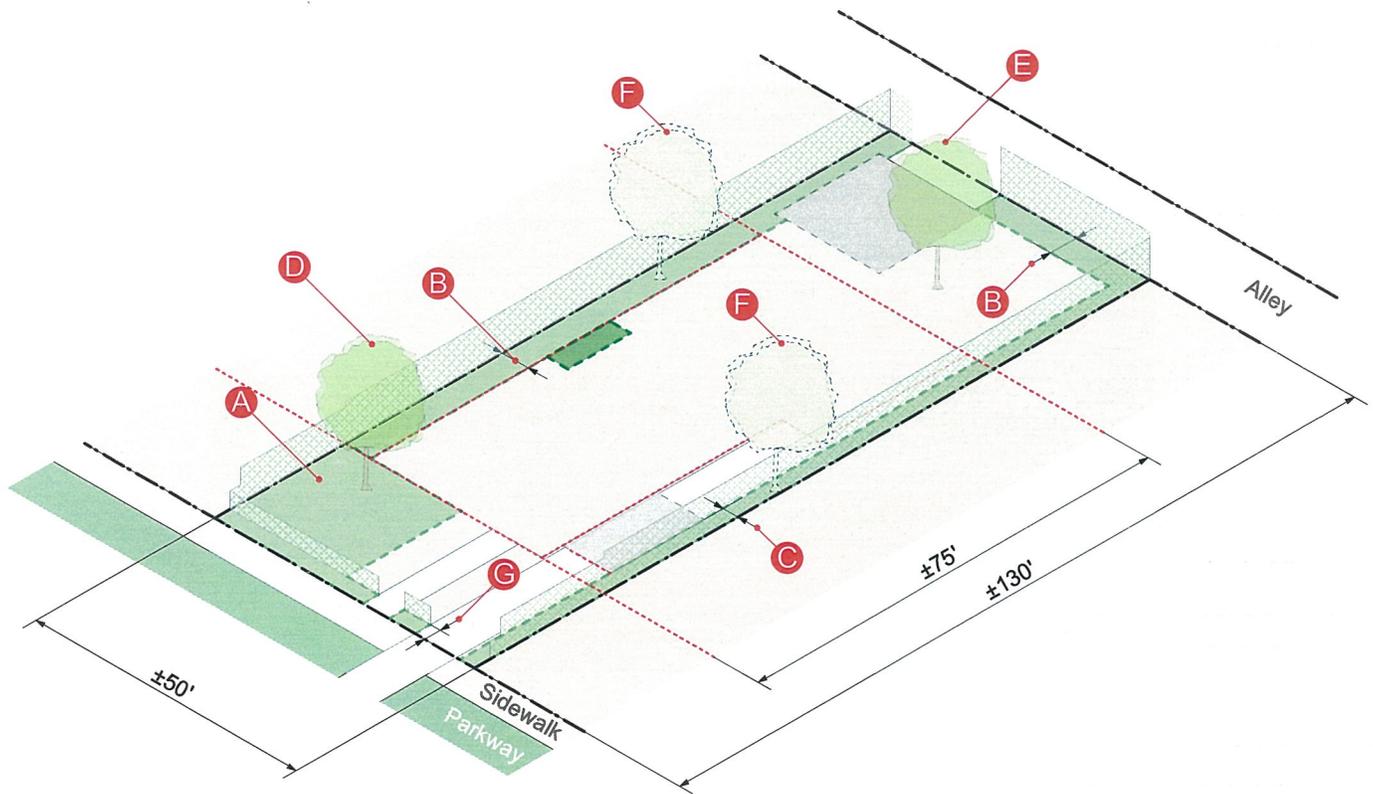
Building Form	
Total Floor Area	Max. Floor Area= 1,500 SF + 40% of Lot Area = ±4,100 SF
Second Floor Area	The second floor of a Principal Residential Building shall not exceed 70% of the Principal Building Area and 110% of the first floor area of the building .
Principal Residential Building Height	Max. 20' plate height; max. 23' height for the flat-roofed portion of a building; max. 27' height for any portion with a sloped roof without a linear horizontal ridgeline; max. 30' height for any portion with a sloped roof with a linear horizontal ridgeline where two roof planes intersect.
Set Back (Minimum Distance from Property Line)	
Front Yard	±25' typical front yard setback; a minimum 50% of the length of the front building plane shall be offset a minimum of 8' from the front portion of the front building plane; porte-cocheres shall be offset a minimum of 4' from adjacent front building plane.
Side Yard	Min. 5' on one side; min. 9' for the first 46' behind front yard setback with 5' for remainder of side yard.
Rear Yard	Min. rear yard setback equals 30% of lot depth minus 9' = ±30'.
Miscellaneous	
Walls, Fences and Hedges	Max. 3' height within the first 20% of the front yard measured from front line; max. 6' height within other portion in the front yard; max. 7' height within a side yard but not in a front yard; max. 8' height within 5' of and parallel to a rear lot line.

(Existing Standard)

(Proposed Standard)

A-5 Recommended Zoning Envelope
Lot South of Santa Monica Boulevard (Revised 10/22/2013)

John Kaliski Architects



Landscaped Area

A	Max. 400 SF of paved area at front yard.	
B	Width of landscape buffer adjacent to any side and rear yard lot line not utilized for an allowed accessory structure or driveway.	Min. 5'
C	Width of landscape buffer adjacent to porte-cocheres	Min. 3'

Trees

D	At front yard, minimum 1 tree for lots 60' or less in width; minimum 2 trees for lots greater than 60' in width.
E	At rear yard, minimum 1 tree for lots 60' or less in width; minimum 2 trees for lots greater than 60' in width.
F	Minimum 1 tree for each 80' of side yard and/or street side yard; minimum 30" from property line or may be placed anywhere on property.

Greening of Walls, Fences and Hedges

G	Offset of walls from adjacent street-facing lot line	Min. 2'
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(Existing Standard)

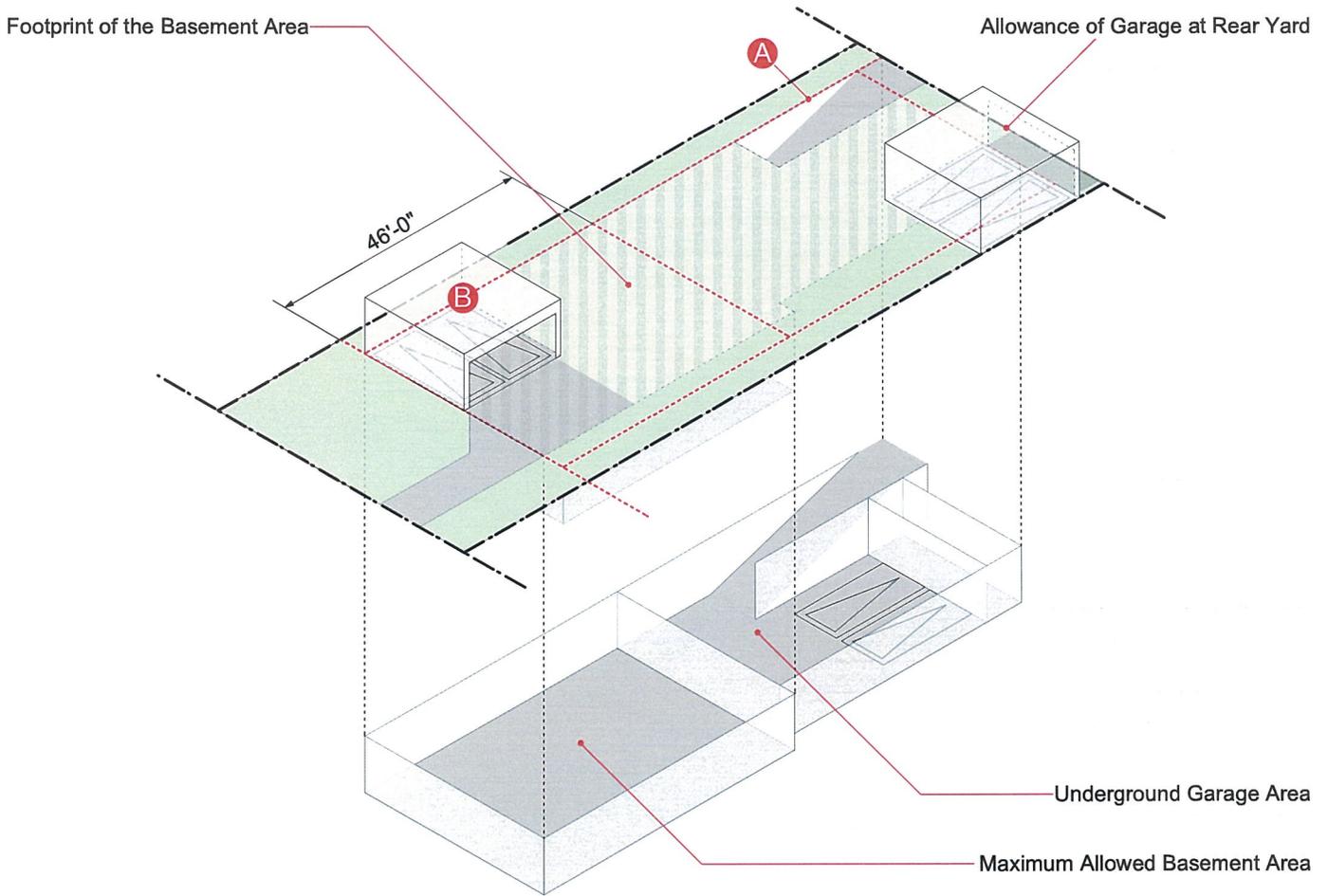
(Proposed Standard)

**A-6 Recommended Landscape Standards
Lot South of Santa Monica Boulevard (Revised 10/22/2013)**

DRAFT Central Area Single Family Residential Mass and Bulk Study

John Kaliski Architects

DYETT & BHATIA 29
Urban and Regional Planners



Garage Entries

- A** No ramps shall extend into front yards; In corner lots, ramps shall be offset a minimum of 5'0" behind any adjacent street-facing lot line.
- B** If the vehicular entrance to a garage is located less than 46' behind the front setback line, then the garage entrance shall be perpendicular to the front lot line.

Parking Requirements

Number of Bedrooms	Required Parking Spaces	Rear Yard Above-Grade Garage Area Exempt
4 or less	Min. 2	
5	Min. 3	
6	Min. 4	400 SF
7-8	Min. 5	
9 or more	Min. 6	

Basement

Any area in a basement that is utilized for parking spaces, access drives, or ramps to those spaces, mechanical equipment or rooms or shafts and stairwells to floors above, shall be exempt from the determination of residential basement floor area.

In addition to exempt basement area as defined above, and an allowance of an additional 150 square feet of basement area that may be utilized for any habited use, when a project meets modulation standards, it shall be exempt from the determination of residential floor area.

If the modulation standards are not met, for each square foot of non-exempt basement floor area, 50% of such non-exempt area shall count towards the calculation of the maximum allowed residential floor area.

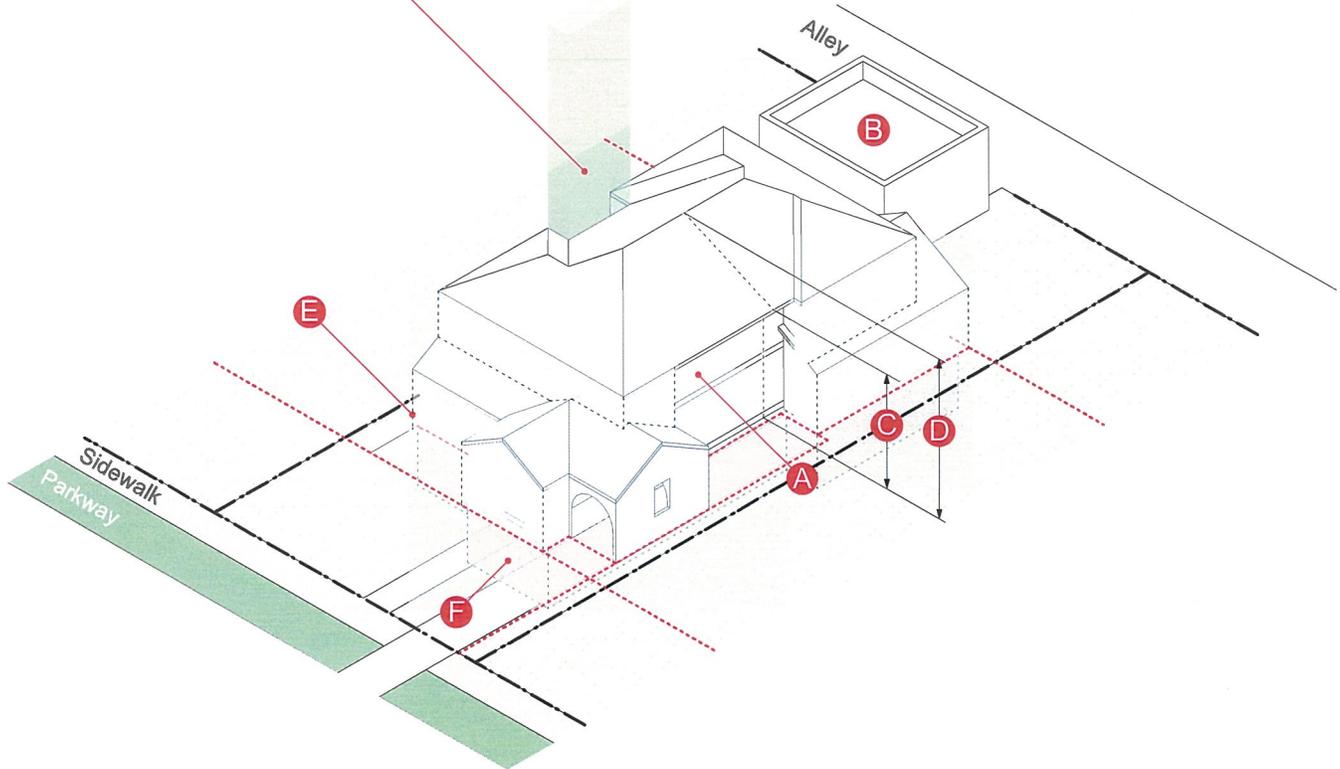
(Existing Standard)

(Proposed Standard)

**A-7 Recommended Parking and Basement Standards
Lot South of Santa Monica Boulevard (Revised 10/22/2013)**

John Kaliski Architects

Additional Open-to-the-Sky Open Space



Maximum Built-Out

Total floor area	±4,100 SF
A Second floor area to Principal Building Area %	Max. 70%
B Above-grade garage area allowance	400 SF

Building Height

C Main building plate height	Max. 20'
D Main building structure height	Max. 30'
<i>Only applicable to a building with sloped roof planes and ridge lines.</i>	

Projections

E No projections except porte-cocheres and/or accessory buildings shall extend beyond the Principal Building Area.
F Basements shall not extend into front yards and/or side yards.

(Existing Standard)

(Proposed Standard)

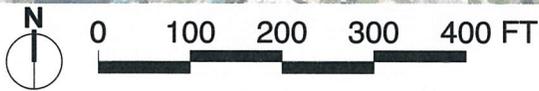
DRAFT
**Reducing Single-Family
Mass and Bulk
Recommendations Report**

Appendix B

**North of Santa Monica Boulevard
Analysis Exhibits**

October 22, 2013

prepared by
John Kaliski Architects
in consultation with
Dyett & Bhatia Urban and Regional Planners



This block of single-family homes north of Santa Monica Boulevard exemplifies the design parameters that the City seeks to conserve and is used as a basis for developing and testing residential development standards that reduce perceived bulk and mass.

B-1 Aerial Map - Existing Conditions
Typical Block North of Santa Monica Boulevard (Revised 10/22/2013)

John Kaliski Architects

DRAFT Central Area Single Family Residential Mass and Bulk Study

DYETT & BHATIA
Urban and Regional Planners



This figure-ground representation of buildings in relationship to property lines was developed from Los Angeles County GIS Data Portal, and is used to further develop understandings of building design and amount of lot coverage in relationship to lot configurations. Note that County GIS data does not accurately represent side yard relationships.

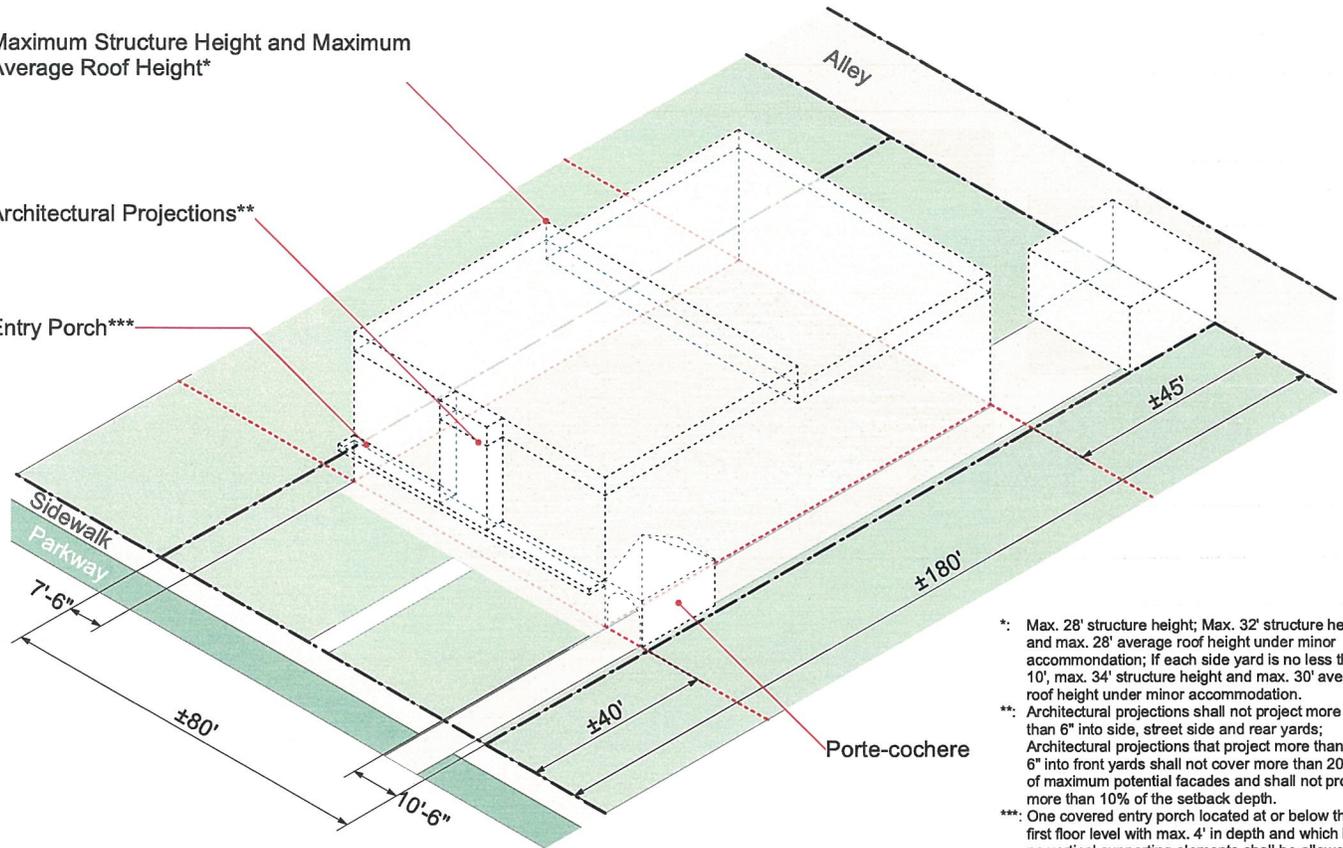
Typical Design Parameters for Lots North of Santa Monica Boulevard			
Lot Width	±83'4"	Principal Residential Building Height	±27'8"
Lot Depth	±177'9"	Front Yard Set Back	±39'9"
Gross Lot Coverage (in Relation to Lot)	±33%	Percentage of Front Facade at Front Yard Setback	±73%
Net Lot Coverage (in Relation to Principal Building Area)	±69%	Offset from Front Building Plane	±7'6"
Floor Area Ratio	±0.40	Second Floor Area to First Floor Area %	±50%
		Second Floor Area to Principal Building Area %	±35%

B-2 Figure-Ground Study - Existing Conditions
Typical Block North of Santa Monica Boulevard (Revised 10/22/2013) **John Kaliski Architects**

Maximum Structure Height and Maximum Average Roof Height*

Architectural Projections**

Entry Porch***



- *: Max. 28' structure height; Max. 32' structure height and max. 28' average roof height under minor accommodation; if each side yard is no less than 10', max. 34' structure height and max. 30' average roof height under minor accommodation.
- ** : Architectural projections shall not project more than 6" into side, street side and rear yards; Architectural projections that project more than 6" into front yards shall not cover more than 20% of maximum potential facades and shall not project more than 10% of the setback depth.
- ***: One covered entry porch located at or below the first floor level with max. 4' in depth and which has no vertical supporting elements shall be allowed at front yard.

Lot Size (Typical Lot)

Width	±80'
Depth	±180'

Building Form

Floor Area	Max. Floor Area= 1,500 SF + 40% of Lot Area = ±7,260 SF
Principal Residential Building Height	Max. 28' structure height (max. 32' structure height and max. 28' avr. roof height under minor accommodation). Exception: Max. 32' structure height (max. 34' structure height and max. 30' avr. roof height under minor accommodation) if each side yard is no less than 10'.

Set Back (Minimum Distance from Property Line)

Front Yard	±40'
Side Yard	Min. 7'6" side yard setback on each side; the sum of side yard setback shall be at least 15' + 30% of lot width in excess of 70'. Exceptions apply.
Rear Yard	Min. rear yard setback equals 30% of lot depth minus 9' = ±45'

Miscellaneous

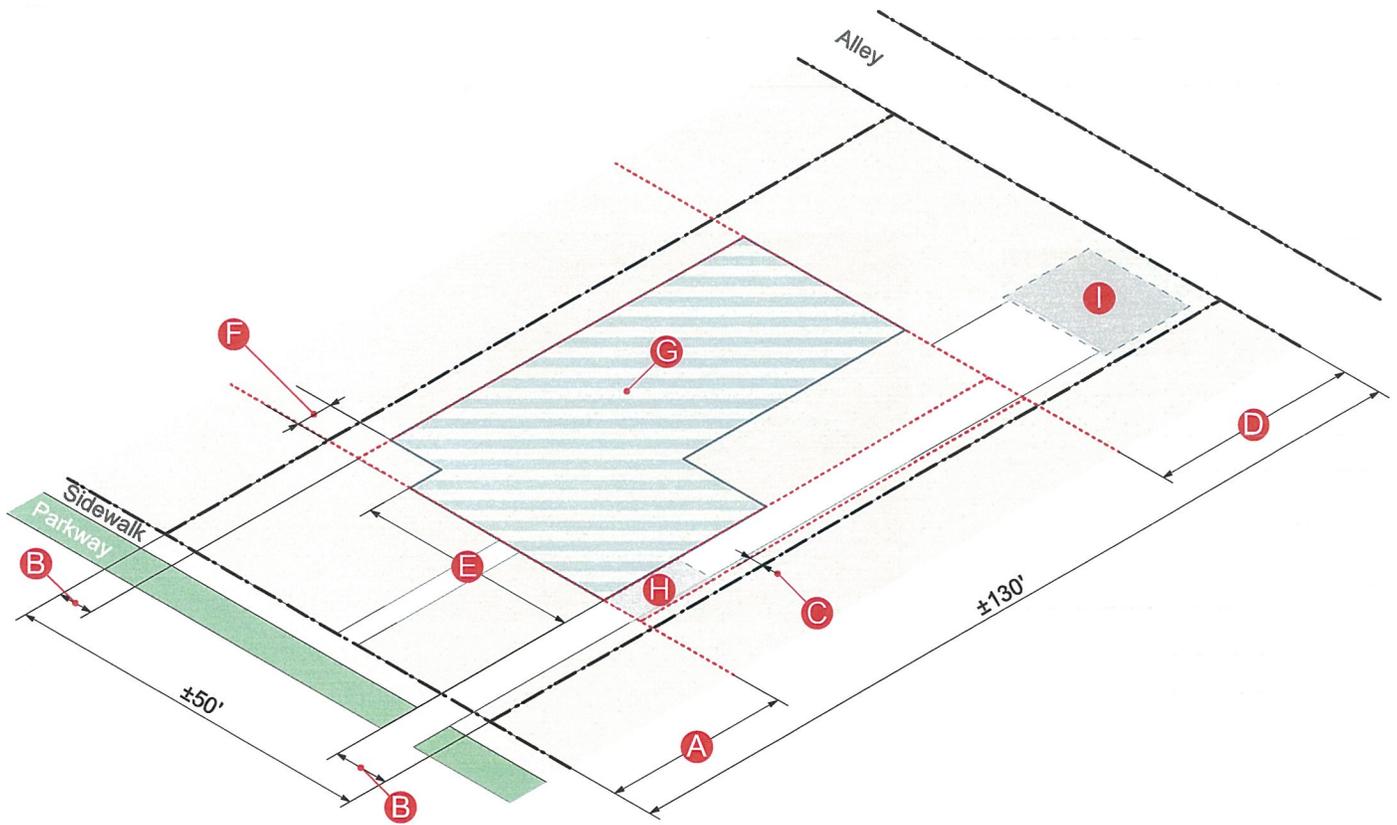
Walls, Fences and Hedges	Max. 3' height within the first 20% of the front yard measured from front line; max. 6' height within other portion in the front yard; max. 7' height within a side yard but not in a front yard; max. 8' height within 5' of and parallel to a rear lot line.
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**B-3 Existing Zoning Envelope
Lot North of Santa Monica Boulevard (Revised 10/22/2013)**

DRAFT Central Area Single Family Residential Mass and Bulk Study

John Kaliski Architects

DYETT & BHATIA 35
Urban and Regional Planners

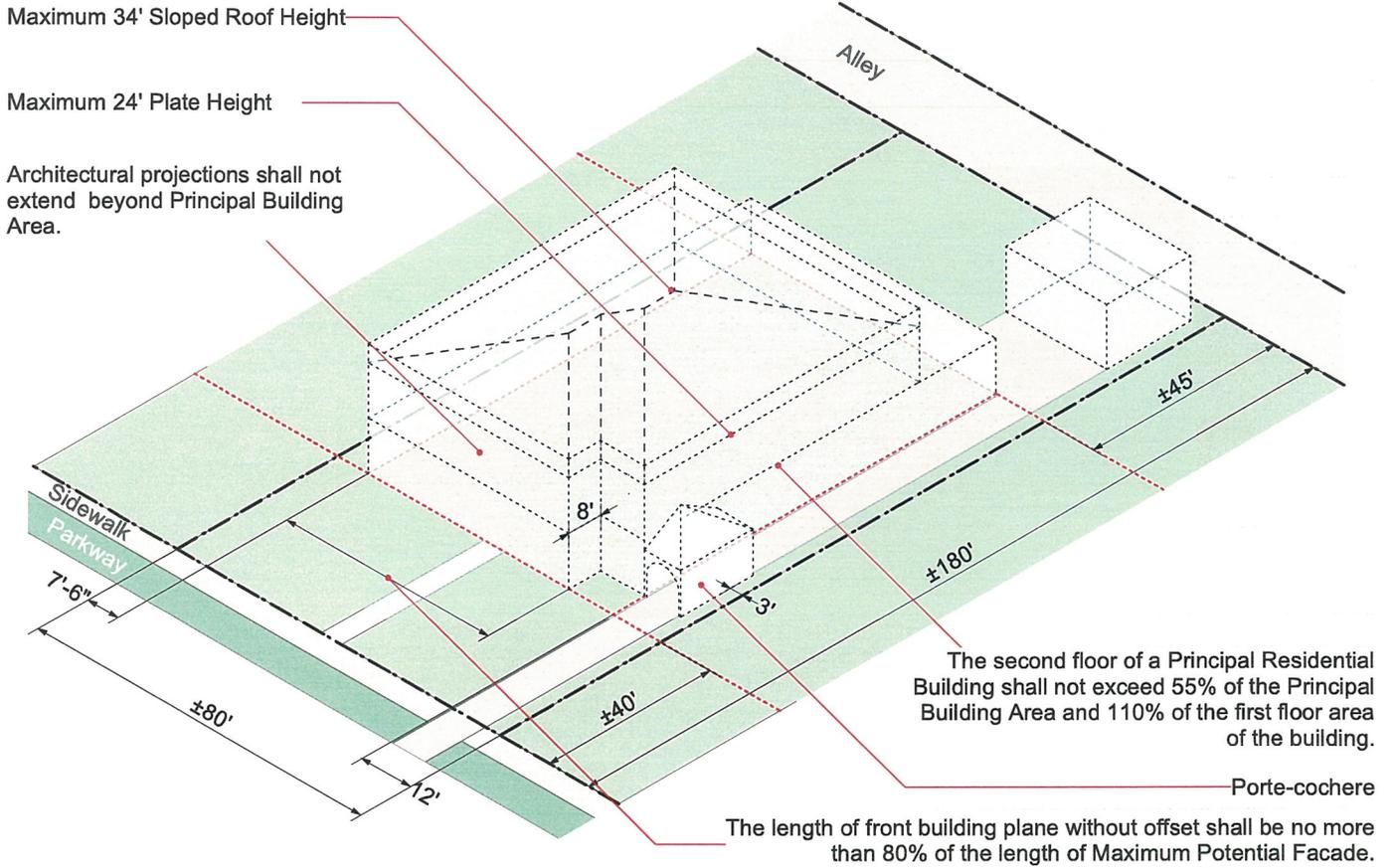


Setback (Minimum Distance from Property Line)	
A Front yard	
Consider transition requirement when front building planes do not align.	
Sum of side yard setbacks	Min. 18'
B Side yard setback on narrow side	Min. 7'6"
C Width of landscape buffer between side lot line and the length of adjacent porte-cocheres	Min. 4'
D Rear yard	±45'

New Building Modulation	
E Front building plane at front setback line (as percentage of maximum potential facade)	Max. 80%
F Offset at front building plane	Min. 8'
Permissible Projections and Encroachments	
G No projections except porte-cocheres and/or accessory buildings shall extend beyond the Principal Building Area.	
H Porte-cochere	
I Single-story, detached garage / accessory Building	

(Existing Standard) (Proposed Standard)

B-4 Recommended Standards - Plan View
Lot North of Santa Monica Boulevard (Revised 10/22/2013)



Building Form

Total Floor Area	Max. Floor Area= 1,500 SF + 40% of Lot Area = ±7,260 SF
Second Floor Area	The second floor of a Principal Residential Building shall not exceed 55% of the Principal Building Area and 110% of the first floor area of the building .
Principal Residential Building Height	Max. 24' plate height; Max. 28' height for the flat-roofed portion of a building; Max. 31' height for any portion with a sloped roof without a linear horizontal ridgeline; Max. 34' height for any portion with a sloped roof with a linear horizontal ridgeline where two roof planes intersect.

Set Back (Minimum Distance from Property Line)

Front Yard	±40'0" typical front yard setback; A minimum 20% of the length of the front building plane shall be offset a minimum of 8' from the front portion of the front building plane.
Side Yard	Min. 7'6" side yard setback on each side; The sum of side yard setback shall be at least 15' + 30% of lot width in excess of 70'; An additional 3' between the length of driveway or porte-cochere and the adjacent side lot line. Exceptions apply.
Rear Yard	Min. rear yard setback equals 30% of lot depth minus 9' = ±45'

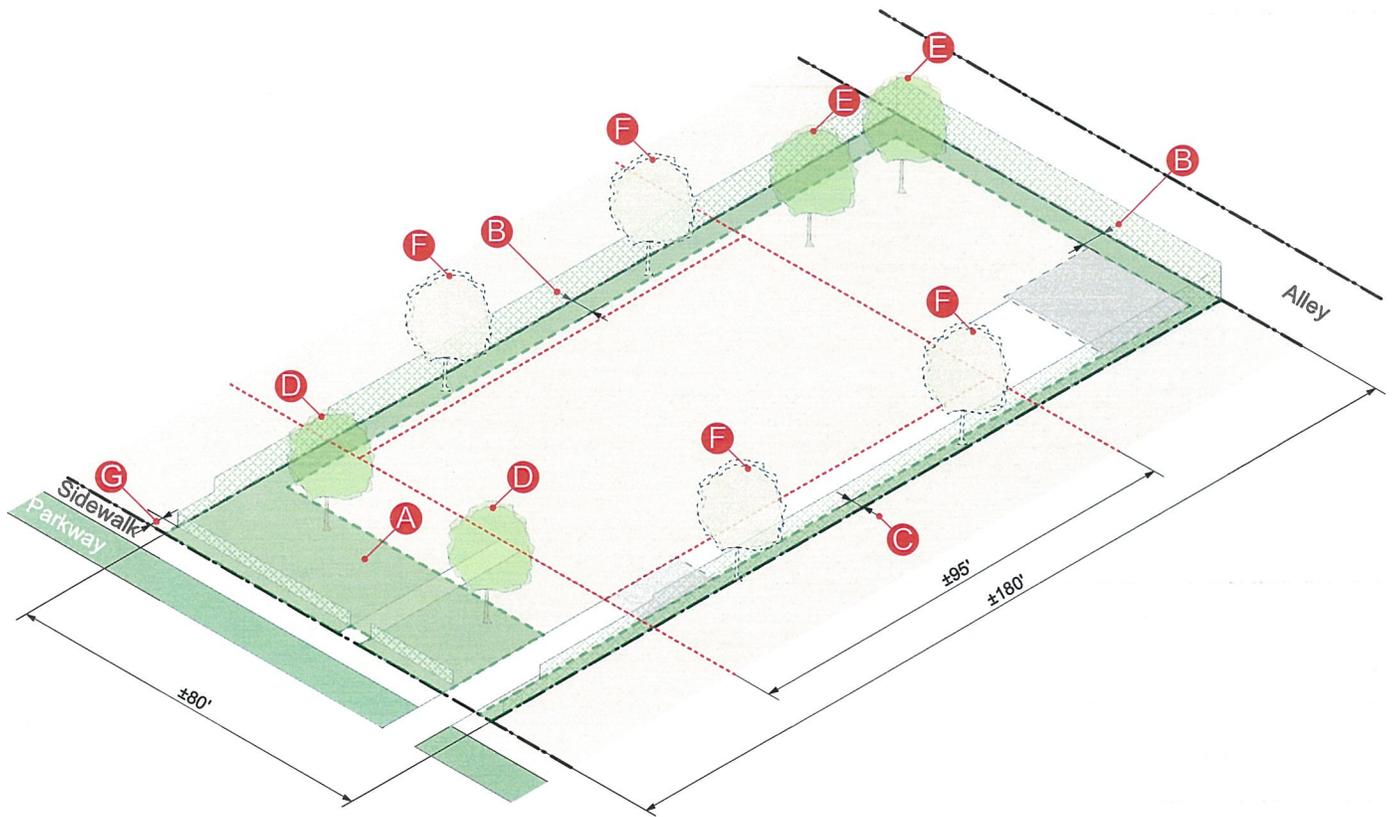
Miscellaneous

Walls, Fences and Hedges	Max. 3' height within the first 20% of the front yard measured from front line; max. 6' height within other portion in the front yard; max. 7' height within a side yard but not in a front yard; max. 8' height within 5' of and parallel to a rear lot line.
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(Existing Standard) (Proposed Standard)

B-5 Recommended Zoning Envelope
Lot North of Santa Monica Boulevard (Revised 10/22/2013)

John Kaliski Architects

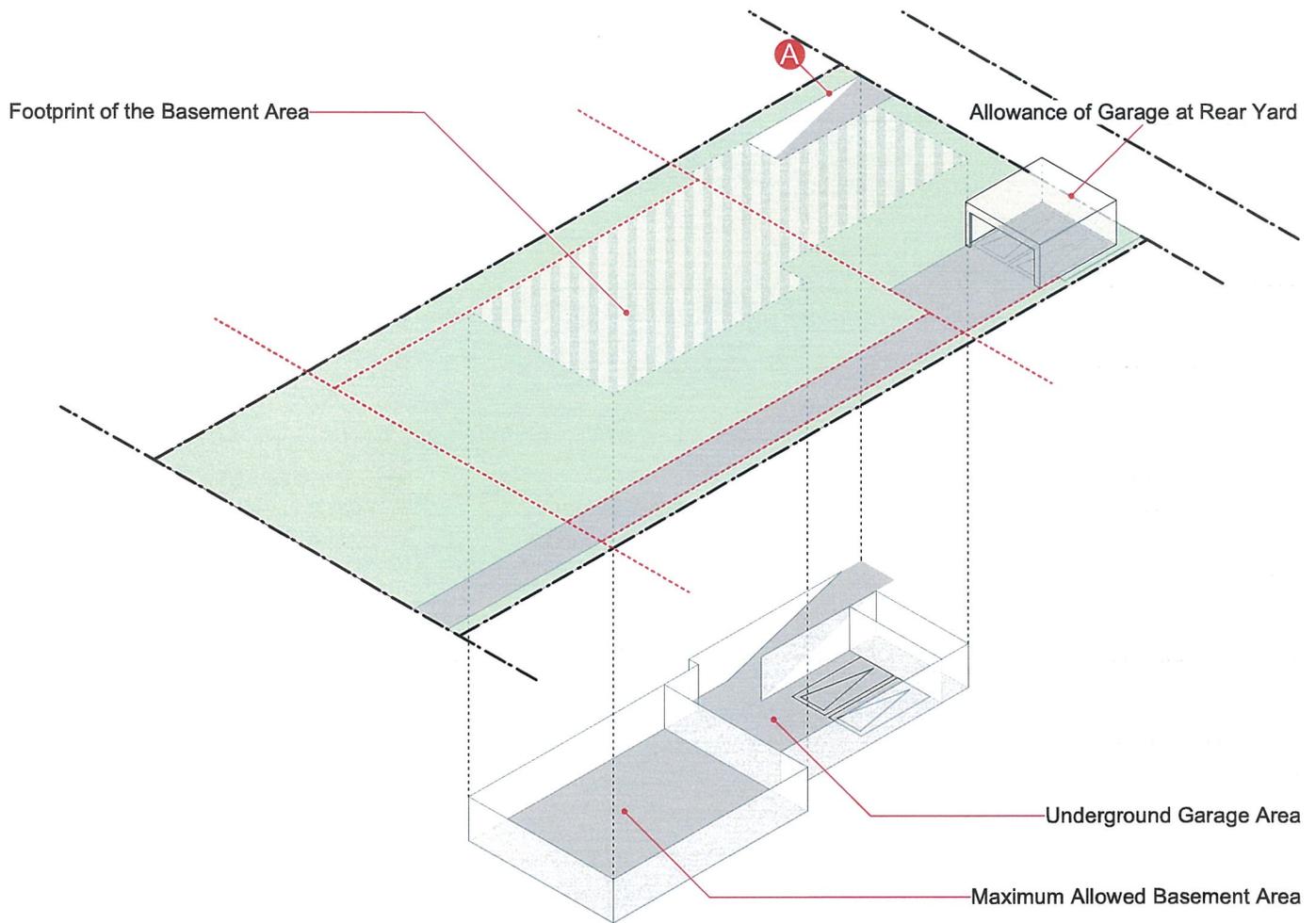


Landscape Area	
A	Max. 400 SF of paved area at front yard.
B	Width of landscape buffer adjacent to any side and rear yard lot line not utilized for an allowed accessory structure or driveway. Min. 5'
C	Width of landscape buffer adjacent to porte-cocheres Min. 4'

Trees	
D	At front yard, minimum 1 tree for lots 60' or less in width; Minimum 2 trees for lots greater than 60' in width.
E	At rear yard, minimum 1 tree for lots 60' or less in width; Minimum 2 trees for lots greater than 60' in width.
F	Minimum 1 tree for each 80' of side yard and/or street side yard; Minimum 30" from property line or may be placed anywhere on property.

Greening of Walls, Fences and Hedges	
G	Offset of walls from adjacent front lot line Min. 3'

(Existing Standard) (Proposed Standard)



Garage Entries

A No ramps shall extend into front yards; In corner lots, ramps shall be offset a minimum of 5'0" behind any adjacent street-facing lot line.

Parking Requirements

Number of Bedrooms	Required Parking Spaces	Rear Yard Above-Grade Garage Area Exempt
4 or less	Min. 2	
5	Min. 3	
6	Min. 4	400 SF
7-8	Min. 5	
9 or more	Min. 6	

Basement

Any area in a basement that is utilized for parking spaces, access drives, or ramps to those spaces, mechanical equipment or rooms or shafts and stairwells to floors above, shall be exempt from the determination of residential basement floor area.

In addition to exempt basement area as defined above, and an allowance of an additional 150 square feet of basement area that may be utilized for any habited use, when a project meets modulation standards, it shall be exempt from the determination of residential floor area.

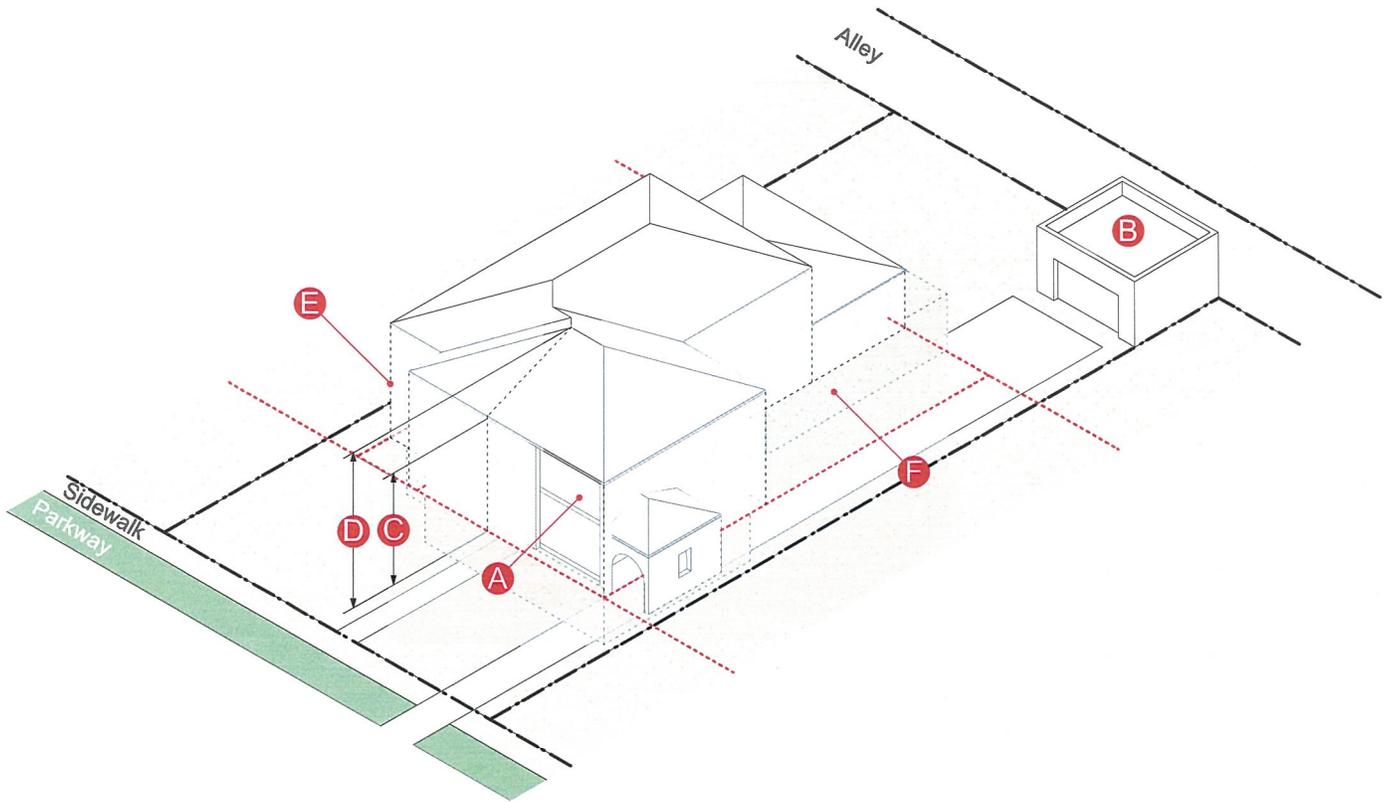
If the modulation standards are not met, for each square foot of non-exempt basement floor area, 50% of such non-exempt area shall count towards the calculation of the maximum allowed residential floor area.

(Existing Standard)

(Proposed Standard)

**B-7 Recommended Parking and Basement Standards
Lot North of Santa Monica Boulevard (Revised 10/22/2013)**

John Kaliski Architects



Maximum Built-Out	
Total floor area (max)	±7,260 SF
A Second floor area to Principal Building Area %	Max. 55%
B Above-grade garage area allowance	400 SF

Building Height	
C Main building plate height	Max. 24'
D Main building structure height	Max. 34'
<i>Only applicable to a building with sloped roof planes and ridge lines.</i>	

Projections	
E	No projections except porte-cocheres and/or accessory buildings shall extend beyond the Principal Building Area.
F	Basements shall not extend into front yards and/or side yards.

(Existing Standard)

(Proposed Standard)

B-8 Case Study with Recommendations
Lot North of Santa Monica Boulevard (Revised 10/22/2013)

DRAFT Central Area Single Family Residential Mass and Bulk Study

John Kaliski Architects

DYETT & BHATIA
 Urban and Regional Planners