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August 13, 2025

Los Angeles City Council
c/o Office of the City Clerk
City Hall, Room 395
Los Angeles, California 90012

Attention: PLUM Committee

Dear Honorable Members:

**REPORT ON THE ON INTERFACE BETWEEN FUTURE HYBRID INDUSTRIAL LAND USES
EAST OF THE LOS ANGELES RIVER (RIVER-ADJACENT AREA) AND ABUTTING
RESIDENTIAL AREA DESIGNATED FOR LOW NEIGHBORHOOD RESIDENTIAL AND
MEDIUM RESIDENTIAL LAND USES TO THE EAST, AS PART OF THE BOYLE HEIGHTS
COMMUNITY PLAN, CF-23-0861**

On December 12, 2023, the City Council took initial actions to approve the Boyle Heights Community Plan Update (BHCPU). The City Council's actions include a request that was introduced by former Councilmember de Leon (Council District 14) and was approved by City Council, for City Planning to prepare a report on the interface between future Hybrid Industrial land uses east of the Los Angeles River (River-Adjacent area) and abutting residential areas designated for Low Neighborhood Residential and Medium Residential land uses to the east. The purpose of this analysis is to understand the relationship between an existing lower scale residential neighborhood within Boyle Heights, and future adjacent Hybrid Industrial uses and structures, in terms of building scale, massing, spacing, facade modulation and community benefits, such as usable open space. This report does not provide any recommendations for further action on the Boyle Heights Community Plan, nor its implementing ordinances.

Background and Analysis

The Boyle Heights Community Plan area is the second community plan area within the City to use the City's New Zoning Code, and as such, is among the first areas within the City to avail of the New Zoning Code's numerous tools to address urban design. Using the New Zoning Code, the Boyle Heights Community Plan, applies a five-part "zone string" to each property. The Form, Frontage, and Development Standards Districts are three of the five parts of the zone string that together shape the built environment and ultimately impact how users interact with it and how they connect to the public realm.

The corresponding Form and Frontage Districts in the zone strings for each land use designation are examined within three local study areas to understand the compatibility between both land uses in terms scale, mass and height, as well as facade treatment, landscaping and entrance features. Form Districts regulate the placement, scale, and intensity of buildings and structures on a lot to ensure building forms are compatible with the development patterns and context of their surroundings. Frontage Districts regulate portions of a lot and exterior building facades that impact the public realm, ensuring that projects respond to the public realm in a contextually appropriate manner.

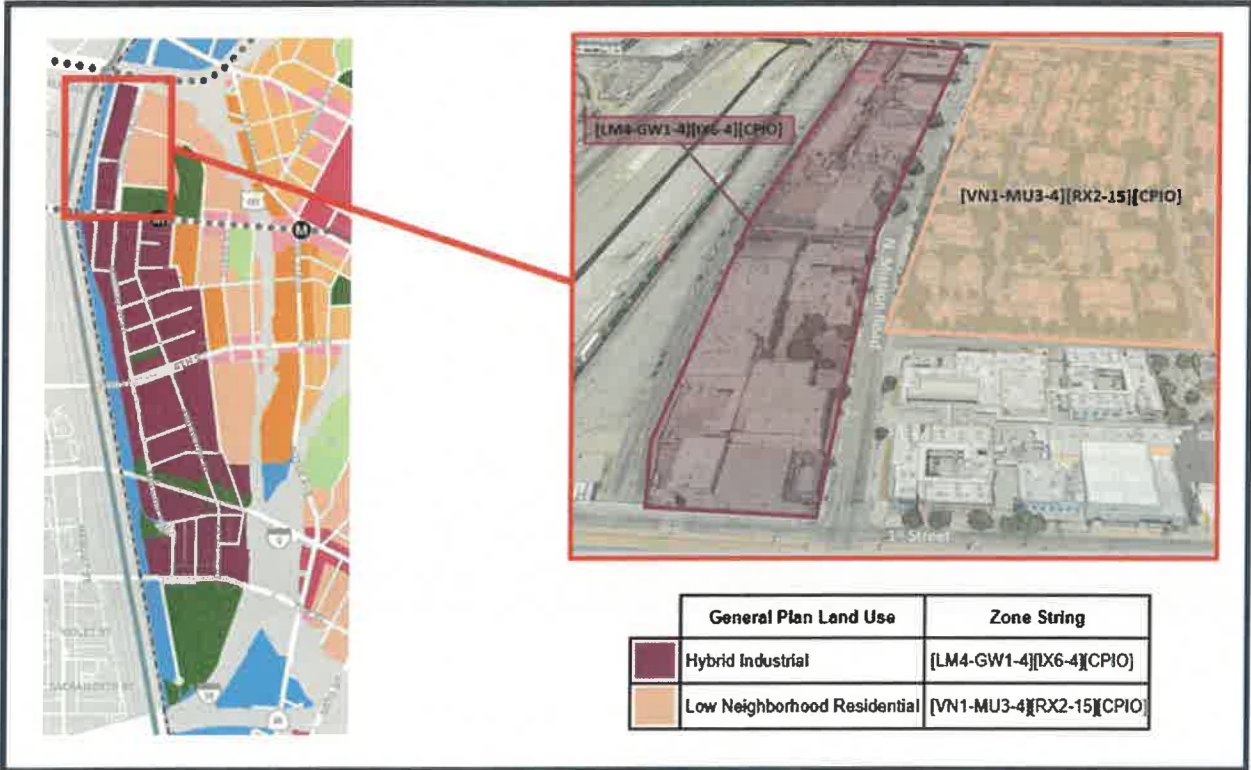
Development Standards Districts also have an important role in regulating aspects of site design, pedestrian and vehicular access, parking and other site features that are appropriate to a variety of pedestrian to automobile-oriented contexts. Within the area of analysis, what are called District 4 standards apply across all Hybrid Industrial and low-to-medium residential land uses. District 4 prioritizes the pedestrian experience by facilitating circulation and improving pedestrian access from the public realm to the interior of buildings through frequent, direct and convenient access to building entrances. Parking for automobiles is not mandated, encouraging uses to orient towards pedestrian traffic in a walkable and transit rich environment. When parking is developed, facilities must meet high design standards to ensure pedestrian mobility, safety, and comfort are not hindered, as well as to ensure that buildings provide active frontages along each segment of the public right-of-way, reinforcing support of a pedestrian-oriented public realm. For more information on Development Standards District 4 see Appendix C.

For this analysis, the Hybrid Industrial land use areas that abut the low-to-medium residential land uses are divided into three study areas, each with their own unique set of zone strings. These sections are outlined and examined below to understand the interaction between the Hybrid Industrial and residential land uses.

Study Area 1: Properties fronting Mission Road between Highway 101 and 1st Street

Within Study Area 1, the east side of Mission Road is designated Low Neighborhood Residential (see Figure 1.1). This area is currently developed as low scale multi-unit residential, namely the Pueblo del Sol housing development, and education related public facilities in the adjacent Public Facilities land use designation which include Felicitas & Gonzalo Mendez High School and Utah Street Elementary School.

Figure 1.1: Study Area 1 Planned General Plan Land Use and Zone String



In the residential area, the Low Neighborhood Residential land use designation reflects the mass and scale of existing residential developments. This will continue to allow for lower scale multi-unit housing, while facilitating the introduction of neighborhood-serving commercial uses, local civic, and recreational uses that provide resources locally. The adjacent Hybrid Industrial land uses contain an array of existing uses; from food processing and distribution, automobile repair, and light manufacturing facilities; to event space, a community based organization, and fitness studios. Figure 1.2 provides an aerial view of these existing built conditions, showing industrial related uses on the western side of Mission Road, and the residential uses on the eastern side. While these buildings and uses may continue into the future, the planned land use and new zone strings will allow for larger structures, and a mixing of light industrial, commercial, and residential uses.

Figure 1.2: Aerial View of Existing Development



Form Districts

The Low Neighborhood Residential land uses in Study Area 1 are assigned the Very Low-Rise Narrow 1 (VN1) Form District. The VN1 Form District varies from the Low-Rise Medium 4 (LM4) Form District assigned to the adjacent Hybrid Industrial land uses, namely in terms of Floor Area Ratio (FAR), which is the relationship between the size of a lot and the developable building square footage; and height limits. Figures 1.3 and 1.4 include a detailed comparison between district standards for LM4 and VN1 in Study Area 1. As demonstrated by the standards in the figures below, buildings in the LM4 applied to the Hybrid Industrial side of Study Area 1, could potentially yield structures with similar height, but wider with more buildable square footage, that cover a greater proportion of a lot, than those in VN1. This is due to increased setback requirements and limits in building coverage, which reduce the overall footprint of a structure in VN1, when compared to the limited setback and building coverage requirements in LM4. To better demonstrate this distinction, Figure 1.5 displays a cross section of the maximum buildout potential of the Hybrid Industrial zoning in comparison to existing residential uses along Mission Road in Study Area 1.

Figure 1.3: Study Area 1 Form District Lot Parameters Comparison

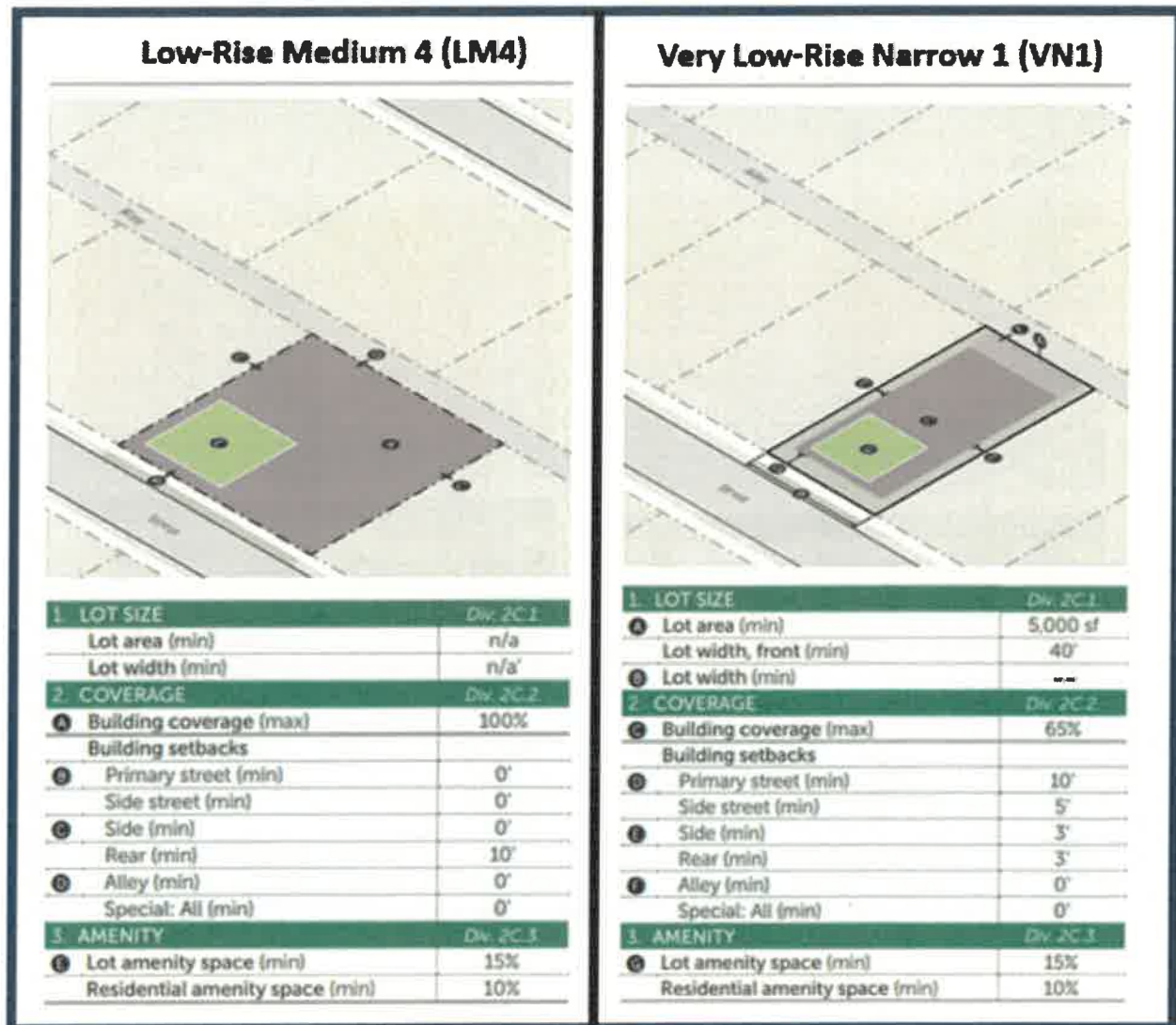


Figure 1.4: Study Area 1 Form District Bulk and Massing Comparison

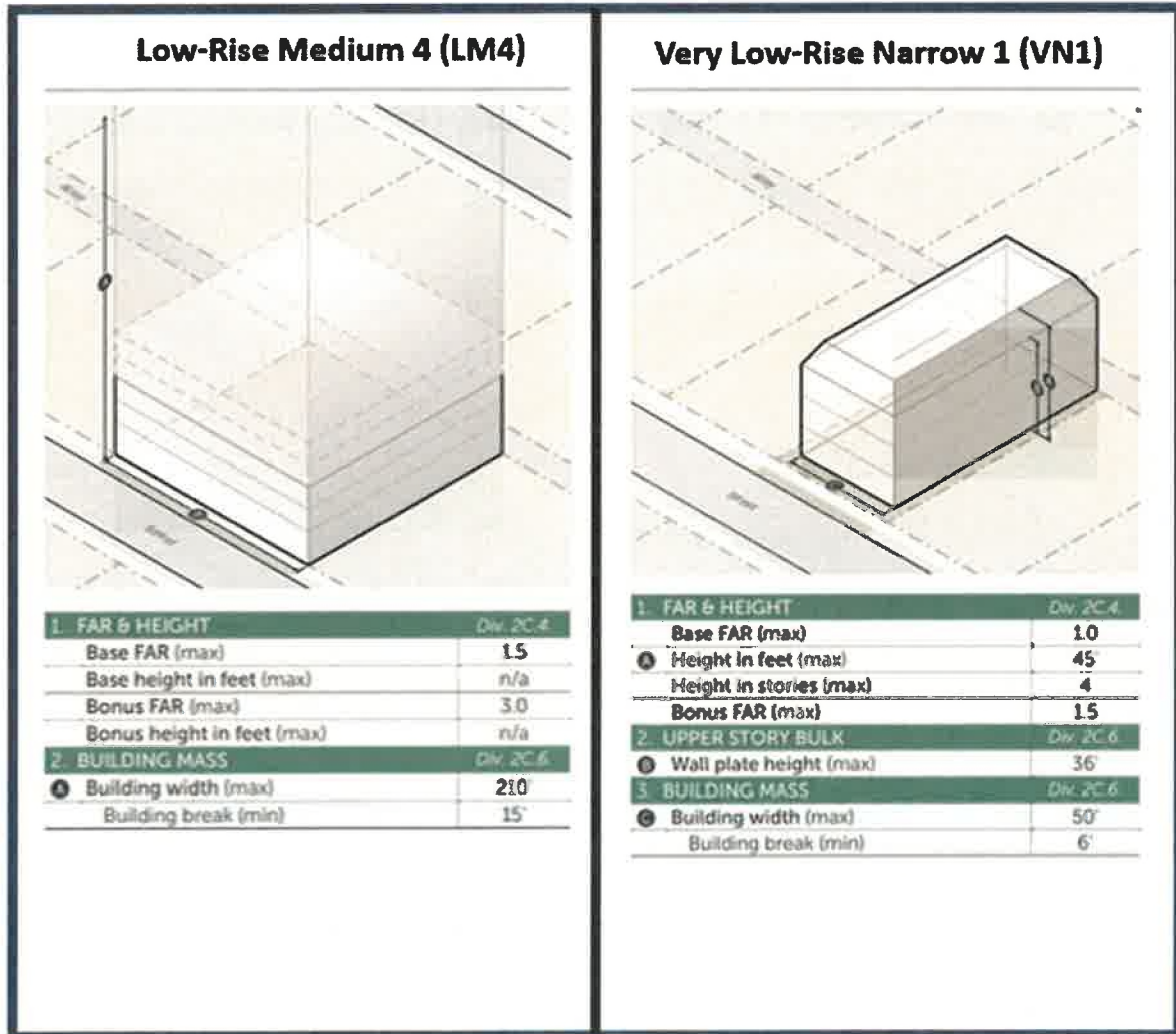
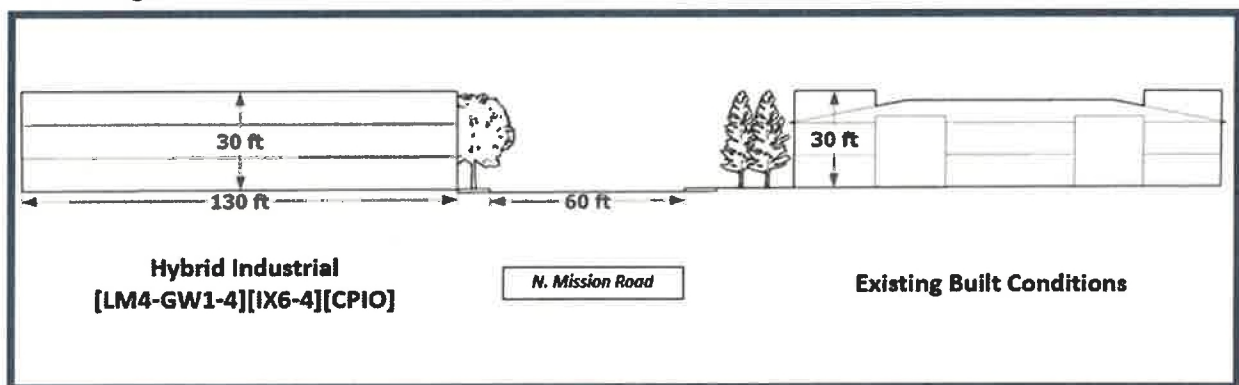


Figure 1.5: Maximum Buildout and Existing Residential Uses Cross Section



Frontage Districts

Hybrid Industrial land uses in Study Area 1 are assigned the Greenway 1 (GW1) Frontage District, which allows for activation of the primary, side, and special lot lines along the Los Angeles River (River) with additional standards. These additional standards seek to address how new developments interface with the adjacent River corridor through increased landscaping requirements, entrance spacing and build-to area of a development. This ensures that future development along the River would support the creation of open space and provide consistent street walls along the side of abutting properties. Low Neighborhood Residential land uses in Study Area 1 are assigned the Multi-Unit 3 (MU3) Frontage District, which generally requires higher ground floor elevation, relatively low transparency and frequent entrance spacing. This allows for greater privacy for tenants located on the ground floor while retaining an interplay between the private and public realms, with frequent entrances that activate the public realm with pedestrian activity and visual interest. Figures 1.6 and 1.7 contain the Frontage District standards for the GW1 and MU3 for reference.

This combination of LM4 and GW1 standards for Hybrid Industrial land uses in Study Area 1 enables larger scale buildings than those in the adjacent residential area, but also encourages more pedestrian friendly frontages, with consistent build-to depths, ground floor transparency (e.g. windows), entrance spacing, and landscaping requirements. These requirements increase compatibility not only with the adjacent River, but also with the MU3 assigned to the adjacent Low Neighborhood Residential land uses, which features similar Frontage District requirements to that of GW1, that retain and enhance the interaction between the public and private realms with a pedestrian-first focus on accessibility.

Figure 1.6: Study Area 1 Frontage District Lot Parameters Comparison

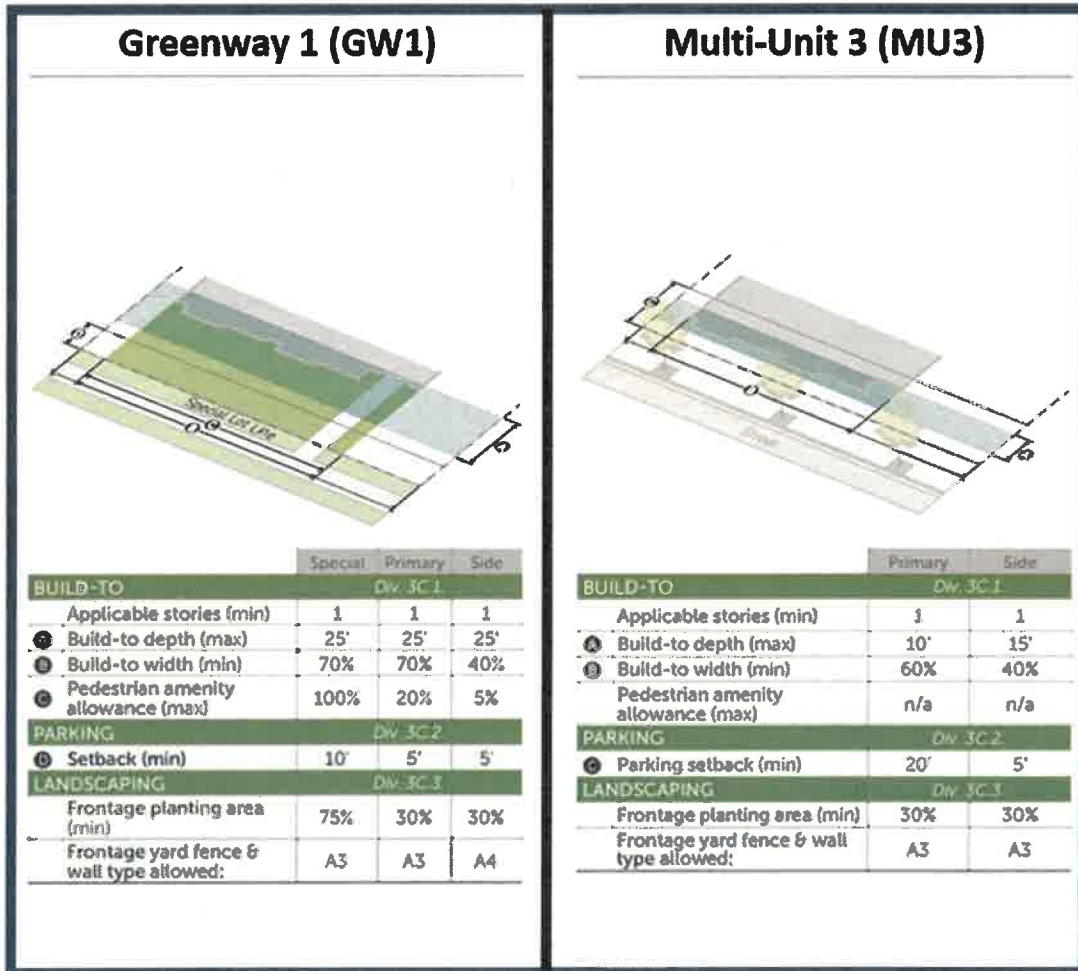
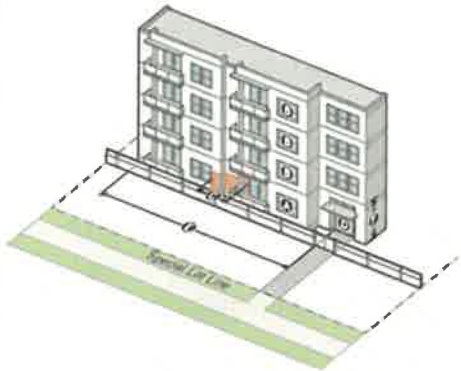



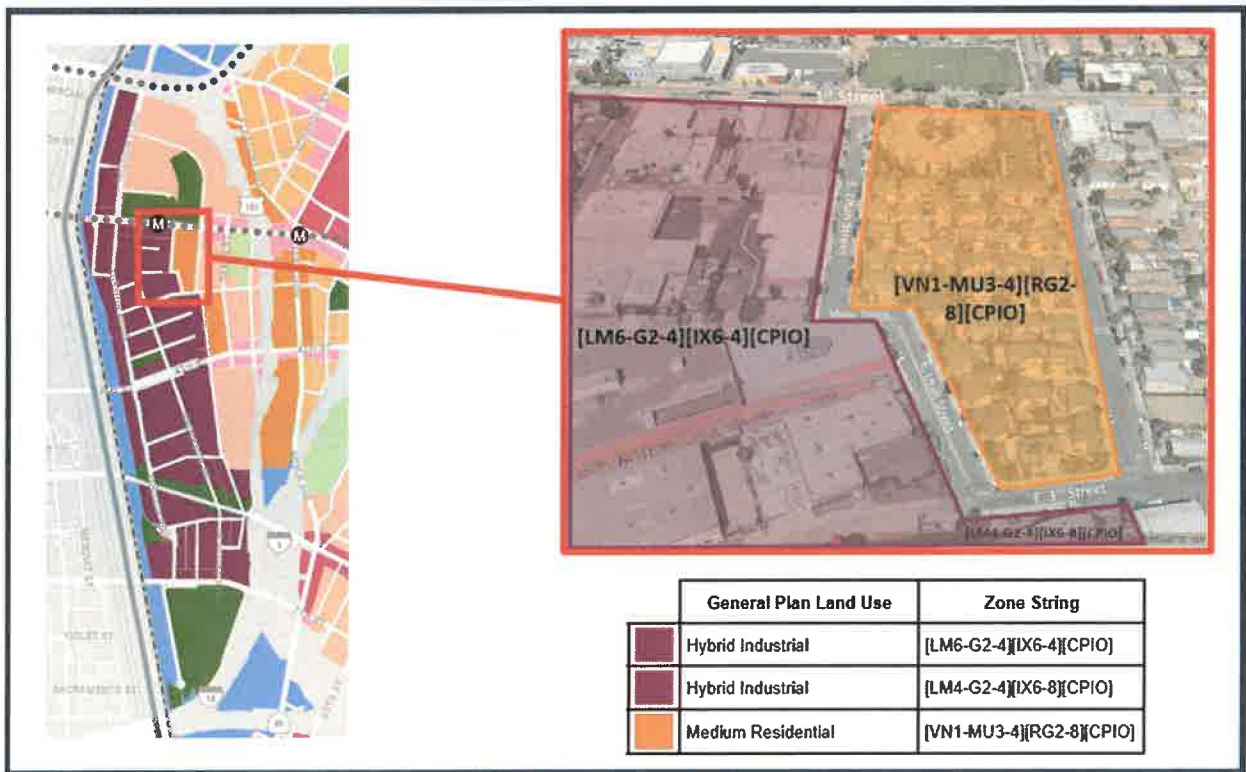
Figure 1.7: Study Area 1 Frontage District Facade Regulations Comparison

| Greenway 1 (GW1) | | | | | Multi-Unit 3 (MU3) | | | | |
|---|----------------------------------|-----------|----------|----------|--|----------------------------------|-----------|--------|--|
|  | | | | |  | | | | |
| | | Special | Primary | Side | | | Primary | Side | |
| TRANSPARENCY | | Div. 3C.4 | | | TRANSPARENCY | | Div. 3C.4 | | |
| Transparent area | | | | | Transparent area | | | | |
| Ⓐ | Ground story (min) | 20% | 40% | 20% | Ⓐ | Ground story (min) | 30% | 20% | |
| Ⓑ | Upper stories (min) | 20% | 20% | 20% | Ⓑ | Upper stories (min) | 20% | 20% | |
| Ⓒ | Active wall spacing (max) | 30' | 20' | 30' | Ⓒ | Active wall spacing (max) | 20' | 30' | |
| ENTRANCES | | Div. 3C.5 | | | ENTRANCES | | Div. 3C.5 | | |
| Ⓓ | Street-facing entrance | Required | Required | Required | Ⓓ | Street-facing entrance | Required | n/a | |
| Ⓔ | Entrance spacing (max) | 75' | 75' | 100' | Ⓔ | Entrance spacing (max) | 50' | 100' | |
| | Entry feature | n/a | n/a | n/a | | Required entry feature | No | No | |
| GROUND STORY | | Div. 3C.6 | | | GROUND STORY | | Div. 3C.6 | | |
| Ⓕ | Ground story height | 14' | 14' | 14' | Ⓕ | Ground story height (min) | | | |
| | Ground floor elevation (min/max) | -2'/5' | -2'/5' | -2'/5' | | Residential | 10' | 10' | |
| | | | | | | Nonresidential | 12' | 12' | |
| | | | | | Ⓖ | Ground floor elevation (min/max) | | | |
| | | | | | | Residential | -2'/5' | -2'/5' | |
| | | | | | | Nonresidential | -2'/2' | -2'/2' | |

Study Area 2: Properties fronting Utah Street between 1st Street and 3rd Street

The Hybrid Industrial land use designated areas in Study Area 2 are currently developed as mostly light manufacturing, warehousing and distribution uses, with some commercial uses along 1st Street. Along the east side of Utah Street there are existing multi-unit residential housing developments, including the TELACU Pico/Aliso 74-unit senior, low-income apartment complex, and the Las Casitas development of single-unit townhomes owned by the Housing Authority of the City of Los Angeles (HACLA). This residential area is designated Medium Residential in order to continue accommodating a wide variety of housing types and needs, such as the existing developments that serve lower-income residents today. Study Area 2 is shown in Figure 2.1, along with the planned General Plan Land Use designations and corresponding zone strings.

Figure 2.1: Study Area 2 Planned General Plan Land Use and Zone Strings



Form Districts

The VN1 Form District assigned to Medium Residential land uses in Study Area 2 allows for similar development patterns to those that exist in these parcels today. The LM4 and LM6 Form Districts assigned to the adjacent Hybrid Industrial land uses to the west and south allow for larger structures in terms of height and FAR. Along Utah Street, parcels on the west side of the street across from the residential uses, are assigned LM6, with several of them under the same ownership. Fronting Utah Street, there are a couple of low scale detached single-unit houses, the backside of a food processing and distribution facility, a textile manufacturer, and vacant lot on

the southwest corner of Utah Street and 1st Street. See Figure 2.2 for an aerial view of the existing conditions described for Study Area 2 along Utah Street between 1st Street, Mono Street and 3rd Street.

Figure 2.2: Study Area 2 Aerial View



Along Utah Street between Mono Street and 3rd Street, there is a warehousing facility with a building that fronts Utah Street that contains an accompanying gated open air storage area. The adjacent parcel south of that is a studio and production space facility with an adjoining ground floor parking lot. In comparison to these existing development and parcel conditions, LM6 and LM4 along Utah Street regulate new developments to a maximum width of 210 feet and 140 feet respectively, with building breaks every 15 feet for both Districts, supporting buildings with more articulation and smaller facade widths, maintaining similar development patterns to what there is today, and improving compatibility with adjacent residential areas in future developments. Detailed information on the Form Districts applied in Study Area 2, is shown in Figures 2.3 and 2.4 below. Figure 2.5 displays a cross section of the maximum buildout potential of the Hybrid Industrial zoning in comparison to existing residential uses along Utah Street in Study Area 2.

Figure 2.3: Study Area 2 Form District Lot Parameters Comparison

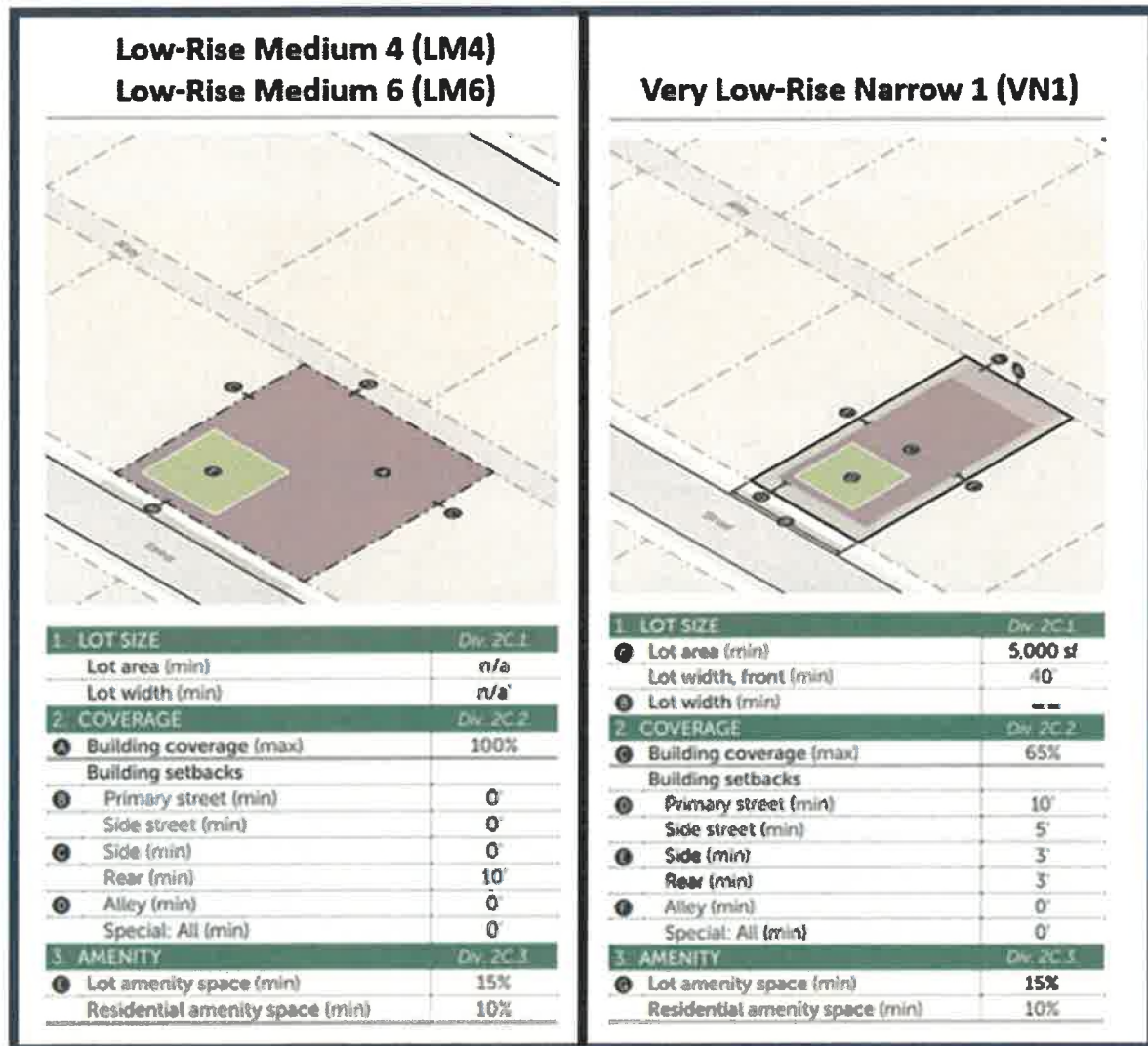


Figure 2.4: Study Area 2 Form District Bulk and Massing Comparison

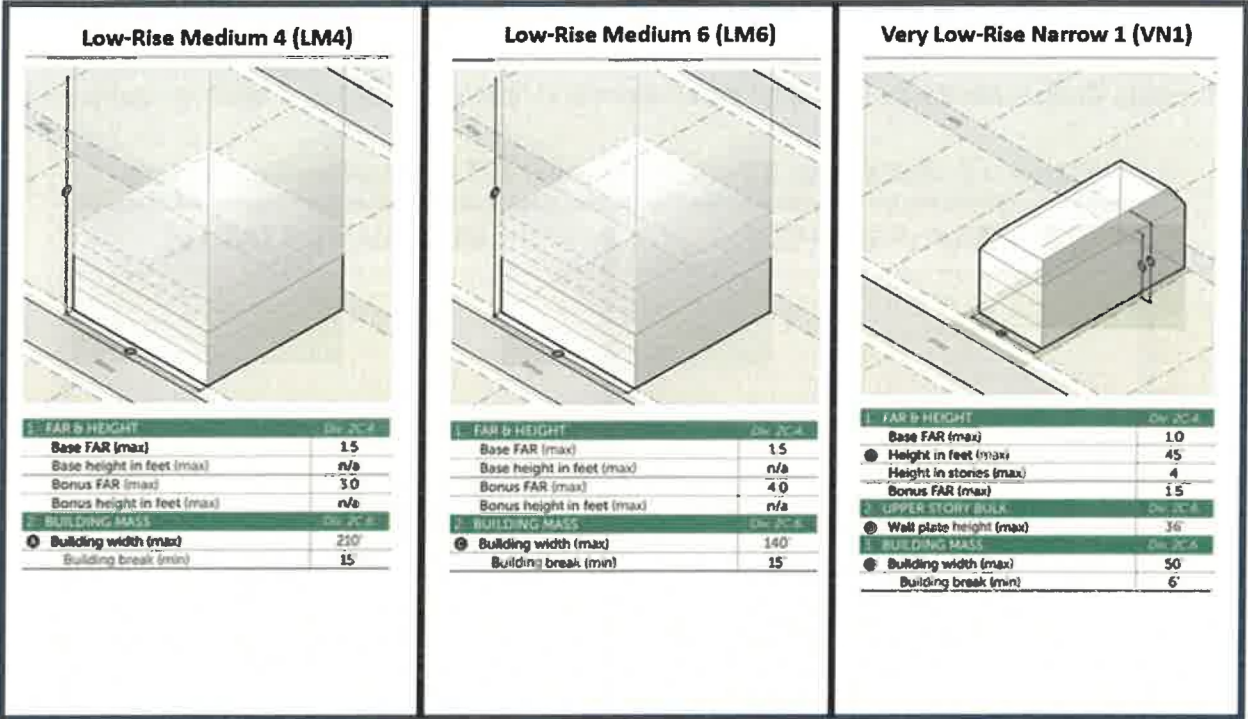
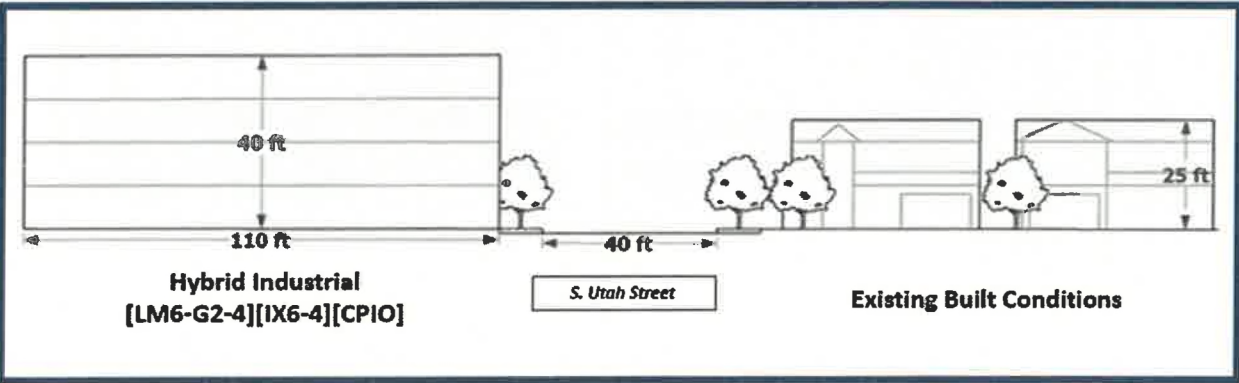


Figure 2.5: Maximum Buildout and Existing Residential Uses Cross Section



Frontage Districts

The General 2 (G2) Frontage District used in combination with the LM4 and LM6 Form Districts in the Hybrid Industrial land uses allow for a wide range of modifications for pedestrian amenity space, moderate transparency requirements, and with entrance spacing standards that ensure a high-quality and appealing pedestrian environment, while providing flexibility for a variety of ground story tenants. The MU3 Frontage District applied to the residential land uses along this stretch of Utah Street share the same transparency requirements, entrance spacing, ground story height and elevations, and frontage planting area, with only slight variations in build-to width minimums in comparison to G2. In addition, G2 includes a pedestrian amenity allowance that allows for pedestrian amenities to count towards the building width requirement, with the intent of

promoting active, human-scale outdoor spaces as an extension of the sidewalk. These standards can help offset potential impacts of taller buildings in the Hybrid Industrial land uses in Study Area 2 that utilize Bonus FARs in the LM4 and LM6 Form Districts. Figures 2.6 and 2.7 contain the Frontage District standards for the lot parameters and facades for G2 and MU3 for comparison.

Figure 2.6: Study Area 2 Frontage District Lot Parameters Comparison

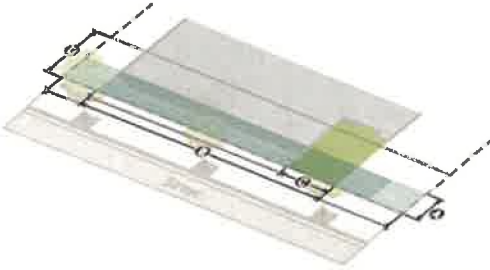
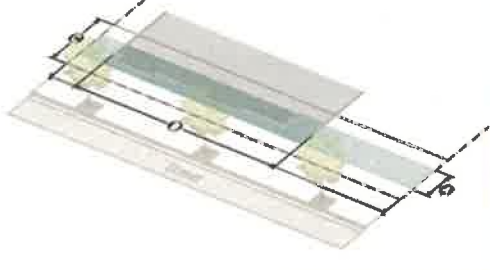


| General 2 (G2) | | | Multi-Unit 3 (MU3) | | |
|---|--|-----------|--|--|--|
|  | | |  | | |
| | | Primary | Side | | |
| BUILD-TO | | Div. 3C.1 | | BUILD-TO | |
| Applicable stories (min) | | 1 | 1 | Applicable stories (min) | |
| 1 Build-to depth (max) | | 10' | 15' | 1 Build-to depth (max) | |
| 2 Build-to width (min) | | 70% | 40% | 2 Build-to width (min) | |
| 3 Pedestrian amenity allowance (max) | | 20% | 5% | 3 Pedestrian amenity allowance (max) | |
| PARKING | | Div. 3C.2 | | PARKING | |
| 4 Parking setback (min) | | 20' | 5' | 4 Parking setback (min) | |
| LANDSCAPING | | Div. 3C.3 | | LANDSCAPING | |
| Frontage planting area (min) | | 30% | 30% | Frontage planting area (min) | |
| Frontage yard fence & wall type allowed: | | A2 | A2 | Frontage yard fence & wall type allowed: | |

Figure 2.7: Study Area 2 Frontage District Facade Regulations Comparison

| General 2 (G2) | | | | Multi-Unit 3 (MU3) | | | |
|---|----------------------------------|-----------|--------|--|----------------------------------|-----------|--------|
|  | | | |  | | | |
| | | Primary | Side | | | Primary | Side |
| TRANSPARENCY | | Div. 3C.4 | | TRANSPARENCY | | Div. 3C.4 | |
| Transparent area | | | | Transparent area | | | |
| A | Ground story (min) | 40% | 30% | A | Ground story (min) | 30% | 20% |
| B | Upper stories (min) | 20% | 20% | B | Upper stories (min) | 20% | 20% |
| C | Active wall spacing (max) | 20' | 30' | C | Active wall spacing (max) | 20' | 30' |
| ENTRANCES | | Div. 3C.5 | | ENTRANCES | | Div. 3C.5 | |
| D | Street-facing entrance | Required | n/a | D | Street-facing entrance | Required | n/a |
| E | Entrance spacing (max) | 50' | 100' | E | Entrance spacing (max) | 50' | 100' |
| Required entry feature | | No | No | Required entry feature | | No | No |
| GROUND STORY | | Div. 3C.6 | | GROUND STORY | | Div. 3C.6 | |
| F | Ground story height (min) | | | F | Ground story height (min) | | |
| | Residential | 10' | 10' | | Residential | 10' | 10' |
| | Nonresidential | 12' | 12' | | Nonresidential | 12' | 12' |
| G | Ground floor elevation (min/max) | | | G | Ground floor elevation (min/max) | | |
| | Residential | -2'/5" | -2'/5" | | Residential | -2'/5" | -2'/5" |
| | Nonresidential | -2'/5" | -2'/5" | | Nonresidential | -2'/2" | -2'/2" |

Study Area 3: Properties fronting Clarence Street between 3rd Street and Inez Street

Clarence Street in Study Area 3 is a relatively narrow street that divides existing industrial uses on the west side of the street and existing residential uses on the east side of the street. The General Plan Land Use designation and corresponding zone strings for this area with Medium Residential, Neighborhood Residential and Low Neighborhood Residential land use designations on the existing residential side of Clarence Street, support the continuation of these uses which have housed lower-income Boyle Heights residents for decades (see Figure 3.1). This stretch of Clarence Street is also home to the Las Casitas development (see Figure 3.2.1), and just south of that development, are the Pico Gardens public housing development (see Figure 3.2.2) both of which are HACLA owned. Both existing developments are lower scale, multi-unit and townhome style units, and contain the Aliso Pico Recreation Center and other public facilities. Along the existing industrial side of Clarence Street, the Hybrid Industrial land use designation would continue to allow for a mixture of light industrial, commercial and residential uses. Existing uses are a mix of food processing, warehousing and distribution, creative and studio space, and other small scale light manufacturing related uses. There are also approximately three low scale single-unit housing units and a local convenience store located amongst the existing industrial uses across from La Casitas (see Figure 3.2.1).

Figure 3.1: Planned General Plan Land Use and Zoning

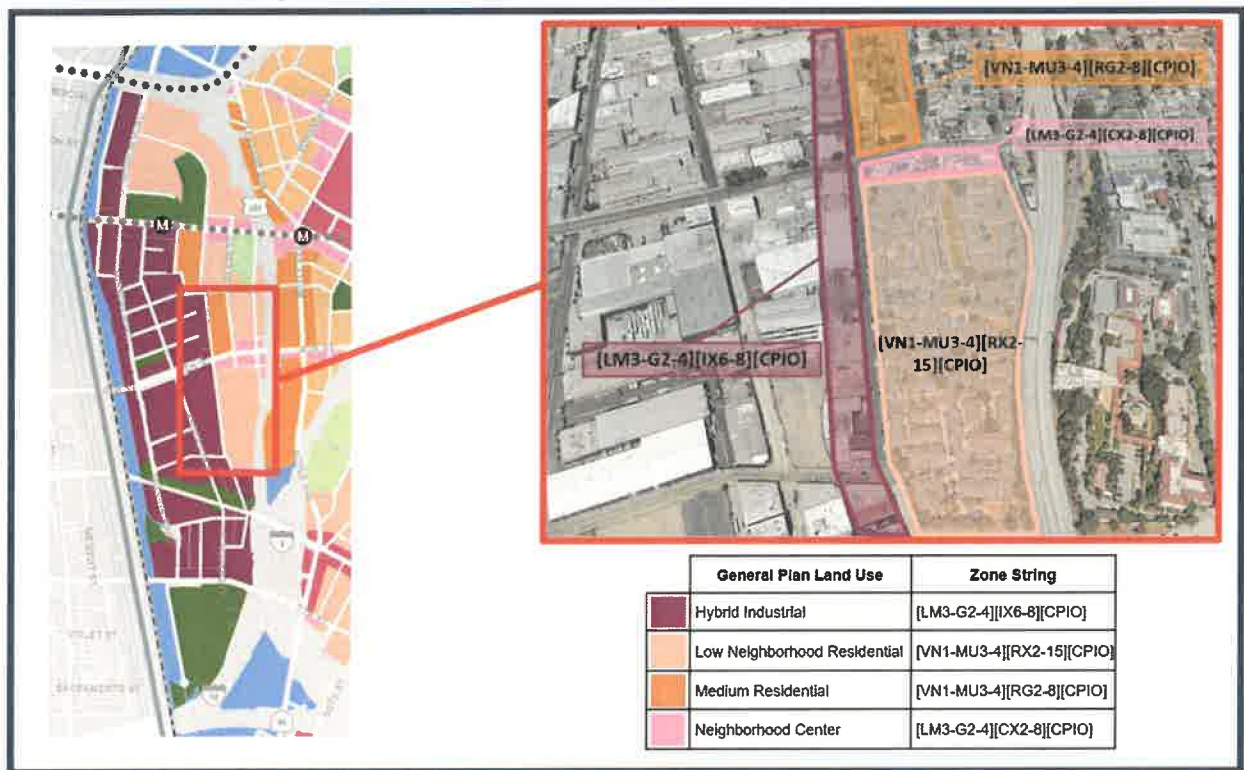


Figure 3.2.1: Study Area 3 Aerial View (Las Casitas)
S. Clarence Street between E. 3rd Street and E. 4th Street



Figure 3.2.2: Study Area 3 Aerial View (Pico Gardens)
S. Clarence Street between E. 4th Street and Inez Street



Form Districts

As noted earlier, the VN1 Form District assigned to the residential land uses where Las Casitas and Pico Gardens are located, would allow for similar lower scale development patterns to those found today on the public housing sites. The LM3 Form District in the Hybrid Industrial along Clarence Street contains a base height limit of two stories with a bonus maximum of four stories, including 10 foot step-back requirements starting after the second floor. Street step-backs recess the massing of buildings by pushing back upper stories from the lower stories and the street. This in effect reduces the perceived bulk and mass of buildings along facades to ensure that the height along the street is appropriate to its neighboring context, while still allowing for additional building height. The inclusion of LM3 along this particular narrow stretch of Clarence Street is crucial in

promoting compatibility between potential larger industrial and commercial developments and abutting existing lower scale residential uses. LM3 is also assigned to the Neighborhood Center land uses on the Pico Gardens property along 4th Street, east of Clarence Street, which currently contains administrative and educational facilities related to Pico Gardens (the area shaded in pink in Figure 3.1). In addition, similar to LM6, LM3 regulates new developments to maximum building widths and breaks but with a lower FAR, increasing compatibility in terms of scale between residential and non-residential uses. Figures 3.3 and 3.4 show the applicable LM3 and VN1 standards applied in Study Area 3. Figure 3.5 depicts a cross section of the potential maximum buildout of Hybrid Industrial land uses in comparison to the existing residential uses along Clarence Street.

Figure 3.3: Study Area 3 Form District Lot Parameters Comparison


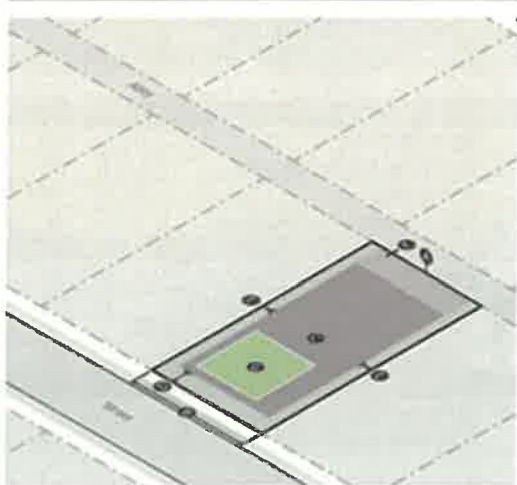
| Low-Rise Medium 3 (LM3) | | Very Low-Rise Narrow 1 (VN1) | |
|--|------|---|----------|
|  | |  | |
| 1. LOT SIZE | | 1. LOT SIZE | |
| Div. 2C.1. | | Div. 2C.1. | |
| Ⓐ Lot area (min) | n/a | Ⓐ Lot area (min) | 5,000 sf |
| Ⓑ Lot width (min) | n/a | Ⓑ Lot width, front (min) | 40' |
| 2. COVERAGE | | 2. COVERAGE | |
| Div. 2C.2. | | Div. 2C.2. | |
| Ⓒ Building coverage (max) | 100% | Ⓒ Building coverage (max) | 65% |
| Building setbacks | | Building setbacks | |
| Ⓓ Primary street (min) | 0' | Ⓓ Primary street (min) | 10' |
| Side street (min) | 0' | Side street (min) | 5' |
| Ⓔ Side (min) | 0' | Ⓔ Side (min) | 3' |
| Rear (min) | 10' | Rear (min) | 3' |
| Ⓕ Alley (min) | 0' | Ⓕ Alley (min) | 0' |
| Special: All (min) | 0' | Special: All (min) | 0' |
| 3. AMENITY | | 3. AMENITY | |
| Div. 2C.3. | | Div. 2C.3. | |
| Ⓖ Lot amenity space (min) | 15% | Ⓖ Lot amenity space (min) | 15% |
| Residential amenity space (min) | 10% | Residential amenity space (min) | 10% |

Figure 3.4: Study Area 3 Form District Bulk and Massing Comparison

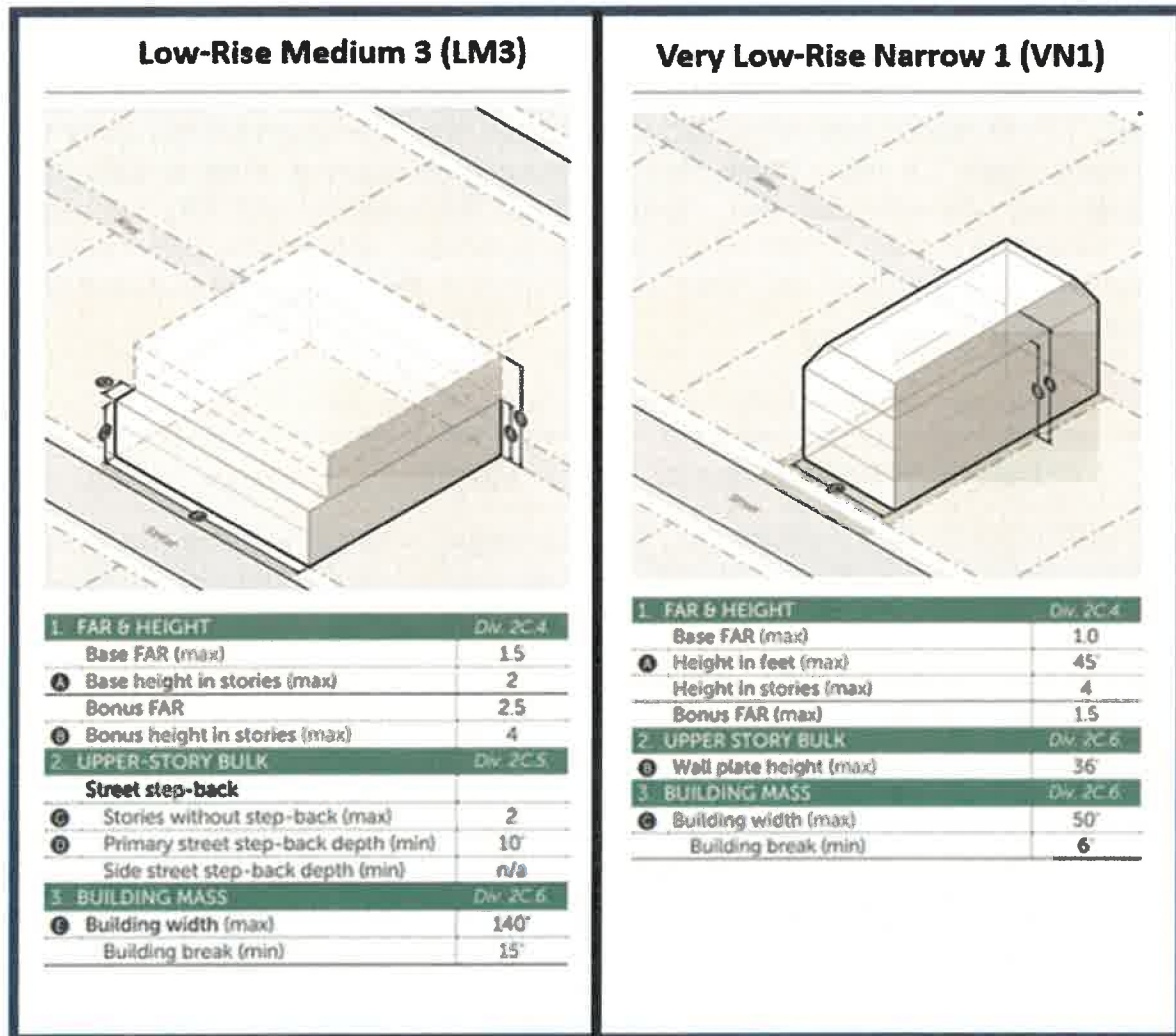
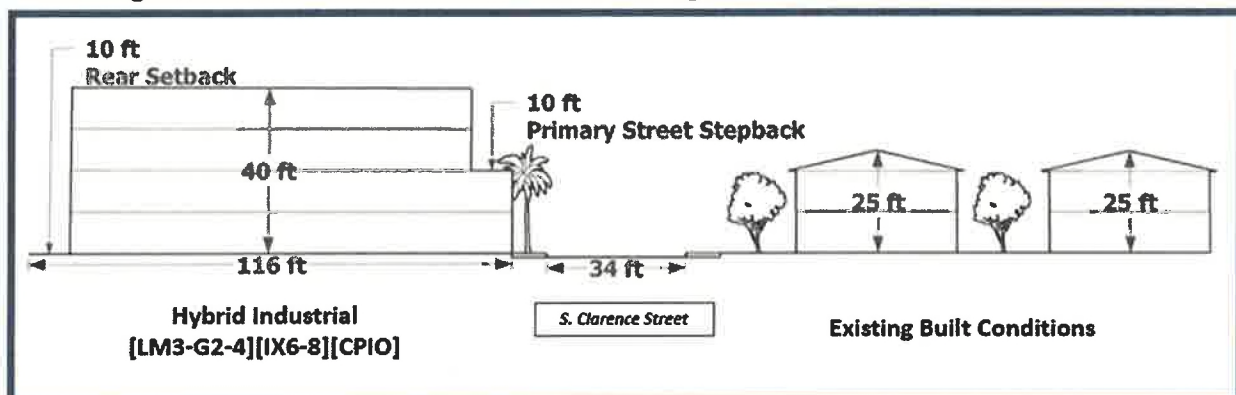


Figure 3.5: Maximum Buildout and Existing Residential Uses Cross Section



Frontage Districts

The LM3 Form District in conjunction with the G2 Frontage District on the Hybrid Industrial side of Clarence Street enables a more compatible transition between both hybrid industrial and residential uses. The MU3 Frontage District applied to the residential land uses along Clarence Street supports the continued focus on pedestrian friendly and thoughtfully scaled developments in areas where Hybrid Industrial and residential uses interface. As previously mentioned, MU3 shares similar requirements, such as transparency and ground story height and elevation as G2, with only slight variations. Figures 3.6 and 3.7 show the Frontage District standards for the lot parameters and facades for G2 and MU3.

Figure 3.6: Study Area 3 Frontage District Lot Parameters Comparison

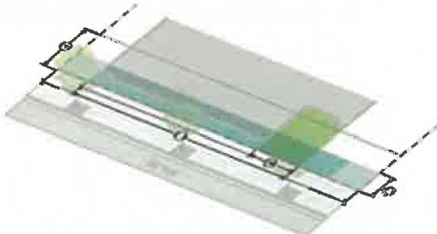
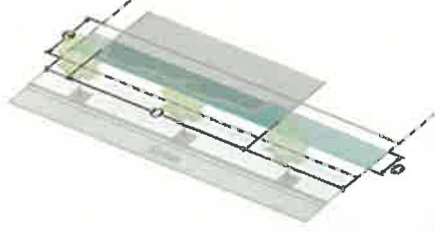

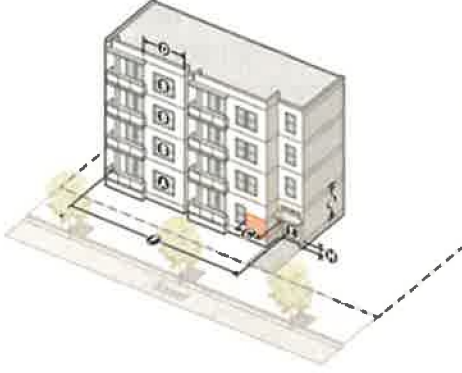
| General 2 (G2) | | | Multi-Unit 3 (MU3) | | |
|--|-----|-----|---|-----|-----|
|  | | |  | | |
| BUILD-TO <small>Dw 3C.1</small> | | | BUILD-TO <small>Dw 3C.1</small> | | |
| Applicable stories (min) | 1 | 1 | Applicable stories (min) | 1 | 1 |
| Ⓐ Build-to depth (max) | 10' | 15' | Ⓐ Build-to depth (max) | 10' | 15' |
| Ⓑ Build-to width (min) | 70% | 40% | Ⓑ Build-to width (min) | 60% | 40% |
| Ⓒ Pedestrian amenity allowance (max) | 20% | 5% | Pedestrian amenity allowance (max) | n/a | n/a |
| PARKING <small>Dw 3C.2</small> | | | PARKING <small>Dw 3C.2</small> | | |
| Ⓓ Parking setback (min) | 20' | 5' | Ⓓ Parking setback (min) | 20' | 5' |
| LANDSCAPING <small>Dw 3C.3</small> | | | LANDSCAPING <small>Dw 3C.3</small> | | |
| Frontage planting area (min) | 30% | 30% | Frontage planting area (min) | 30% | 30% |
| Frontage yard fence & wall type allowed: | A2 | A2 | Frontage yard fence & wall type allowed: | A3 | A3 |

Figure 3.7: Study Area 3 Frontage District Facade Regulations Comparison

| General 2 (G2) | | | | Multi-Unit 3 (MU3) | | | |
|---|--|-----------|---------|--|--|-----------|---------|
|  | | | |  | | | |
| | | Primary | Side | | | Primary | Side |
| TRANSPARENCY | | Div. 3C.4 | | TRANSPARENCY | | Div. 3C.4 | |
| Transparent area | | | | Transparent area | | | |
| ● Ground story (min) | | 40% | 30% | ● Ground story (min) | | 30% | 20% |
| ● Upper stories (min) | | 20% | 20% | ● Upper stories (min) | | 20% | 20% |
| ● Active wall spacing (max) | | 20' | 30' | ● Active wall spacing (max) | | 20' | 30' |
| ENTRANCES | | Div. 3C.5 | | ENTRANCES | | Div. 3C.5 | |
| ● Street-facing entrance | | Required | n/a | ● Street-facing entrance | | Required | n/a |
| ● Entrance spacing (max) | | 50' | 100' | ● Entrance spacing (max) | | 50' | 100' |
| Required entry feature | | No | No | Required entry feature | | No | No |
| GROUND STORY | | Div. 3C.6 | | GROUND STORY | | Div. 3C.6 | |
| ● Ground story height (min) | | | | ● Ground story height (min) | | | |
| Residential | | 10' | 10' | Residential | | 10' | 10' |
| Nonresidential | | 12' | 12' | Nonresidential | | 12' | 12' |
| ● Ground floor elevation (min/max) | | | | ● Ground floor elevation (min/max) | | | |
| Residential | | -2'1/5' | -2'1/5' | Residential | | -2'1/5' | -2'1/5' |
| Nonresidential | | -2'1/5' | -2'1/5' | Nonresidential | | -2'1/2' | -2'1/2' |

Discussion and Recommendations

In applying new corresponding zoning districts, and in the overall development of the BHCPU, careful consideration was given to the relationship between existing and proposed industrial uses that are adjacent to residential uses. Historic development patterns in Boyle Heights have generated a built environment where the intermingling of incompatible land uses is prevalent. This consideration also applies to the development standards that determine building scale and mass. As demonstrated throughout this analysis, the Form, Frontage and Development Standards Districts applied to the Hybrid Industrial land uses in the subject area promote development that aim to provide a more seamless transition between uses, as summarized below:

- The Form Districts applied generally include maximum building widths with building breaks to prevent development of longer buildings that are significantly out of context with their surroundings, while encouraging larger projects to provide open space for pedestrians and recreation.
- The LM3 Form District utilized on the west side of Clarence Street includes height limits and building step-back requirements that create a more compatible scale between buildings along this narrow street that divides low to medium scale residential with Hybrid Industrial uses.
- The Frontage Districts applied to Hybrid Industrial use feature facade characteristics that are flexible enough to apply to a wide range of building typologies and uses, while ensuring that the pedestrian experience at the ground level is also prioritized.
- The MU3 Frontage District assigned to residential areas includes a similar facade treatment to that of Hybrid Industrial uses, but with enhanced tenant privacy features that do not hinder the general intent of promoting pedestrian activity and interaction between new development with the public realm.
- The GW1 Frontage District assigned to Hybrid Industrial land uses along Mission Street hones in on the pedestrian experience through added standards that enhance the connection between public and private spaces.
- Development Standards District 4 applied throughout both residential and Hybrid Industrial areas facilitates and improves pedestrian access and circulation by ensuring that future buildings are highly integrated with the surrounding public realm. Development Standards District 4 promotes pedestrian safety, and frequent physical connections between the public realm and the interior of buildings, and is coupled with automobile access standards intended for areas where walking, bicycling and transit are the prioritized modes of transportation.

The housing crisis has further propelled efforts to dedicate increased potential for residential development, including industrial zones within the River-Adjacent area. Given this priority, the BHCPU aims to mitigate the potential impacts of future manufacturing and industrial related uses through incorporating Clean Up Green Up (CUGU) development standards into the new zoning districts and crafting additional standards that increase compatibility between residential and industrial uses. This analysis provides a more granular look at the interaction between land uses

and how Form and Frontage Districts, in particular, work in concert to further improve the physical connection between users, buildings, a mix of uses, and the public realm. Existing conditions on the ground led to the calibration of height, mass, and scale, to standards that will reduce impacts on adjacent existing and future residential uses, in particular the existing stock of low-to-medium scale public and affordable housing in the subject area. Based on this analysis, it is anticipated that more compatible and consistent development patterns, and facade treatments will appear in new development along areas where lower scale housing and higher scale Hybrid Industrial land uses interface. The New Zoning Code standards are adequate to address potential compatibility conflicts between industrial and residential land uses in the River-adjacent area and no amendments to the BHCPU and New Zoning Code are required or recommended.

Sincerely,



VINCENT P. BERTONI, AICP
Director of Planning

VPB:SB:cw:ug:ap:eg:og

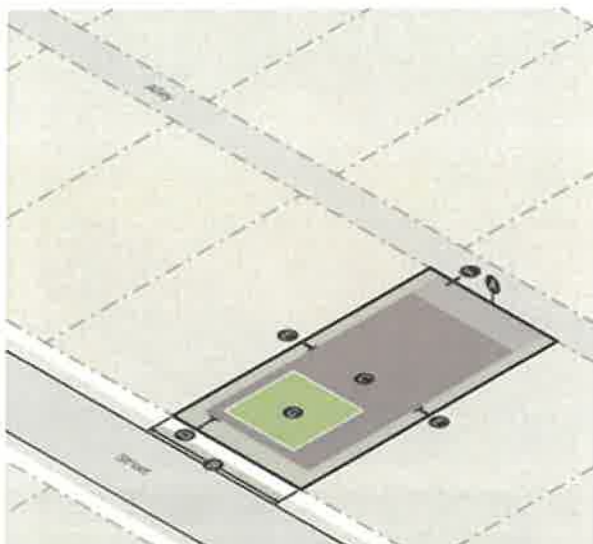
Enclosures

- Appendix A: Form Districts
- Appendix B: Frontage Districts
- Appendix C: Development Standards District 4

Appendix A: Form Districts

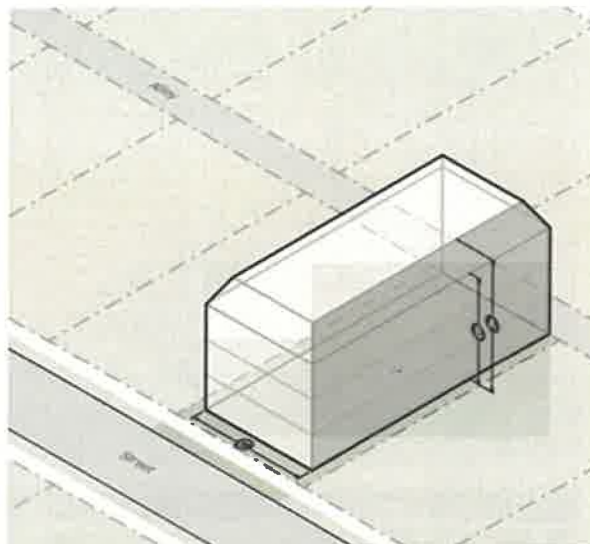
A.1: Very Low-Rise Narrow 1 (VN1)

A. Lot Parameters



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

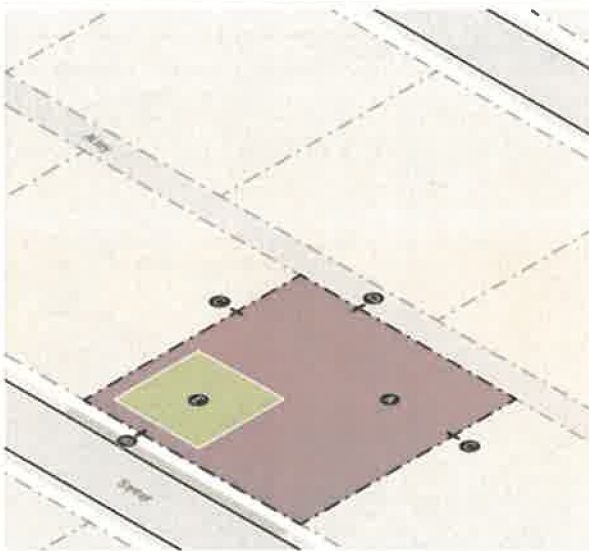
B. Bulk and Mass



| 1. FAR & HEIGHT Div. 2C.4 | |
|--|-----|
| Base FAR (max) | 1.0 |
| A Height in feet (max) | 45' |
| Height in stories (max) | 4 |
| Bonus FAR (max) | 1.5 |
| 2. UPPER STORY BULK Div. 2C.5 | |
| B Wall plate height (max) | 36' |
| 3. BUILDING MASS Div. 2C.6 | |
| C Building width (max) | 50' |
| Building break (min) | 6' |

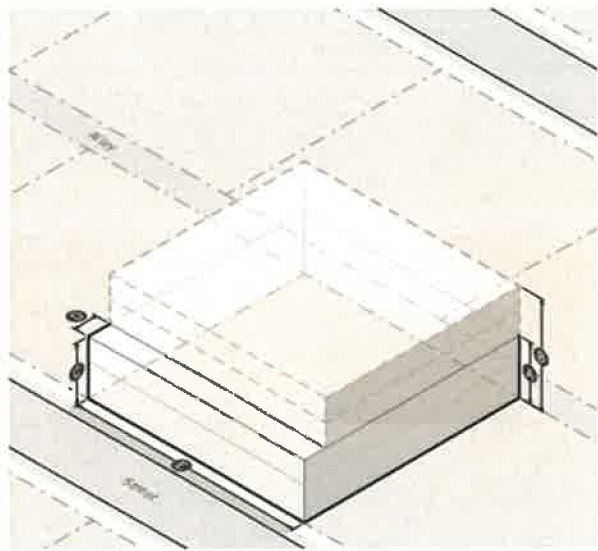
A.2: Low-Rise Medium 3 (LM3)

A. Lot Parameters



| 1. LOT SIZE Div. 2C.1 | |
|------------------------------------|------|
| A Lot area (min) | n/a |
| B Lot width (min) | n/a |
| 2. COVERAGE Div. 2C.2 | |
| C Building coverage (max) | 100% |
| Building setbacks | |
| D Primary street (min) | 0' |
| Side street (min) | 0' |
| E Side (min) | 0' |
| Rear (min) | 10' |
| F Alley (min) | 0' |
| Special: All (min) | 0' |
| 3. AMENITY Div. 2C.3 | |
| G Lot amenity space (min) | 15% |
| Residential amenity space (min) | 10% |

B. Bulk and Mass



| 1. FAR & HEIGHT Div. 2C.4 | |
|--|------|
| Base FAR (max) | 1.5 |
| A Base height in stories (max) | 2 |
| Bonus FAR | 2.5 |
| B Bonus height in stories (max) | 4 |
| 2. UPPER-STORY BULK Div. 2C.5 | |
| Street step-back | |
| C Stories without step-back (max) | 2 |
| D Primary street step-back depth (min) | 10' |
| Side street step-back depth (min) | n/a |
| 3. BUILDING MASS Div. 2C.6 | |
| E Building width (max) | 140' |
| Building break (min) | 15' |

A.3: Low-Rise Medium 4 (LM4)

A. Lot Parameters



| 1. LOT SIZE Div. 2C.1. | |
|-------------------------------------|----------|
| Lot area (min) | 1,000 sf |
| Lot width (min) | 20' |
| 2. COVERAGE Div. 2C.2. | |
| A Building coverage (max) | 100% |
| Building setbacks | |
| B Primary street (min) | 0' |
| Side street (min) | 0' |
| C Side (min) | 0' |
| Rear (min) | 0' |
| D Alley (min) | 0' |
| Special: All (min) | 15' |
| 3. AMENITY Div. 2C.3. | |
| E Lot amenity space (min) | 20% |
| Residential amenity space (min) | 10% |

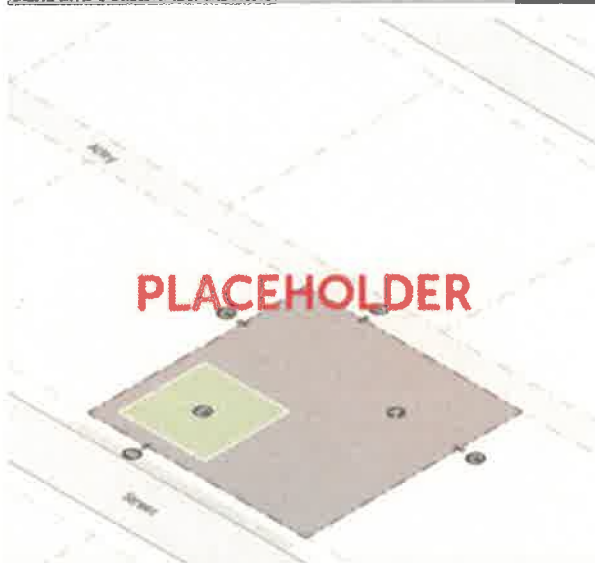
B. Bulk and Mass



| 1. FAR & HEIGHT Div. 2C.4. | |
|---|-----------------|
| FAR (max) | 1.5 |
| A Height (max) | none |
| Bonus FAR (max) | 3.0 |
| 2. UPPER-STORY BULK Div. 2C.5. | |
| Transitional height | |
| Applicability: max allowed height of adjoining district | 36' / 3 stories |
| Street setback (min) | 10' |
| Rear/side setback (min) | 10' |
| 3rd story setback (min) | 20' |
| 3. BUILDING MASS Div. 2C.6. | |
| B Building width (max) | 210' |
| Building break (min) | 15' |

A.4: Low-Rise Medium 6 (LM6)

A. Lot Parameters



| 1. LOT SIZE Div. 2C.1. | |
|-------------------------------------|----------|
| Lot area (min) | 1,000 sf |
| Lot width (min) | 20' |
| 2. COVERAGE Div. 2C.2. | |
| Ⓐ Building coverage (max) | 100% |
| Building setbacks | |
| Ⓑ Primary street (min) | 0' |
| Side street (min) | 0' |
| Ⓒ Side (min) | 0' |
| Rear (min) | 0' |
| Ⓓ Alley (min) | 0' |
| Special: All (min) | 15' |
| 3. AMENITY Div. 2C.3. | |
| Ⓔ Lot amenity space (min) | 20% |
| Residential amenity space (min) | 10% |

B. Bulk and Mass

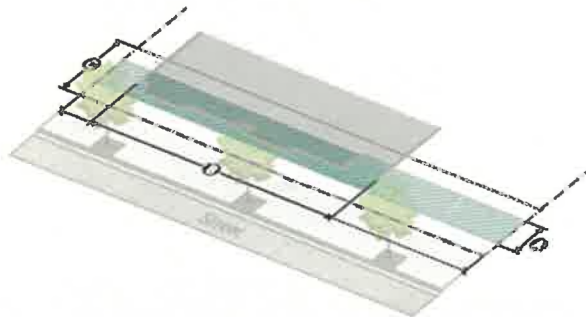


| 1. FAR & HEIGHT Div. 2C.4. | |
|---|----------------|
| FAR (max) | 1.5 |
| Ⓐ Height (max) | none |
| Bonus FAR (max) | 4.0 |
| 2. UPPER-STORY BULK Div. 2C.5. | |
| Transitional height | |
| Applicability: max allowed height of adjoining district | 36'/ 3 stories |
| Street setback (min) | 10' |
| Rear/side setback (min) | 10' |
| 3rd story setback (min) | 20' |
| 6th story setback (min) | 30' |
| 3. BUILDING MASS Div. 2C.6. | |
| Ⓐ Building width (max) | 140' |
| Building break (min) | 15' |

Appendix B: Frontage Districts

B.1: Multi-Unit 3 (MU3)

A. Lot



| | Primary | Side |
|--|---------|------|
| BUILD-TO <i>Div. 3C.1</i> | | |
| Applicable stories (min) | 1 | 1 |
| A Build-to depth (max) | 10' | 15' |
| B Build-to width (min) | 60% | 40% |
| Pedestrian amenity allowance (max) | n/a | n/a |
| PARKING <i>Div. 3C.2</i> | | |
| C Parking setback (min) | 20' | 5' |
| LANDSCAPING <i>Div. 3C.3</i> | | |
| Frontage planting area (min) | 30% | 30% |
| Frontage yard fence & wall type allowed: | A3 | A3 |

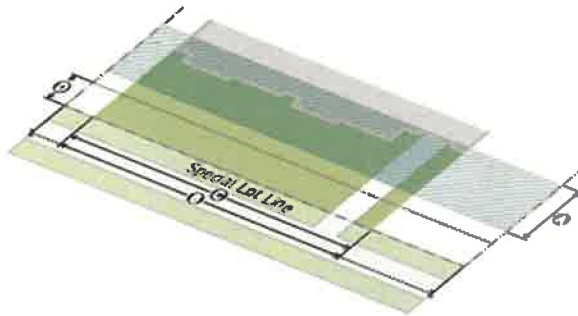
B. Facade



| | Primary | Side |
|---|----------|--------|
| TRANSPARENCY <i>Div. 3C.4</i> | | |
| Transparent area | | |
| A Ground story (min) | 30% | 20% |
| B Upper stories (min) | 20% | 20% |
| C Active wall spacing (max) | 20' | 30' |
| ENTRANCES <i>Div. 3C.5</i> | | |
| D Street-facing entrance | Required | n/a |
| E Entrance spacing (max) | 50' | 100' |
| Required entry feature | No | No |
| GROUND STORY <i>Div. 3C.6</i> | | |
| F Ground story height (min) | | |
| Residential | 10' | 10' |
| Nonresidential | 12' | 12' |
| G Ground floor elevation (min/max) | | |
| Residential | -2'/5' | -2'/5' |
| Nonresidential | -2'/2' | -2'/2' |

B.2: Greenway 1 (GW1)

A. Lot



| | Special | Primary | Side |
|--|-----------|---------|------|
| BUILD-TO | Div. 3C.1 | | |
| Applicable stories (min) | 1 | 1 | 1 |
| Ⓐ Build-to depth (max) | 25' | 25' | 25' |
| Ⓑ Build-to width (min) | 70% | 70% | 40% |
| Ⓒ Pedestrian amenity allowance (max) | 100% | 20% | 5% |
| PARKING | Div. 3C.2 | | |
| Ⓓ Setback (min) | 10' | 5' | 5' |
| LANDSCAPING | Div. 3C.3 | | |
| Frontage planting area (min) | 75% | 30% | 30% |
| Frontage yard fence & wall type allowed: | A3 | A3 | A4 |

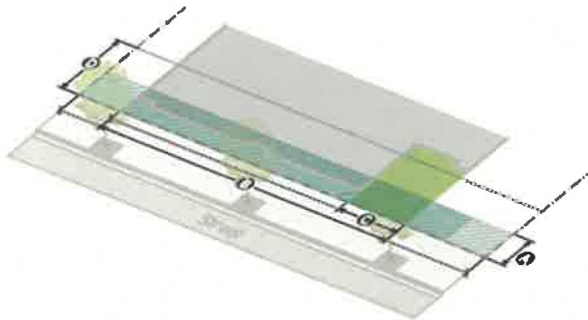
B. Facade



| | Special | Primary | Side |
|----------------------------------|-----------|----------|----------|
| TRANSPARENCY | Div. 3C.4 | | |
| Transparent area | | | |
| Ⓐ Ground story (min) | 20% | 40% | 20% |
| Ⓑ Upper stories (min) | 20% | 20% | 20% |
| Ⓒ Active wall spacing (max) | 30' | 20' | 30' |
| ENTRANCES | Div. 3C.5 | | |
| Ⓓ Street-facing entrance | Required | Required | Required |
| Ⓔ Entrance spacing (max) | 75' | 75' | 100' |
| Entry feature | n/a | n/a | n/a |
| GROUND STORY | Div. 3C.6 | | |
| Ⓐ Ground story height | 14' | 14' | 14' |
| Ground floor elevation (min/max) | -2'/5' | -2'/5' | -2'/5' |

B.3: General 2 (G2)

A. Lot



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

B. Facade



| | Primary | Side |
|---|-----------|--------|
| TRANSPARENCY | Div. 3C.4 | |
| Transparent area | | |
| A Ground story (min) | 40% | 30% |
| B Upper stories (min) | 20% | 20% |
| C Active wall spacing (max) | 20' | 30' |
| ENTRANCES | Div. 3C.5 | |
| D Street-facing entrance | Required | n/a |
| E Entrance spacing (max) | 50' | 100' |
| Required entry feature | No | No |
| GROUND STORY | Div. 3C.6 | |
| F Ground story height (min) | | |
| Residential | 10' | 10' |
| Nonresidential | 12' | 12' |
| G Ground floor elevation (min/max) | | |
| Residential | -2'/5' | -2'/5' |
| Nonresidential | -2'/5' | -2'/5' |

Appendix C: Development Standards District 4

Appendix C.1: District 4

| | | |
|---------------------------------------|-------------|----------|
| PEDESTRIAN ACCESS | Div. 4C.1 | |
| Pedestrian access package | Package 1 | |
| AUTOMOBILE ACCESS | Div. 4C.2 | |
| Automobile access package | Package 1 | |
| AUTOMOBILE PARKING | Div. 4C.4 | |
| Automobile parking stalls | Package A | |
| Change of use parking exemption (max) | n/a | |
| Parking structure design | Primary St. | Side St. |
| Parking Garage | | |
| Ground Story | Wrapped | Wrapped |
| Upper Stories | Screened | Screened |
| Integrated Parking | | |
| Ground Story | Wrapped | Wrapped |
| Upper Stories | Wrapped | Screened |
| SIGNS | Div. 4C.11 | |
| On-site sign regulations | Package 2 | |
| DEVELOPMENT REVIEW | Div. 4C.14 | |
| Development review threshold | Package 1 | |

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

Appendix C.2: Pedestrian Access Package 1

Intended to ensure buildings are highly integrated with the surrounding public realm and promote walking as a safe and convenient mobility option through frequent physical connections between the public realm and the interior of a building and improved porosity through large sites.



| SITE ACCESS | | Sec. 4C11C.2 |
|---|--|--------------|
| Pedestrian accessway type | | Direct |
| Pedestrian accessway spacing (max) | | n/a |
| Distance from street intersection (max) | | n/a |
| THROUGH ACCESS | | Sec. 4C11C.3 |
| Pedestrian passageway | | Required |
| Pedestrian passageway spacing (max) | | 350' |

Appendix C.3: Automobile Access Package 1

Intended for areas where walking, bicycling and transit are the prioritized modes of transportation.

| | Access Lanes |
|-------------------------------|------------------------|
| ACCESS LOCATION | <i>Sec. 4C.21.C.3.</i> |
| Boulevard or Avenue | Limited |
| Collector or Local | Limited |
| NUMBER OF ACCESS LANES | <i>Sec. 4C.21.C.4.</i> |
| Boulevard or Avenue | |
| 0'-400' lot width | 2 |
| > 400' lot width | 4 |
| Collector or Local | |
| 0'-120' lot width | 1 |
| 120'-400' lot width | 2 |
| > 400' lot width | 4 |
| Alley | Unlimited |
| ACCESS LANE WIDTH | <i>Sec. 4C.21.C.5.</i> |
| Boulevard or Avenue (min/max) | 9'/12' |
| Collector or Local (min/max) | 8'/12' |
| DRIVEWAY SEPARATION | <i>Sec. 4C.21.C.6.</i> |
| Boulevard or Avenue | |
| From intersection (min) | 150' |
| From other driveways (min) | 60' |
| Collector or Local | |
| From intersection (min) | 75' |
| From other driveways (min) | 60' |
| DRIVE-THROUGHS | <i>Sec. 4C.21.C.7.</i> |
| Drive-through facilities | Not Allowed |