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September 1, 2026

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:

SUPPLEMENTAL REPORT FOR THE WILMINGTON-HARBOR CITY COMMUNITY PLAN UPDATE; CF 25-0774, CPC-2018-6402-CPU, ENV-2019-3379-EIR AND THE HARBOR GATEWAY COMMUNITY PLAN UPDATE; CF 25-0775, CPC-2018-6404-CPU, ENV-2019-3379-EIR

At its meeting on September 9, 2025, the Los Angeles City Council (City Council) voted unanimously to approve the Wilmington-Harbor City Community Plan Update and the Harbor Gateway Community Plan Update (Harbor LA Community Plans). The City Council also adopted the following actions requesting draft ordinances implementing the Harbor LA Community Plans be transmitted by the City Attorney's Office and the Department of City Planning (City Planning) to the Council file for the City Council's consideration and adoption:

"9. REQUEST the City Attorney to prepare and present the following ordinances for the City Council adoption:

- a. The proposed Chapter 1A Zoning Code ordinance, located in the document identified as "Exhibit E1: Ordinance Amending Chapter 1A of the LAMC", dated April 20, 2023; and, the proposed Chapter 1 A Zoning Code Maps, located in the document identified as "Exhibit E2: Zoning Code Maps", dated February 8, 2024; attached to the Council file.
 - i. *Include amendments identified in said Director of Planning Technical Memo to PLUM, attached to the Council file, inclusive of the Live-Work Neighborhood (IX6) Use District as prepared by the Harbor LA Community Plans, as detailed in Appendix I to supersede the previously presented version of the IX6 Use*

District as introduced by the Boyle Heights Community Plan Update (Council file No. 23-0861), and to all concurrent form and legality review.

- ii. If the Council adopts a citywide ordinance banning oil wells during the form and legality review process for the Harbor zoning ordinances, then the City Attorney is further requested to revise the Harbor zoning ordinances accordingly to align with the citywide ordinance.*
 - b. The proposed Hazardous Sites Map, as shown in the document identified as "Exhibit D2: Hazardous Sites Map", dated February 8, 2024, attached to the Council file.*
 - c. The proposed Conservation District and Individual Historic Resources Supplemental District and Map, as shown in the document identified as "Exhibit D3: Protected Historic Resources: Conservation District and Individual Historic Resources Map", dated February 8, 2024, attached to the Council file.*
 - d. The proposed Harbor Gateway Local Affordable Housing Map, as shown in the document identified as "Exhibit D4: Local Affordable Housing Map", dated February 8, 2024, attached to the Council file.*
- 10. CONSIDER the proposed Ordinance dated February 8, 2024, attached to the Council file, amending Section 12.04 of the LAMC effectuating Zoning District Changes in the Harbor Gateway Community Plan Area; and, INSTRUCT the DCP to transmit the ordinance, with the following modifications, back to the City Council to be considered for adoption when the ordinances are considered at City Council:*

Amend the Zoning Map to change the areas identified in the Director of Planning Technical Memo to PLUM, attached to the Council file.”¹

This report includes: 1) recommended modifications to the proposed ordinance amending Chapter 1A of the LAMC (New Zoning Code) in action item 9.a., above, for City Council consideration, and 2) recommended modifications to the draft Zoning Code Maps in action item 10, above, for Council consideration; and 3) modifications to the requested actions in items 9.b., 9.c., and 9.d, above. These recommended modifications are intended to align the ordinances for the Wilmington-Harbor City Community Plan Update and the Harbor Gateway Community Plan Update with zoning provisions already established in the operative New Zoning Code; and to ensure that provisions are clear and unambiguous.

Items 5.19.1. and 14.2.1. of this report recommend minor modifications to the definitions of Electric Vehicle Charging Facilities. These modifications do not impact the analysis or findings within the file titled “Report from Department of City Planning - Chapter 1A EV Report” and posted to Council File 23-0861 on 5/26/2026.

¹ The quoted actions are for Council File 25-0775, available in full at the following url: https://cityclerk.lacity.org/online/docs/2025/25-0775_rpt_PLUM_s_08-26-25.pdf. The actions for Council File 25-0774 were substantively the same but specific for that Community Plan Area and also included an additional action under item 9 that is not proposed for modification. See Action items 9 and 10 from https://cityclerk.lacity.org/online/docs/2025/25-0774_rpt_PLUM_s_08-26-25.pdf for more details.

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I. Technical Modifications to Ordinance Amending Chapter 1A of the LAMC for Council Consideration

City Planning recommends the following modifications to the proposed ordinance amending Chapter 1A of the LAMC (New Zoning Code) in Council's action item 9.a., listed above, be made by the City Attorney's Office in Form & Legality review for City Council consideration. The modifications are intended to note that the text shown may also reflect non-substantive changes from the City Planning Commission (CPC) recommended draft as a result of consistency edits during the on-going Form & Legality process.

Modifications to the proposed ordinance are organized by code Section with additions indicated by underlined text and deletions indicated by ~~strike through~~. Where the text, "[Graphic]" is shown, no modifications are proposed to be made to the graphic included in the referenced Section.

Article 1. (Introductory Provisions)

1.1. Sec. 1.5.18. (Major Transit Stop Area Map)

- 1.1.1. Recommend that the Director have the authority to update the Major Transit Stop Area Map to include areas newly zoned with Chapter 1A and any newly annexed territory.

Amend Subsection C. (Amendments), of Sec. 1.5.18. (Major Transit Stop Area Map), of Division 1.5. (Zoning Code Maps), of Article 1 (Introductory Provisions) of the LAMC Chapter 1A as follows:

C. Amendments

The *Director* shall *prepare* and publish the *Major Transit Stop Area Map* upon the adoption of this Section (Major Transit Stop Area Map) pursuant to the terms of this Section (Major Transit Stop Area Map). Thereafter, the *Director* shall be authorized to amend the map on an annual basis in order to align with updates to transit service and planned transit lines and headways. The *Director* shall have authority at any time to amend the *Major Transit Stop Area Map* to correct errors, include areas newly zoned with Chapter 1A, and include any newly annexed territory, provided all other requirements of this Section (Major Transit Stop Area Map) are met. Any other amendments to the *Major Transit Stop Area Map* shall be pursuant to Sec. 13B.1.3. (Zoning Code Amendment).

1.2. Sec. 1.5.19. (Freeway Adjacency Map)

- 1.2.1. Recommend that the Director have the authority to update the Major Transit Stop Area Map to include areas newly zoned with Chapter 1A and any newly annexed territory.

Amend Subsection C. (Amendments), of Sec. 1.5.19. (Freeway Adjacency Map), of Division 1.5. (Zoning Code Maps), of Article 1 (Introductory Provisions) of the LAMC Chapter 1A as follows:

C. Amendments

~~The *Freeway Adjacency Map* shall only be revised pursuant to Sec. 13B.1.3. (Zoning Code Amendment).~~

The *Director* shall have authority at any time to amend the *Freeway Adjacency Map* to correct errors, include areas newly zoned with Chapter 1A, and include any newly annexed territory, provided all other requirements of this Section (Freeway Adjacency Map) are met. Any other amendments to the *Major Transit Stop Area Map* shall be pursuant to Sec. 13B.1.3. (Zoning Code Amendment).

1.3. Sec. 1.5.20. (Hazardous Sites Map)

- 1.3.1. Recommend removal of the Hazardous Sites Map as the Environmental Protection Measures (EPM) handbook's hazardous materials standards meet the intent of the hazardous materials map introduced by the Harbor LA Community Plans. City Planning recommends that the EPM handbook be amended, pursuant to Sec. 4C.13.1. (Environmental Protection Measures) of Chapter 1A of the LAMC, to add the Harbor Gateway Community Plan Area and the Wilmington-Harbor City Community Plan Area Border Zone Property dataset, which will be mapped on ZIMAS alongside the other hazardous materials standards sites referenced in the HM1-2 (Environmental Site Assessment(s)) standard of the Chapter 1A EPM handbook. See proposed Recommended Actions related to the EPM Measure.

Section 1.5.20. (Hazardous Sites Map), of Division 1.5. (Zoning Code Maps), of Article 1 (Introductory Provisions) of Chapter 1A of the LAMC shall be removed in its entirety from the draft ordinance amending Chapter 1A:

~~SEC. 1.5.20. Hazardous Sites Map~~

~~A. Applicability~~

~~The Hazardous Sites Map identifies lots with potential or known hazards which are subject to additional regulations intended to address the specific nature of development activities in hazardous sites. These additional regulations are outlined in this Zoning Code (Chapter 1A) and are applicable by reference to this Zoning Code Map.~~

~~B. Boundaries~~

~~Any land designated, using the Department of Public Works, Bureau of Engineering land base dataset, as any of the following designations in the Hazardous Sites Map.~~

~~1. Potentially Contaminated Soils~~

~~Areas with potential contamination and *parcels* formally designated as brownfields, Hazardous Waste Areas, Border Zone Properties, or superfund *sites* as identified by Envirostor, CalGEM, Cortese List Data Resources, National Registry, or other registries from a *public agency*.~~

~~2. Contaminated Soils~~

~~Areas with known contamination and *parcels* formally designated as brownfields, Hazardous Waste Areas, Border Zone Properties, or superfund *sites* as identified by Envirostor, CalGEM, National Registry and Cortese List Data Resources.~~

~~C. Amendments~~

~~This map is intended to reflect the most current hazardous *sites* information provided by responsible agencies in place that are responsible for protecting the public from hazardous conditions. The Hazardous *Sites* Map will be updated as the identified datasets are updated and published by the responsible agencies.~~

Article 2. (Form)

2.1. Sec. 2A.1.4. (Form District Naming Convention)

- 2.1.1. Recommend modification for consistency between the FAR ranges described within Sec. 2A.1.4. (Form District Naming Convention) and the FAR range within the Large Lot Form Districts.

Amend Subsection B. (Large Lot Form Districts) of Sec. 2A.1.4. (Form District Naming Convention) of Division 2A.1. (Orientation) of Part 2A. (Introduction) of Article 2. (Form) of Chapter 1A of the Los Angeles Municipal Code as follows:

B. Large Lot Form Districts

Large Lot Form Districts establish substantial minimum *lot* size requirements that range from 10,000 square feet up to five acres in order to control the intensity of land *development*. Through the application of *building coverage* limitations set at 40 percent or less and *floor area ratio* maximums between 0.10 and ~~0.35~~ 0.40, these districts restrict the total buildable area to ensure that the majority of *lot area* is preserved for *yards*, open space, or *agricultural uses*.

2.2. Div. 2B.2. (Large Lot Form Districts)

- 2.2.1. Recommend modification for consistency between the Large Lot Form District description and the FAR ranges within the Large Lot Form Districts.

Amend the first unnumbered paragraph of Division 2B.2. (Large Lot Form Districts) of Part 2B. (Form Districts) of Article 2. (Form) of Chapter 1A of the Los Angeles Municipal Code as follows:

Pursuant to Sec. 2A.1.4. (Form District Naming Convention), each Large Lot Form District has a maximum *FAR* ranging from 0.10 to ~~0.35~~ 0.40, and a minimum *lot* size ranging from 10,000 square feet to five acres. Any references to Chapter 1A Estate or Estate Scale Form Districts from the *General Plan* shall be interpreted as referring to Large Lot Form Districts.

2.3. Sec. 2B.2.3. (Large Lot 3)

- 2.3.1. Recommend modification to update the lot amenity space minimum, and building setback side, side, interior, rear, and special all minimums for consistency with setbacks applied to all Large Lot Form Districts.

Amend Paragraph 2. (Coverage) and Paragraph 3. (Amenity) of Subsection A. (Lot Parameters) in Section 2B.2.3. (Large Lot 3) as follows:

2. COVERAGE		Div. 2C.2.
	Building coverage (max)	35%
	Building setbacks	
	Primary street (min)	25'
	Side street (min)	15'
	Side (min)	40' 4'
	Rear (min)	40' 4'
	Alley (min)	3'
	Special: All (min)	2' 15'
	Interior (min)	40' 5'
3. AMENITY		Div. 2C.3.
	Lot amenity space (min)	45% <u>20%</u>
	Required at grade (min)	100%
	Residential amenity space (min)	10%

2.4. Div. 2B.3. (House Form Districts)

- 2.4.1. Recommend modification for consistency between the House Form District description and the FAR range within the House Form Districts.

Amend the first unnumbered paragraph of Division 2B.3. of Part 2B. of Article 2. of Chapter 1A of the Los Angeles Municipal Code to read as follows:

Pursuant to Sec. 2A.1.4. (Form District Naming Convention), each House Form District has a maximum *FAR* ranging from ~~0.45~~ 0.35 to 1.0, a maximum *building width* ranging from 50 to 100 feet, and a maximum *height in feet* up to 45 feet.

2.5. Sec. 2B.3.1. (House 1 (H1))

- 2.5.1. Recommend a modification to revise the special lot line minimum building setback from 5' to 6' for consistency with other House Form Districts.

Amend the "Special: All (min)" specification of the Building setback standard in paragraph 2. (Coverage) of Subsection A. (Lot Parameters) of Section 2B.3.1. (House 1 (H1)) as follows:

	Special: All (min)	5' 6'
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2.6. Sec. 2B.3.2. (House 2 (H2))

- 2.6.1. Recommend a modification to revise the *special lot line* minimum *building setback* from 5' to 6' for consistency with other House Form Districts.

Amend the "Special: All (min)" standard specification in paragraph 2. (Coverage) of Subsection A. (Lot Parameters) of Section 2B.3.2. (House 2 (H2)) as follows:

	Special: All (min)	5' 6'
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2.7. Div. 2B.4. (Very Low-Rise Narrow Form Districts)

- 2.7.1. Recommend changing the FAR range to be consistent with State Senate Bill 478 which requires a minimum of 1.0 FAR for a lot that can build three dwelling units.

Amend the first unnumbered paragraph of Division 2B.4. (Very Low-Rise Narrow Form Districts) of Part 2B. (Form Districts) of Article 2. (Form) as follows:

Pursuant to Sec. 2A.1.4. (Form District Naming Convention), each Very Low-Rise Narrow Form District has a maximum *FAR* ranging from ~~0.6~~ 1.0 to 1.5, and a maximum *building width* ranging from 25 to 75 feet.

2.8. Sec. 2B.4.2. (Very Low-Rise Narrow 2 (VN2))

- 2.8.1. Recommend a modification to update minimum lot width from 30' to 25' for consistency with other Very Low-Rise Narrow Form Districts.

Amend the "lot width (min)" standard specification in Paragraph 1. (Lot Size) of Subsection A. (Lot Parameters) of Section 2B.4.2. (Very Low-Rise Narrow 2 (VN2)) as follows:

	Lot width (min)	30' 25'
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- 2.8.2. Recommend a modification to revise Special: All minimum lot line setback from 5' to 6' to be consistent with the other Very Low-Rise Narrow Form Districts.

Amend the "Special: All (min)" standard specification in paragraph 2. (Coverage) of Subsection A. (Lot Parameters) of Section 2B.4.2. (Very Low-Rise Narrow 2 (VN2)) as follows:

	Special: All (min)	<u>5' 6'</u>
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2.9. Sec. 2B.4.3. (Very Low-Rise Narrow 3 (VN3))

- 2.9.1. Recommend a modification to update the minimum lot width from 30' to 25' for consistency with other Very Low-Rise Narrow Form Districts.

Amend the "lot width (min)" standard specification in paragraph 1. (Lot Size) of Subsection A. (Lot Parameters) of Section 2B.4.3. (Very Low-Rise Narrow 3 (VN3)) as follows:

	Lot width (min)	30' <u>25'</u>
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- 2.9.2. Recommend a modification to revise the special lot line minimum building setback from 5' to 6' for consistency with the Very Low-Rise Narrow Form Districts.

Amend the "Special: All (min)" standard specification in paragraph 2. (Coverage) of Subsection A. (Lot Parameters) of Section 2B.4.3. (Very Low-Rise Narrow 3 (VN3)) as follows:

	Special: All (min)	<u>5' 6'</u>
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- 2.9.3. Recommend a modification to the "height in stories (max)" standard specification for consistency in Very Low-Rise Narrow Form Districts.

Amend the "Height in stories (max)" standard specification in paragraph 1. (FAR & Height) of Subsection B. (Bulk & Mass) of Section 2B.4.3. (Very Low-Rise Narrow 3 (VN3)) as follows:

	Height in stories (max)	None <u>3</u>
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- 2.9.4. Recommend a modification to revise the special lot line minimum building setback from 5' to 6' for consistency with Very-Low Rise Form Districts.

Amend the “Special: All (min)” standard specification in paragraph 2. (Coverage) of Subsection A. (Lot Parameters) of Section 2B.4.3. (Very-Low-Rise 3 (VN3)) as follows:

	Special: All (min)	5' <u>6'</u>
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2.10. Sec. 2B.8.2. (Low-Rise Narrow 2 (LN2))

- 2.10.1. Recommend a modification to update the minimum lot width from 30' to 25' for consistency with other Low-Rise Narrow Form Districts.

Amend the “lot width (min)” standard specification in paragraph 1. (Lot Size) of Subsection A. (Lot Parameters), of Section 2B.8.2. (Low-Rise Narrow 2 (LN2)) as follows:

	Lot width (min)	30' <u>25'</u>
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- 2.10.2. Recommend modifications to building setbacks for consistency with other Low-Rise Narrow Form District setbacks.

Amend Paragraph 2. (Coverage), of Subsection A. (Lot Parameters), of Section 2B.8.2. (Low-Rise Narrow 2 (LN2)), of as follows:

2. COVERAGE		Div. 2C.2.
	Building coverage (max)	60%
	Building setbacks	
	Primary street (min)	10'
	Side street (min)	3' <u>4'</u>
	Side (min)	3'
	Rear (min)	3' <u>4'</u>
	Alley (min)	0'
	Special: All (min)	<u>4' 6'</u>
	Interior (min)	0'

2.11. Sec. 2B.9.8. (Low-Rise Medium 8 (LM8))

- 2.11.1. Recommend a modification to update minimum lot width from 30' to 25' for consistency with other Low-Rise Medium Form Districts.

Amend the “lot width (min)” standard specification in paragraph 1. (Lot Size) of Subsection A. (Lot Parameters) of Section 2B.9.8 (Low Rise Medium 8 (LM8)) as follows:

	Lot width (min)	30' <u>25'</u>
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- 2.11.2. Recommend a modification to revise the rear and the special lot line minimum building setback for consistency with other Low-Rise Medium Form Districts.

Amend the “rear” and the “special: all (min)” building setback standards specification in paragraph 2. (Coverage) of Subsection A. (Lot Parameters) of Section 2B.9.8. (Low-Rise Medium 8 (LM8)) as follows:

2. COVERAGE		Div. 2C.2.
	Building coverage (max)	70%
	Building setbacks	
	Primary street (min)	6'
	Side street (min)	0'
	Side (min)	3'
	Rear (min)	3' 4'
	Alley (min)	0'
	Special: All (min)	3' 6'
	Interior (min)	0'

- 2.11.3. Recommend a modification to revise the maximum base and bonus building width to ensure feasibility for medium density multi-family projects in contexts where the LM8 form district is being applied.

Amend the “Base (max)” standard specification in Paragraph 2. (Building Mass) of Subsection B. (Bulk and Mass) of Section 2B.9.8. (Low-Rise Medium 8 (LM8)) as follows:

	Base (max)	50' 75'
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2.12. Sec. 2C.6.2. (Height Transition)

- 2.12.1. Recommend a modification to amend Sec. 2C.6.2. (Height Transition) to more closely align with the applicability of transitional height requirements in Chapter 1 of the LAMC and to ensure a general set of standards that can vary based on different types of lot conditions including through lots and shallow lots.

Amend Subsections B, C, and D of Section 2C.6.2. (Height Transition) of Division 2C.6. (Upper-Story Bulk) of Part 2C. (Form Rules) as follows:

B. Applicability

1. *Height transition* standards apply to any *buildings* on a *lot* (“*subject lot*”) possessing a *lot depth* of 100 feet or greater, where the applied *Form District* (Part 2B.) specifies a *height transition* is “Required”, and the *subject lot abuts*, is across an *alley* from, or adjoins another *lot* (collectively referred to in this Section as an “*adjoining lot*”) and meeting at least one of the following criteria:

a. The *subject lot's rear lot line* *abuts* a *lot* zoned with a different applied *Form District (Part 2B.)*, which specifies a maximum *height in feet* of less than or equal to 33 feet~~45 feet~~ or a maximum *height in stories* of less than or equal to ~~four stories~~.

b. The *subject lot's rear lot line* is located across an *alley* from a *lot* zoned with a different *applied Form District (Part 2B.)*, which specifies a maximum *height in feet* of less than or equal to 33 feet~~45 feet~~ or a maximum *height in stories* of less than or equal to ~~four stories~~.

c. The *subject lot* is a *through lot* that adjoins a *lot* with a different applied *Form District (Part 2B.)*, which specifies a maximum *height in feet* of less than or equal to 33 feet~~45 feet~~ or a maximum *height in stories* of less than or equal to ~~four stories~~, located across a *collector street* or *local street*.

2. *Height transition* standards shall not apply when the applied *Form District (Part 2B.)* of the *adjoining lot* specifies a *bonus height* that exceeds 33 feet~~45 feet~~ or ~~four stories~~.

3. In addition to *height transition* standards applying to any *building* pursuant to Paragraph 1. and Paragraph 2., above, when *height transition* is “Required” in the applied *Form District (Part 2B.)* and is further specified to apply to an “Applicable *Lot Line*” that is “Special”, the *height transition* standards apply to and are taken from any *special lot line* on the *subject lot*, regardless of *adjoining zoning districts*.

C. Standards

1. All portions of a *building* shall comply with *height transition* standards unless listed as an exception in Subsection E. (Exceptions) below.

2. Abutting Lot

a. *Subject lots* possessing a *rear lot line* that *abuts* a *lot* with an applied *Form District (Part 2B.)* specifying a maximum height of less than or equal to 33 feet shall provide the following *height transition*:

i. No portion of a *building* on the *subject lot* shall be located within a *distance* of 10 feet of the applicable *lot line* of the *adjoining lot*.

ii. No portion of a *building* on the *subject lot* shall exceed three *stories* within a *distance* of 40 feet of the *lot line* of the *adjoining lot*.

[TRANSITION 1 GRAPHIC]

3. Alley Adjacent Lot

a. Subject lots possessing a rear lot line that is located across the alley from a lot with an applied Form District (Part 2B.) specifying a maximum height of less than or equal to 33 feet shall provide the following height transition:

i. No portion of a building on the subject lot shall exceed three stories within a distance of 40 feet of the lot line of the adjoining lot.

[TRANSITION 2 GRAPHIC]

4. Through Lot

a. Subject lots that are a through lot adjoining a lot with an applied Form District (Part 2B.) specifying a maximum height of less than or equal to 33 feet, shall provide the following height transition:

i. No portion of a building on the subject lot shall be located within a distance of 10 feet of the applicable lot line.

ii. No portion of a building on the subject lot shall exceed three stories within a distance of 40 feet of the applicable secondary street lot line.

[TRANSITION 3 GRAPHIC]

5. Special Lot Line Abutting

a. A building on a subject lot with a Form District (Part 2B.) whose height transition specifies an "Applicable Lot Line" that is "Special", shall provide the following height transition:

i. No portion of a building on the subject lot shall be located within a distance of 10 feet of the special lot line.

ii. No portion of a building on the subject lot shall exceed three stories within a distance of 40 feet, of the special lot line.

~~2. No portion of a building or structure on the subject lot shall be located within a distance of 10 feet of the applicable abutting lot line of the adjoining lot or the special lot line. A building on a subject lot separated from the adjoining lot by an alley is not required to adhere to this standard.~~

~~3. If the adjoining lot is subject to a maximum height of less than or equal to 36 feet or three stories, no portion of a building or structure on the subject lot shall exceed three stories within a distance of 30 feet and five stories within a distance of 50 feet of the applicable lot line of the adjoining lot.~~

~~4. If the adjoining lot is subject to a maximum height of less than or equal to 45 feet or four stories, no portion of a building or structure shall exceed four~~

~~stories within a distance of 30 feet and six stories within a distance of 50 feet of the applicable lot line of the adjoining lot.~~

~~5. Where a height transition is specified to apply to an "Applicable Lot Line" that is "Special", no portion of a building or structure shall exceed three stories within a distance of 30 feet and five stories within a distance of 50 feet of the applicable special lot line.~~

D. Measurement

[TRANSITION 4 GRAPHIC]

1. Abutting Lot

a. On subject properties abutting a lot subject to a height maximum of 33 feet or less, the applicable lot line shall only ever refer to the rear lot line of the subject lot. The above measurement standard does not apply if the rear lot line is not sharing a common boundary with the abutting or alley-adjacent lot with the height maximum of 33 feet or less.

b. The distance from an abutting rear lot line shall be measured as the horizontal distance from any the applicable lot line having a common boundary with the subject lot, to the edge of any at-grade portion of a building to which a height transition limitation applies.

2. Alley Adjacent Lot

a. On lots abutting an alley-adjacent lot subject to a height maximum of 33 feet or less, the applicable lot line shall only ever refer to the lot line that is across the alley separating the subject lot from a different applied zone.

b. The distance from an alley-adjacent rear lot line shall be measured as the horizontal distance from any the applicable lot line located across an the alley that separates the subject lot from a different applied zone, to the edge of any at-grade portion of a building to which a height transition limitation applies.

3. Through Lot

a. On through lots, the applicable lot line shall be considered the lot line which is approximately parallel to the adjoining lot subject to a height maximum of 33 feet or less.

b. The distance from any lot line on a through lot that adjoins a lot with a different applied zone shall be measured as the horizontal distance from the applicable lot line adjoining a lot with a different applied zone, to the edge of any at-grade portion of a building to which a height transition limitation applies.

4. Special Lot Line Abutting

a. The distance from an abutting special lot line shall be measured as the horizontal distance from the special lot line of the subject lot to the edge of any at-grade portion of a building to which a height transition limitation applies.

4. 5. Story heightHeight in feet

a. Height in feet is measured pursuant to Sec. ~~2C.4.3. (Height in Stories)~~ 2C.4.2. (Height in Feet).

Article 3 (Frontage)

3.1. Sec. 3B.1.1. (Front Yard 1 (FY1))

- 3.1.1. Recommend modifying the frontage yard fence & wall type allowed for the special lot line to better align with the intent of front yard frontages.

Amend the “Frontage yard fence & wall type allowed” standard specification for the special lot line in paragraph 3. (Landscaping) of Subsection A. (Lot) of Section 3B.1.1. (Front Yard 1 (FY1)) as follows:

		Primary	Side	Special
	Frontage yard fence & wall type allowed:	A2	A2	A3 <u>A4</u>

3.2. Sec. 3B.4.4. (Shopfront 4 (SH4))

- 3.2.1. Recommend modifying the Special Lot Line parking setback to be consistent with other shopfront frontage districts and allow for greater feasibility.

Amend the “Parking setback (min)” standard specifications in Paragraph 2. (Parking) of Subsection A. (Lot) of Sec. 3B.4.4. (Shopfront 4 (SH4)) as follows:

		Primary	Side	Special
	Parking setback (min)	25'	5'	25' <u>20'</u>

- 3.2.2. Recommend a modification to calibrate the transparency standards to align with transparency standards in the other Shopfront Frontage districts.

Amend “Ground story” and “Upper stories” standard specifications in Paragraph 1. (Transparency) of Subsection B. (Facade) of Sec 3B.4.4. (Shopfront 4 (SH4)) as follows:

	Primary	Side	Special
Ground story	60% <u>40%</u>	30% <u>25%</u>	50% <u>30%</u>
Upper story	20% <u>15%</u>	20% <u>12%</u>	20% <u>15%</u>

3.3. Sec. 3B.6.1. (Flex 1 (FX1))

- 3.3.1. Recommend a modification to revise transparency requirements for primary lot line and special lot line to be reduced from 15% to 10% to match the intent of the Flex Frontage District to be more flexible via reduced transparency requirements.

Amend the “Ground story (min)” standard specifications in Paragraph 1. (Transparency) of Subsection B. (Facade) of Sec. 3B.6.1. (Flex 1 (FX1)), as follows:

	Primary	Side	Special
Ground story	15% <u>10%</u>	Not required	15% <u>10%</u>

3.4. Sec. 3B.8.4. (Greenway 2 (GW2))

- 3.4.1. Recommend a modification to correct an error to include Pedestrian amenity allowance (max) percentage. The Director Memo to the City Council dated August 20, 2025, erroneously omitted the pedestrian amenity allowance row in the table.

Amend Paragraph 1. (Build-To) of Subsection A. (Lot) of Section 3B.8.4. (Greenway 2 (GW2)) as follows:

A. Lot

	Primary	Side	Special
1. BUILD-TO	Div. 3C.1.		
Build-to depth (max)	5'	5'	25'
Build-to width (min)	80%	40%	70%
<u>Pedestrian amenity allowance (max)</u>	<u>100%</u>	<u>100%</u>	<u>100%</u>

- 3.4.2. Recommend a revision to the Greenway 2 ground story transparency standards to allow for greater feasibility.

Amend the “Ground story” standard specifications in Paragraph 1. (Transparency) of Subsection B. (Facade) of Section 3B.8.4. (Greenway 2 (GW2)) as follows:

	Primary	Side	Special
Ground story	60% <u>40%</u>	30% <u>25%</u>	30%

Article 4 (Development Standards)

4.1. Sec. 4B.3.2. Development Standards District 13

- 4.1.1. Recommend a modification to change the pedestrian access package to number 3 which is intended for Industrial-Mixed, General Commercial, Heavy Commercial zoned areas.

Amend Paragraph 1. (Pedestrian Access), of Subsection B. (Standards) of Section 4B.3.2. (Development Standards District 13) as follows:

1. PEDESTRIAN ACCESS	Div. 4C.1.
Pedestrian access package	Package 2 <u>3</u>

4.2. Sec. 4B.3.3. Development Standards District 14

- 4.2.1. Recommend a modification to change the pedestrian access package to number 3 which is intended for Industrial-Mixed, General Commercial or Heavy Commercial zoned areas.

Amend Paragraph 1. (Pedestrian Access) of Subsection B. (Standards) of Section 4B.3.3. (Development Standards District 14) as follows:

1. PEDESTRIAN ACCESS	Div. 4C.1.
Pedestrian access package	Package 2 <u>3</u>

4.3. Sec. 4B.4.2. Development Standards District 15

- 4.3.1. Recommend a modification to amend the pedestrian access package to number 4, which is intended for open space and industrial zoned areas.

Amend Paragraph 1. (Pedestrian Access) of Subsection B. (Standards) of Section 4B.4.2. (Development Standards District 15) as follows:

1. PEDESTRIAN ACCESS	Div. 4C.1.
Pedestrian access package	Package 3 <u>4</u>

4.4. Sec. 4B.4.4. Development Standards District 17

- 4.4.1. Recommend a modification to amend the pedestrian access package to number 4, which is intended for industrial zoned areas.

Amend Paragraph 1. (Pedestrian Access) of Subsection B. (Standards) of Section 4B.4.4. (Development Standards District 17) as follows:

1. PEDESTRIAN ACCESS	Div. 4C.1.
Pedestrian access package	Package 3 4

4.5. Sec. 4C.4.5. (Parking Structure Design)

- 4.5.1. Recommend a modification to restructure the applicability language within the *parking structure* design standards. Recommend updating applicability to include secondary *street lot line*, a new glossary term which was added in this ordinance. Secondary *street lot lines* should be treated the same as *primary street lot lines*, *side street lot lines* and *special lot lines* with respect to Parking Structure Design standards.

Amend Subsection B. (Applicability) of Section 4C.4.5. (Parking Structure Design) of Part 4C (Development Standard Rules) as follows:

B. Applicability

~~1.~~ *Parking structure* design standards apply to *new construction*, a *major remodel*, or an *exterior modification*, subject to the following:

~~a.~~ 1. *Parking structure* design standards apply to *parking structures* possessing a *primary street lot line*, *secondary street lot line*, *side street lot line*, or *special lot line* designation.

~~b.~~ 2. *Parking structure* design standards apply to both standalone and *integrated parking structures* as a part of a broader *development*, and to all levels of *parking structures*.

- 4.5.2. Recommend modifications to the fenestrated parking standards for the purposes of feasibility in implementation.

Update subparagraph c. of Paragraph 4. (Parking Structure Design Treatments), Subsection C. (Standards), of Section 4C.4.5. (Parking Structure Design), of Division 4C.4. of Part 4C. of Article 4:

c. Fenestrated *parking* is intended to disguise the presence of *parking structures* through the application of *facades* that mimic the *window* pattern of the applied Frontage District (Part 3B.).

~~i. *Parking structure facades* required to be fenestrated shall meet any frontage standards required by the applicable Frontage District (Part 3B.).~~

~~ii. To meet the requirements of Fenestrated parking, a parking structure may provide windows or a sequence of openings that are unglazed and open to the air, both of which are subject to the relevant standards in Sub-subparagraph iii. below.~~

iii j. All *above-grade parking structure facades* shall feature a fenestrated *facade* meeting the following standards:

a) Each street facing parking structure floor shall be visually disguised by applying a transparency area in accordance with the minimum and maximum transparencies specified below:

<u>Ground floor</u>	<u>15% (min) / 40% (max)</u>
<u>Upper floors</u>	<u>15% (min) / 35% (max)</u>

b) Transparent surfaces shall be provided as a sequence of openings that are unglazed and open to the air.

c) Openings shall not exceed a width of 5-feet.

d) Openings shall be horizontally spaced no more than 10-feet apart along the applicable facade surface.

e) Openings provided along upper floors shall be set a minimum of 3.5-feet from the finished surface of each parking level.

~~a) The number of glazed or unglazed openings provided to meet the requirements of Fenestrated parking shall correspond to the Transparency percentage requirement of the applicable Frontage District (Part 3B.) on every level of the parking structure.~~

~~b) When windows are being provided as a part of the Fenestrated design, they are required to meet the standards of Transparent Area (Sec. 3C.4.1.). When unglazed openings, open to the air, are provided as a part of the Fenestrated design, the Transparency standards do not apply.~~

~~c) Each individual story of parking shall have an opacity no less than the Transparency percentage requirement in the applicable Frontage District (Part 3B.) and no more than 60 percent.~~

~~d) Unglazed openings shall not exceed a vertical dimension of 48-inches and a horizontal dimension of 28-inches.~~

~~e) Unglazed openings shall be spaced a minimum of 1.5 feet apart.~~

~~f) *Windows* and unglazed openings shall be set a minimum of 3.5 feet from the finished surface of each *parking* tier.~~

4.6. Sec. 4C.8.1. (Frontage Screens)

- 4.6.1. Recommend a modification to reorder Subsection E. (Relief) to Subsection “F.”, and add new Subsection E. (Exceptions). This exception exempts uses that are 100 percent enclosed within a building from being required to provide a screening wall to meet any required frontage screening requirements.

Subsection E. (Exceptions) of Section 4C.8.1. (Frontage Screens) of Division 4C.8. (Screening) of Part 4C. (Development Standards Rules) of Article 4. (Development Standards) shall be renumbered to Subsection F. and a new Subsection E. shall be added to read as follows:

E. Exceptions

No wall is required to meet the standards of any required *frontage screen* for a use which is entirely located within a *building* in accordance with Sec. 5C.1.8.C.1. (Indoors). *Planting area* standards shall still apply.

E. F. Relief

1. Alternative Compliance to *frontage screen* standards may be granted in accordance with Sec. 13B.5.1. (Alternative Compliance).

2. A deviation from any *frontage screen* dimensional standard of 10 percent or less may be granted in accordance with Sec. 13B.5.2. (Adjustment).

3. A deviation from any *frontage screen* standard may be granted as a *variance* in accordance with Sec. 13B.5.3. (Variance).

4.7. Sec. 4C.9.1. (Grading)

- 4.7.1. Recommend a modification to the Grading regulations to: 1) carry forward existing regulations that were inadvertently omitted from the initial draft of Chapter 1A. These amendments are intended to maintain regulatory continuity with the existing Code while adapting the provisions to the terminology, organization, and regulatory structure of Chapter 1A, and 2) relocate the grading standards regarding hauling truck trips, haul route approval, grading permit posting, hauling vehicle identification, hauling truck size, equipment maintenance, and operating hours and construction activity into a new standard

within the Chapter 1A EPM Handbook pursuant to Sec. 4C.13.1. (Environmental Protection Measures) of Chapter 1A of the LAMC, as these standards regulate temporary construction and hauling activities related to environmental impacts. See proposed Recommended Actions related to the EPM Measure.

Section 4C.9.1. (Grading) of Part 4C (Development Standard Rules) of Article 4 (Development Standards) shall be replaced in its entirety as follows:

~~SEC. 4C.9.1. GRADING~~

~~The modification, or disturbance, or sculpting of an area of land by artificial means for the purposes of safety, construction, drainage, or use of a property other than the preservation of natural topography.~~

~~A. Intent~~

~~To establish standards for how and where *grading* is performed on a *lot*, and establish a variety of limits on *grading* and hauling of earth to and from a *lot* which are responsive to the spectrum of needs throughout the City's diverse topographies *Hillside Areas*. The *application* of the *grading* packages in this Section, or lack thereof, are intended to reflect the goals and objectives of the individual communities.~~

~~B. Applicability~~

~~This Section applies to any *new construction*, *major demolition*, *lot modification*, or *site modification*, and *addition* involving any *grading* activity on a *lot*, including cut, *fill*, and import or export of any soil, rock or other earth materials.~~

~~C. Standards~~

~~The following *grading* packages and standards as established by the applied *Development Standards* District shall regulate any *grading* activity on a *lot*.~~

~~1. *Grading Packages*~~

Standard	Grading Package 1	Grading Package 2	Grading Package 3	Grading Package 4
Grading Permit Issuance	n/a	applicable	applicable	applicable
"By-Right" Grading Maximum				
Base Grading Maximum	n/a	500 c.y.	500 c.y.	500 c.y.
Lot Percentage Maximum	n/a	5%	5%	5%
Absolute Grading Maximum				
Base Grading Maximum	n/a	1,000 c.y.	500 c.y.	1,000 c.y.
Lot Percentage Maximum	n/a	10%	5%	10%
"By-Right" Remedial Grading Maximum	n/a	n/a	1,000 c.y.	1,000 c.y.
Maximum Lot Disturbance	n/a	0.5 acre	1 acre	2 acre
Import/Export Limits				
Standard Hillside Limited Streets or Larger	n/a	no more than the "by-right" grading maximum	no more than the "by-right" grading maximum	no more than the "by-right" grading maximum
Substandard Hillside Limited Streets	n/a	75% of the "by-right" grading maximum	75% of the "by-right" grading maximum, not to exceed 6,000 c.y.	75% of the "by-right" grading maximum, not to exceed 10,000 c.y.

New Graded Slopes	n/a	applicable	applicable	applicable
Grading on 100% Slopes	n/a	applicable	applicable	applicable
Grading Plan Check Criteria	n/a	applicable	applicable	applicable
Hauling Truck Trips	applicable	applicable	applicable	applicable
Hauling Truck Operations	applicable	applicable	applicable	applicable
Grading & Hauling Equipment	applicable	applicable	applicable	applicable
Operating Hours & Construction Activity	applicable	applicable	applicable	applicable
Exempted Grading Activities	applicable	applicable	applicable	n/a
Grading on Hazardous Sites	applicable	applicable	applicable	applicable
Grading on Sensitive Sites	n/a	applicable	applicable	applicable
See Subdivision 2. (Grading Package Standards) below for further details.				

~~2. Grading Package Standards~~

~~a. Grading Permit Issuance No grading permits shall be issued until a building permit is approved.~~

~~b. "By Right" Grading Maximum~~

~~See Subdivision D.1. ("By Right" Grading Maximum) below.~~

~~c. Absolute Grading Maximum~~

~~The absolute grading maximum, or portion thereof, may only be granted by the Zoning Administrator pursuant to Sec. 13B.2.1. (Class 1~~

~~Conditional Use Permit). See Subdivision D.2. (Absolute Grading Maximum) below.~~

~~d. "By Right" Remedial Grading Maximum~~

~~In no event shall the by-right remedial grading exceed the quantity set by the applied grading package.~~

~~e. Maximum Lot Disturbance In no event shall the disturbance on a lot exceed the maximum lot disturbance set by the applied grading package.~~

~~f. Import/Export Limits~~

~~The import or export of any soil, rock or other earth materials shall be limited to the maximum quantity set by the applied grading package. Any import or export activities may take place only between the hours of 9:00 a.m. and 3:00 p.m., Monday through Friday.~~

~~g. New Graded Slopes~~

~~All new Graded Slopes shall be no steeper than 2:1 (horizontal:vertical), except when the Department of Building and Safety – Grading Division has determined that Slopes may exceed 2:1 pursuant to Section 91.105 of Division 1 (Administration) of Article 1 (Buildings – Building Code) of Chapter 9 (Building Regulations) of the LAMC.~~

~~h. Grading on 100% Slopes~~

~~i. Except when prohibited by the applied grading package, regardless of the grading, cut (also referred to as excavations), and fill provisions in Chapter 9 (Building Regulations) of the LAMC, when any grading activity is proposed on any slope of 100 percent or greater, as identified on the slope analysis map, the Department of Building and Safety – Grading Division shall require the Geotechnical Investigation Report (also referred to as a soils and/or geological report) to include the most stringent level of geotechnical analysis and reporting feasible, and in sufficient detail to substantiate and support the design and construction methods being proposed.~~

~~ii. Except when prohibited by the applied grading package, a Deputy Grading Inspector, also referred to as a Registered (Licensed) Deputy Inspector, paid for by the owner, will be required to be on site when said grading activity is being conducted in order to ensure that all work is being done in accordance with the recommendations of the Geotechnical Report, the approved plans, and/or the applicable grading requirements of Chapter 9 (Building Regulations) of the LAMC for applicable grading or foundation earthwork in Hillside Areas.~~

~~iii. When prohibited by the applied grading package, grading is prohibited on any slopes of 100 percent or greater, as identified on a slope analysis map.~~

~~i. Grading Plan Check Criteria~~

~~Grading plans and reports shall be submitted for approval with building plans, and shall include those items required by Section 91.7006. (Conditions Precedent to Issuing a Grading Permit) of Division 70 (Grading, Excavations and Fills) this of Article 1 (Buildings – Building Code) of Chapter 9 (Building Regulations) of the LAMC.~~

~~j. Hauling Truck Trips The import or export of any soil, rock or other earth materials is limited to a maximum of four hauling trucks per hour; these hauling trucks must meet the requirements of Paragraph c. (Equipment) below. A grouping or convoy of hauling trucks shall not be allowed; only one hauling vehicle is permitted per project site at any one time.~~

~~k. Hauling Truck Operations~~

~~— As conditions for the issuance of a grading or building permit, each of the following hauling truck operation standards shall be met:~~

~~i. Projects involving the import and/or export of 1,000 cubic yards or more soil, rock or other earth materials are required to obtain a Haul Route approval from the Board of Building and Safety~~

~~Commissioners. The final action letter with the approved Haul Route staff report shall be prominently posted on the job site at all times.~~

~~ii. No grading shall be performed within any Hillside Areas unless a copy of the grading permit is prominently posted on the job site at all times.~~

~~iii. All hauling vehicles must be identified by a placard identifying the project address which shall be prominently displayed on each hauling vehicle.~~

~~i. Grading & Hauling Equipment As conditions of the issuance of a grading or building permit, each of the following equipment standards shall be met:~~

~~i. 10 wheeler dump trucks (with a 10 cubic yard capacity) or smaller are the only type of trucks permitted for hauling of earth.~~

~~Notwithstanding the foregoing, the Board of Building and Safety Commissioners may authorize the use of other types of hauling vehicles for a project through the Haul Route approval process.~~

~~ii. Hauling and grading equipment shall be kept in good operating condition and muffled as required by law.~~

~~m. Operating Hours & Construction Activity Compliance with each of the following standards shall be required for the issuance of a grading or building permit. However, if a Haul Route approval by the Board of Building and Safety Commissioners is required for import and/or export of 1,000 cubic yards or more, then the conditions set by the Board of Building and Safety Commissioners during the Haul Route approval process shall prevail and the following standards shall not apply.~~

- ~~i. Hauling operations shall be conducted only on Monday through Friday, between the hours of 9:00 a.m. and 3:00 p.m. Hauling operations on Saturdays, Sundays, or State and Federally designated holidays are strictly prohibited.~~
 - ~~ii. Haul trucks shall be staged off *site* and outside of the *Hillside Area*. As deemed necessary, the Board of *Building* and Safety Commissioners may *permit* staging on *site* or in any alternate staging area by special condition during the Haul Route Approval process.~~
 - ~~iii. Construction activity shall be limited to Monday through Friday, between the hours of 8:00 a.m. to 6:00 p.m. Exterior construction work at any other time is strictly prohibited. However, *interior* construction work may be conducted on Saturdays between the hours of 8:00 a.m. to 6:00 p.m. Excess exterior illumination of the *site* through the *use* of flood lights and/or similar lighting devices is strictly prohibited after 6:00 p.m. on any day of the week.~~
 - ~~iv. A log noting the dates of hauling activity and the number of hauling truck trips per day shall be available on the job *site* at all times.~~
 - ~~v. The *owner* or contractor shall control dust caused by *grading* and hauling and provide reasonable control of dust caused or exacerbated by wind at all times. *Grading* and hauling activities shall be discontinued during periods of high winds and Red Flag days as determined by the Los Angeles Fire *Department*.~~
 - ~~vi. Loads shall be secured by trimming and shall be *covered* to prevent spillage and dust. Haul trucks are to be contained at the export *site* to prevent blowing of dirt and are to be cleaned of loose earth at the export *site* to prevent spilling.~~
 - ~~vii. Streets shall be cleaned of spilled materials at the termination of each workday.~~
 - ~~viii. "Truck Crossing" warning *signs* shall be placed 300 feet in advance of the exit from the *project site* in each direction.~~
 - ~~ix. Flag *person(s)* shall be required for all *project sites*. Flag *persons* with radio control and warning *signs* shall be in compliance with the latest edition of the "Work Area Traffic Control Handbook." Flag *persons* provided at the job *site* shall assist trucks in and out of the *project* area.~~
- ~~3. *Grading on Hazardous Sites* For *lots* identified as "Potentially Contaminated Soils" or "Contaminated Soils" in the Hazardous *Sites* Map, *projects* shall require initial approval from the California *Department* of Toxic Substance Control (DTSC) prior to the issuance of *grading* approval California Health and Safety Code Division 20, Chapter 6.8, Section 25319.5 (HSC §25319.5) from the *Department of Building and Safety*. A Preliminary Endangerment Assessment may be required by DTSC, prior to issuance of any *grading permits*, based on DTSC standards, California~~

~~Health and Safety Code Division 20, Chapter 6.8, Section 25319.5 (HSC §25319.5).~~

- ~~4. Grading on Environmentally Sensitive Sites Grading on environmentally sensitive sites shall require approval by the Director of Planning as established in Sec. 4C.14.1.C.4.a.vi. (Project Review Thresholds).~~

D. Measurement

~~1. "By Right" Grading Maximum~~

~~The "by right" grading maximum shall be the cumulative quantity of grading, or the total combined value of both cut and fill or incremental cut and fill, for any one lot, and is calculated by adding a "base grading maximum" plus the "lot percentage maximum" which is the numeric value equal to a percentage of the total lot area in cubic yards. For example, a 5,000 square foot lot with an applied grading package 2 would have an absolute grading maximum of 750 cubic yards (500 cubic yards for the base amount + 250 cubic yards for the 5% calculation).~~

~~2. Absolute Grading Maximum~~

~~The absolute grading maximum, or the total combined value of both cut and fill or incremental cut and fill, for any one lot, and is calculated by adding a "base grading maximum" plus the "lot percentage maximum" which is the numeric value equal to a percentage of the total lot area in cubic yards. For example, a 5,000 square foot lot with an applied grading package 2 would have a "by right" grading maximum of 1,500 cubic yards (1,000 cubic yards for the base amount + 500 cubic yards for the 10% calculation).~~

~~3. Remedial Grading~~

~~A plan indicating the areas and quantities of any proposed remedial grading, determined in accordance with the definition in Div. 14.2. (Glossary), and highlights any remedial grading proposed on 60% slopes or greater, shall be submitted as part of a grading permit application. All remedial grading on or of slopes greater than or equal to 60% shall be counted toward the maximum by right grading quantity, except for the correction of hazardous soil and earth conditions, when notified by LADBS in accordance with LABC Section 7005.7.~~

~~4. Import/Export Limits~~

~~A plan indicating the destination and/or source (i.e., exempted grading activity or non-exempted grading activity) of any import or export, in cubic yards, shall be submitted as part of a grading permit application.~~

~~5. Maximum Lot Disturbance~~

~~A plan indicating the areas of the lot where grading activities are proposed, in square feet, shall be submitted as part of a grading permit application.~~

E. Exceptions

~~1. Exempted Grading Activities~~ The ~~grading~~ activities outlined below shall be exempt from the ~~grading~~ and/or import/export limitations established in the applied ~~grading~~ package. Wherever any excavation from an exempted activity is used as ~~fill~~ outside of a 5-foot perimeter from the exempted ~~grading~~ activities for any other on-site purpose shall be counted towards the limits established in applied ~~grading~~ package.

i. Cut and/or ~~fill~~ for deepened foundation systems (such as caissons and piles), water storage tanks, required stormwater retention improvements, and required ~~animal keeping site development~~ that do not involve the construction of any freestanding ~~retaining walls~~.

ii. Cut and/or ~~fill~~, up to 500 cubic yards, for ~~driveways~~ to the required ~~parking~~ or fire ~~department~~ turnaround closest to the accessible street for which a ~~lot~~ has ingress/egress rights. However, this exemption does not apply where ~~grading~~ package 4 is applied.

iii. Remedial ~~grading~~ that is not subject to "by right" remedial ~~grading~~ maximums is exempt. However, where ~~grading~~ package 4 is applied, any remedial ~~grading~~ on slopes of 60 percent or greater is not exempt.

iv. ~~Fill~~ resulting from cut underneath the ~~building footprint~~, not to exceed 50 percent of the amount of cut underneath the ~~building footprint~~. However, this exemption does not apply in ~~grading~~ package 4.

~~2. Import/Export Exemptions~~

Earth quantities which originate from, or will be utilized for any exempted ~~grading~~ activity listed in ~~Subdivision 1. (Exempted Grading Activities)~~ above shall be exempted from the maximum import and export quantities established in the applied ~~grading~~ package.

F. Relief

~~1. Grading in Excess of "By Right" Grading Maximum~~

~~Grading in excess of the "by right" grading maximum and requiring access to the absolute grading maximum may be allowed by the Zoning Administrator pursuant to Sec. 13B.2.1. (Class 1 Conditional Use Permit).~~

~~2. Grading in Excess of Absolute Grading Maximum~~ Grading in excess of the absolute grading maximum may be allowed by the ~~Zoning Administrator~~ pursuant to Sec. 13B.5.3. ~~(Variance).~~

a. Supplemental Findings In ~~addition~~ to the findings established in Sec. 13B.5.3. ~~(Variance)~~, the ~~Zoning~~

~~Administrator must find that the grading is proposed in accordance with the Landform Grading Manual.~~

3. ~~"By-Right" Remedial Grading Maximum~~

~~Remedial grading in excess of the "by-right" remedial grading maximum may be allowed by the Zoning Administrator pursuant to Sec. 13B.2.1. (Class 1 Conditional Use Permit).~~

a. ~~Supplemental Findings~~

~~In addition to the findings established in Sec. 13B.2.1. (Class 1 Conditional Use Permit), in cases where the remedial grading will result in substantial landform alteration, the Zoning Administrator shall find that all project alternatives which could be utilized to provide equivalent geologic stability, including but not limited to, deepened foundations, caissons, soldier piles, are not feasible.~~

4. ~~Import/Export Limits~~

~~The import or export of any soil, rock or other earth materials in excess of the limits set by the applied grading package may be allowed by the Zoning Administrator pursuant to Sec. 13B.2.1. (Class 1 Conditional Use Permit).~~

5. ~~Maximum Lot Disturbance~~

~~Grading in excess of the maximum lot disturbance established by the applied grading package may be allowed by the Zoning Administrator pursuant to Sec. 13B.2.1. (Class 1 Conditional Use Permit).~~

6. ~~Other Grading Package Standards~~

~~Any deviations for a grading package standards that is not listed in the Subdivisions above may be allowed by the Zoning Administrator pursuant to Sec. 13B.5.3. (Variance).~~

SEC. 4C.9.1. GRADING

Grading is defined as the modification, disturbance, or sculpting of an area of land by artificial means for the purposes of safety, construction, drainage, or use of a property other than the preservation of natural topography..

A. **Intent**

The intent of the standards of this Section (Grading) is to establish standards and limitations for how and where grading is performed on a lot, the amount of grading allowed over time, and to regulate grading and hauling of earth to and from a lot. The grading packages in this Section (Grading), are intended to reflect the spectrum of needs throughout the City's diverse topographies, in order to

provide flexibility on *development sites* while minimizing disturbance to natural topography, biological resources and protecting the scenic and ecological integrity of communities.

B. Applicability

This Section (Grading) applies to any *new construction, major remodel, demolition, or site modification* involving any *grading* activity.

C. Standards

1. Grading Packages

a. Grading Package 1

Grading Package 1 is intended for non-*hillside areas*.

<u>Grading Package 1</u>	
<u>Allowable Grading (max):</u>	<u>None</u>
<u>Base-Grading (max)</u>	<u>None</u>
<u>Lot-Size Percent (max)</u>	<u>None</u>
<u>Remedial Grading (max):</u>	<u>None</u>
<u>Lot Disturbance:</u>	<u>N/A</u>
<u>Import/Export:</u>	<u>N/A</u>

b. Grading Package 2

Grading Package 2 is intended for *hillside areas* where housing and services are prioritized.

<u>Grading Package 2</u>		
<u>Allowable Grading (max):</u>		
	<u>Less than 5,001 sq. ft.</u>	<u>1,000 c.y.</u>
	<u>5,001 – 10,001 sq. ft.</u>	<u>2,200 c.y.</u>
	<u>10,001 – 15,000 sq. ft.</u>	<u>2,600 c.y.</u>
	<u>15,001 – 17,500 sq. ft.</u>	<u>3,200 c.y.</u>
	<u>17,5001 – 20,001 sq. ft.</u>	<u>3,600 c.y.</u>
	<u>20,001 – 40,000 sq. ft.</u>	<u>4,000 c.y.</u>
	<u>Greater than 40,000 sq. ft.</u>	<u>6,000 c.y.</u>
<u>Base-Grading (max)</u>		<u>500 c.y.</u>
<u>Lot-Size Percent (max)</u>		<u>10%</u>

<u>Remedial Grading (max):</u>	<u>None</u>
<u>Lot Disturbance:</u>	<u>N/A</u>
<u>Import/Export:</u>	<u>Applicable</u>
<u>Substandard Hillside Limited Street</u>	<u>75%</u>

c. Grading Package 3

Grading Package 3 is intended for hillside areas where street access, fire protection, and landform grading are prioritized.

<u>Grading Package 3</u>		
<u>Allowable Grading (max):</u>		
	<u>Less than 5,001 sq. ft.</u>	<u>1,000 c.y.</u>
	<u>5,001 – 10,001 sq. ft.</u>	<u>2,200 c.y.</u>
	<u>10,001 – 15,000 sq. ft.</u>	<u>2,600 c.y.</u>
	<u>15,001 – 17,500 sq. ft.</u>	<u>3,200 c.y.</u>
	<u>17,5001 – 20,001 sq. ft.</u>	<u>3,600 c.y.</u>
	<u>20,001 – 40,000 sq. ft.</u>	<u>4,000 c.y.</u>
	<u>Greater than 40,000 sq. ft.</u>	<u>6,000 c.y.</u>
<u>Base-Grading (max)</u>		<u>500 c.y.</u>
<u>Lot-Size Percent (max)</u>		<u>10%</u>
<u>Remedial Grading (max):</u>		<u>None</u>
<u>Lot Disturbance:</u>		<u>Applicable</u>
<u>Import/Export:</u>		<u>Applicable</u>
<u>Substandard Hillside Limited Street</u>		<u>60%</u>

d. Grading Package 4

Grading Package 4 is intended for hillside areas that contain environmentally sensitive areas and where the protection of critical habitats and native vegetation are prioritized.

<u>Grading Package 4</u>		
<u>Allowable Grading (max):</u>		
	<u>Less than 5,001 sq. ft.</u>	<u>1,000 c.y.</u>

<u>5,001 – 10,001 sq. ft.</u>	<u>2,200 c.y.</u>
<u>10,001 – 15,000 sq. ft.</u>	<u>2,600 c.y.</u>
<u>15,001 – 17,500 sq. ft.</u>	<u>3,200 c.y.</u>
<u>17,5001 – 20,001 sq. ft.</u>	<u>3,600 c.y.</u>
<u>20,001 – 40,000 sq. ft.</u>	<u>4,000 c.y.</u>
<u>Greater than 40,000 sq. ft.</u>	<u>6,000 c.y.</u>
<u>Base-Grading (max)</u>	<u>500 c.y.</u>
<u>Lot-Size Percent (max)</u>	<u>10%</u>
<u>Remedial Grading (max):</u>	<u>1,000 c.y.</u>
<u>Lot Disturbance:</u>	<u>Applicable</u>
<u>Import/Export:</u>	<u>Applicable</u>
<u>Substandard Hillside Limited Street</u>	<u>50%</u>

2. Grading Package Standards

- a. The quantity of *allowable grading* shall not exceed the combined values of *base-grading*, *lot-size percent*, and *remedial grading* set by the applied Grading Package, or the *allowable grading* maximum whichever is less.
- b. *Grading* quantities counting towards *base-grading* shall not exceed the maximum set by the applied Grading Package.
- c. *Grading* quantities counting towards *lot-size percent* shall not exceed the quantities calculated as *lot-size percent* using the percentage set by the applied Grading Package.
- d. *Grading* quantities counting towards *remedial grading* shall not exceed the maximum set by the applied Grading Package.
- e. When *Lot Disturbance* is indicated as “Applicable” in the applied Grading Package, a *lot* located on *slopes 60%+*, *lot disturbance* shall not exceed 25 percent of the total square footage of the *building coverage* maximum set by the applied Form District (Part 2B.).
- f. When *Import/Export* is indicated as “Applicable” in the applied Grading Package, the combined *import* and/or *export* for a *project* shall be limited to the *allowable grading* amount set by the applied Grading Package. When further specified by *Substandard Hillside Limited Streets* the combined *import* and/or *export* volume for a *project* shall be the *allowable*

grading amount set by the Grading Package reduced by the specified percentage, or 1,000 cubic yards whichever is less.

D. Measurement

1. Allowable Grading

Allowable grading is defined as the cumulative total aggregate volume of earth material, measured in cubic yards, that has been graded, excavated, filled, imported, exported, or otherwise disturbed on a lot on or after the effective date of the Baseline Hillside Ordinance (Ord. No. 181,624; Effective May 9, 2011), as reflected in approved grading permits, haul route approvals, and associated approved plans or as-built quantities.

- a. Allowable grading is calculated by adding the cumulative quantity of base-grading, lot-size percent, and remedial grading, as represented in cubic yards.
- b. The cumulative quantity shall constitute a maximum set by the applied Grading Package, and shall not reset upon issuance of a new permit, change in ownership, subdivision, lot line adjustment, or subsequent development application, unless expressly modified by ordinance.
- c. All previously approved or completed grading quantities documented in City records shall be counted toward the cumulative maximum set in the applied Grading Package.
- d. Where no grading permit has been issued, or the grading activity is exempt pursuant to Subsection E. (Exemptions) below, the quantity of grading shall be deemed zero for purposes of this Section (Grading).

2. Base-grading quantity shall be calculated using the combined value of both cut and fill, represented in cubic yards, and documented on an approved grading plan as "Base-Grading."

3. *Lot-size percent* maximum shall be calculated using the square feet value of the *lot* size, multiplied by the percent specified in the applied Grading Package, represented in cubic yards. The quantity shall be calculated using the combined value of both *cut* and *fill*, represented in cubic yards, and documented on an approved *grading plan* as “Lot-Size Percent.”

4. *Remedial grading* is calculated using the combined value of both *cut* and *fill*, represented in cubic yards, and documented on an approved *grading plan* as “Remedial Grading”.

5. *Import/Export* is calculated as the sum of *import* and/or *export grading* volume calculated in cubic yards, as documented on an approved *grading plan*.

6. *Lot disturbance* shall be measured as the total area of land calculated in square feet that is subject to a *site modification*. To calculate the maximum allowable *lot disturbance*, multiply square footage of the *building coverage* maximum in the applied Form District (Part 2B.) by 25 percent.

E. Exceptions

1. Exempted Grading Activities

The *grading* activities outlined in the Subparagraphs below shall be exempt from the calculation of *allowable grading* and *import* and/or *export* limitations established in the applied Grading Package. Wherever any *cut* from an exempted activity is used as *fill* for any other on-site purpose outside of a five-foot perimeter from the exempted *grading* activity shall be counted towards the limits established in applied Grading Package.

- a. *Cut* and/or *fill* for deepened foundation systems (such as caissons and piles), water storage tanks, required stormwater retention improvements, and required *site development for animal keeping uses* that do not involve the construction of any freestanding *retaining walls*.
- b. *Cut* and/or *fill*, up to 500 cubic yards, for *driveways* to the required *parking* or fire department turnaround closest to the accessible street for which a *lot* has ingress/egress rights.

- c. *Fill* resulting from *cuts* underneath the *building footprint*, not to exceed 50 percent of the amount of *cut* underneath the *building footprint*.

2. Import/Export

Cut and *fill* quantities which originate from, or will be utilized for any exempted *grading* activity listed in Paragraph 1. (Exempted Grading Activities) above is exempt from the maximum *Import/Export* quantities established in the applied Grading Package.

3. Hazardous Soil & Earth Conditions

Grading, import, export, and/or lot disturbance required by the *Department of Building and Safety* in accordance with Chapter IX. (Building Regulations), Sec. 91.7005.7 (Hazardous Soil and Earth Conditions) for the correction of hazardous soil and earth conditions posing immediate danger.

F. Relief

1. *Grading* in excess of the maximum established by the applied Grading Package for *allowable grading, Import/Export, or lot disturbance* may be granted pursuant to Sec. 13B.2.1. (Class 1 Conditional Use Permit), subject to the Supplemental Findings in Subparagraph a., below.

a. Supplemental Findings

In addition to the findings established in Sec. 13B.2.1. (Class 1 Conditional Use Permit), for relief under this Subsection F. (Relief), the *Zoning Administrator* shall find:

- i. That the proposed *grading* preserves the general configuration of the natural terrain to the greatest extent *feasible* and reflect the predominant landform patterns of the *site*, does not increase the potential for *slope* failure, erosion, sedimentation, or other geotechnical hazards, and that the quantity of earth *import* or *export* does not substantially alter natural drainage patterns or topography or damage significant *natural features*.
- ii. The *project* has been designed to avoid or minimize *remedial grading* to the greatest extent feasible, and alternative design,

foundation, or construction methods that would reduce *remedial grading*, including caissons, deepened foundations, soldier piles, or similar methods, have been evaluated and determined to be infeasible based on supporting geotechnical or engineering documentation.

b. Maximum Relief

Subject to approval pursuant to Sec. 13B.2.1. (Class 1 Conditional Use Permit) and the Supplemental Findings required by Subparagraph a. above, the *Zoning Administrator* may grant an increase, in addition to the maximum otherwise permitted by the applied Grading Package, not to exceed the quantities calculated in the following table:

Maximum Additional Grading Allowed by CU1		
<u>Base-Grading (max)</u>	500 c.y.	
<u>Lot Size Percent (max)</u>	5%	
<u>Import/Export</u>	<u>Import (max)</u>	<u>Export (max)</u>
Standard Hillside Limited Street	500 c.y.	1,000 c.y.
Substandard Hillside Limited Street	375 c.y.	750 c.y.

2. Any deviations for a Grading Package standard that is not listed in Paragraph 1. above may be granted as a *variance* in accordance with Sec. 13B.5.3. (*Variance*).

Article 5 (Use)

5.1. Part 5B - Retail: Smoke & Vape Shop Use

- 5.1.1. Recommend a modification to update the “Retail: Smoke & Vape Shop” use specification standard to include sensitive uses and Residential, Residential-Mixed, and Agricultural Use Districts.

Effective July 10, 2026, the Smoke & Vape Shop Interim Control Ordinance (ICO) ([Council File 25-0916](#)) temporarily prohibits processing and issuing by-right land use and tobacco retailer permits for Smoke & Vape Shop uses within Council District 15. At the July 1, 2026 City Council meeting, Councilman McOsler highlighted the proliferation of these uses as problematic, noting the

necessity for regulations to distance them from schools, parks, libraries, and each other. The recommended modification to the “Retail: Smoke & Vape Shop” use specification standard aligns with the intent of the Smoke and Vape Shop ICO ([Ord. No. 188977](#)).

Amend the “Smoke & Vape Shop” use within the “Retail” use group of Paragraph 5. (General Commercial) of Subsection B. (Allowed Uses & Use Limitations) of Section 5B.5.8. (Commercial-Mixed 8 (CX8)), Section 5B.5.10. (Commercial-Mixed 10 (CX10)), Section 5B.6.6. (Industrial-Mixed 6 (IX6)), Section 5B.6.7. (Industrial-Mixed 7 (IX7)), Section 5B.6.8. (Industrial-Mixed 8 (IX8)), Section 5B.7.4. (Industrial 4 (I4)), Section 5B.7.5. (Industrial 5 (I5)), Section 5B.7.6. (Industrial 6 (I6)), Section 5B.7.7. (Industrial 7 (I7)), and Section 5B.7.8. (Industrial 8 (I8)) as follows:

Use	Permission	Use Standard	Specification
Smoke & Vape Shop	P*	Separation (min):	
		<u>Schools: K-12 Sensitive Uses</u>	500'
		<u>Residential, Residential-Mixed, or Agricultural Use District</u>	<u>500'</u>
		Relief	CU2

5.2. Part 5B. - Motor Vehicle Services, Large Vehicle use

- 5.2.1. Recommend a modification to update the separation standard from 200 feet to 500 feet for all use districts permitting the “Large Vehicle” use within the “Motor Vehicle Services” use group under the heavy commercial use category to align with the distancing requirements with other uses involving large vehicles.

Amend each separation standard distance for the “Large Vehicle” use within the “Motor Vehicle Services” use group of Paragraph 6. (Heavy Commercial) of Subsection B. (Allowed Uses & Use Limitations) of Section 5B.7.6. (Industrial 6 (I6)), Sec. 5B.7.7. (Industrial 7 (I7)), and Section 5B.7.8. (Industrial 8 (I8)) as follows:

Use	Permission	Use Standard	Specification
Large Vehicle	P*	Separation (min):	
		Sensitive Use	200' <u>500'</u>
		Residential, Residential-Mixed, or Agricultural Use District	200' <u>500'</u>

5.3. Part 5B. - Manufacturing Light: Artistic & Artisanal Use

- 5.3.1. Recommend removing the “Light Industrial Use Category Standards” applicability for the “Manufacturing Light: Artistic & Artisanal” use as those standards should not apply to small workshops.

Amend each standard for the “Artistic & Artisanal” use within the “Manufacturing Light” use group of Paragraph 7. (Light Industrial) of Subsection B. (Allowed Uses & Use Limitations) of Section 5B.7.4. (Industrial 4 (I4)), Section 5B.7.5. (Industrial 5 (I5)), Section 5B.7.6. (Industrial 6 (I6)), Sec. 5B.7.7. (Industrial 7 (I7)), and Section 5B.7.8. (Industrial 8 (I8)) as follows:

Use	Permission	Use Standard	Specification
Artistic & Artisanal	P*	Light Industrial Use Category Standards apply, as listed above	

5.4. Part 5B. - Motor Vehicle Sales & Rental: Large Vehicle use

- 5.4.1. Recommend a modification to update separation standard from 200 feet to 500 feet for all use districts permitting the “Large Vehicle” use within the “Motor Vehicle Sales & Rental Services” use group under the heavy commercial use category to align with the distancing requirements with other uses involving large vehicles.

Amend each separation standard distance for the “Large Vehicle” use within the “Motor Vehicle Sales & Rental Services” use group of Paragraph 6. (Heavy Commercial) of Subsection B. (Allowed Uses & Use Limitations) of Sec. 5B.7.5. (Industrial 5 (I5)), Section 5B.7.6. (Industrial 6 (I6)), Section 5B.7.7. (Industrial 7 (I7)), and Section 5B.7.8. (Industrial 8 (I8)) as follows:

Use	Permission	Use Standard	Specification
Large Vehicle	P*	Separation (min):	
		Sensitive Use	200' <u>500'</u>
		Residential, Residential-Mixed, or Agricultural Use District	200' <u>500'</u>

5.5. Part 5B. - Storage, Outdoor: Large Vehicle use

- 5.5.1. Recommend a modification to update the separation standard from 200 feet to 500 feet for all use districts permitting the “Large Vehicle” use within the “Storage, Outdoor” use group under the heavy commercial use category to align with the distancing requirements with other uses involving large vehicles.

Amend each separation standard distance for the “Large Vehicle” use within the “Storage, Outdoor” use group of Paragraph 6. (Heavy Commercial) of Subsection B. (Allowed Uses & Use Limitations) of Sec. 5B.7.6. (Industrial 6 (I6)), Section 5B.7.7. (Industrial 7 (I7)), and Section 5B.7.8. (Industrial 8 (I8)) as follows:

Use	Permission	Use Standard	Specification
Large Vehicle	P*	Separation (min):	
		Sensitive Use	200' <u>500'</u>
		Residential, Residential-Mixed, or Agricultural Use District	200' <u>500'</u>

5.6. Part 5B. - Fueling Station, Gas Station Large Vehicle use

- 5.6.1. Recommend a modification to update separation standard from 200 feet to 500 feet for all use districts permitting the “Gas Station, Large Vehicle” use within the “Fueling Station” use group under the heavy commercial use category to align with the distancing requirements with other uses involving large vehicles.

Amend each separation standard distance for the “Large Vehicle” use within the “Gas Station, Large Vehicle” use group of Paragraph 6. (Heavy Commercial) of Subsection B. (Allowed Uses & Use Limitations) of Section 5B.6.7. (Industrial-Mixed 7 (IX7)), Section 5B.6.8. (Industrial-Mixed 8 (IX8)), Section 5B.7.5.

(Industrial 5 (I5)), Section 5B.7.6. (Industrial 6 (I6)), Section 5B.7.7. (Industrial 7 (I7)), and Section 5B.7.8. (Industrial 8 (I8)) as follows:

Use	Permission	Use Standard	Specification
Gas Station, Large Vehicle	P*	Separation (min):	
		Sensitive Use	200' <u>500'</u>
		Residential, Residential-Mixed, or Agricultural Use District	200' <u>500'</u>

5.7. Sec. 5B.4.3. (Residential-Mixed 3 (RX3))

- 5.7.1. Recommend a modification to the “Local” use within the “Community Assembly” use group to be consistent with how the use is permitted generally.

Amend the “Local” use within the “Community Assembly” use group of Paragraph 2. (Public & Institutional) of Subsection B. (Allowed Uses & Use Limitations) under Section 5B.4.3. (Residential-Mixed 3 (RX3)) as follows:

Use	Permission	Use Standard	Specification
Local	CU2 <u>P*</u>	<u>Hours of operation (open/close):</u>	<u>6AM/10PM</u>

- 5.7.2. Recommend a modification to remove the “In conjunction with: Residential use” standard from the “Commercial” use within the “Indoor Recreation” use group for the Residential-Mixed 3 (RX3) use district. The modification will clarify the intent to not limit a commercial use but to align the “indoor recreation: commercial” use with how other commercial uses are permitted in the RX3 Use District.

Amend the “Commercial” use within the “Indoor Recreation” within Paragraph 3. (Open Space & Recreation) of Subsection B. (Allowed Uses & Use Limitations) of Section 5B.4.3. (Residential-Mixed 3 (RX3)) as follows:

Use	Permission	Use Standard	Specification
Commercial	P*	In-Conjunction with:	Residential use
		Size, tenant space (max):	2,000 SF
		Relief	CU2

		Location:	Ground story
		Hours of operation (open/close):	6AM / 10PM

- 5.7.3. Recommend a modification to amend the use standard to “Size, use category (max)” in the Residential-Mixed 3 (RX3) use district. This modification will establish the total cumulative area dedicated to any combination of uses within the specified use category shall not exceed the specified square footage of 2000 square feet to ensure there is not a proliferation of commercial uses.

Amend the General Commercial Use Category Standards within Paragraph 5. (General Commercial) of Subsection B. (Allowed Uses & Use Limitations) of Section 5B.4.3. (Residential-Mixed 3 (RX3)) as follows:

Use	Permission	Use Standard	Specification
General Commercial Use Category Standards		Size, tenant space use category (max):	2,000 SF
		Relief	CU2
		Location:	Ground story
		Hours of Operation (open/close):	6AM/10PM

- 5.7.4. Recommend a modification to the “Collection” use within the “Recycling Facility” use group to ensure consistent permission levels for recycling with other residential-mixed use districts.

Amend the “Collection” use within the “Recycling Facility” use group of Paragraph 8. (Heavy Industrial) of Subsection B. (Allowed Uses & Use Limitations) of Section 5B.4.3. (Residential-Mixed 3 (RX3)) as follows:

Use	Permission	Use Standard	Specification
Collection:	<u>P*</u> <u>CU2*</u>	In conjunction with:	<i>Public & institutional use</i>
		Size, entire use (max):	200 SF
		Screening:	
		<i>Outdoor storage screening</i>	S-Screen 1

		Hours of operation (open/close)	7AM / 7PM
		Supplemental standards:	<u>Sec. 5C.2.7.D.1.</u>

5.8. Sec. 5B.4.4. (Residential-Mixed 4 (RX4))

- 5.8.1. Recommend a modification to the “Local” use within the “Community Assembly” use group to be consistent with how the use is permitted generally.

Amend the “Local” use within the “Community Assembly” use group of Paragraph 2. (Public & Institutional) of Subsection B. (Allowed Uses & Use Limitations) of Section 5B.4.4. (Residential-Mixed 4 (RX4)) as follows:

Use	Permission	Use Standard	Specification
Local	CU2 <u>P</u> *	<u>Hours of operation (open/close):</u>	<u>6AM/10PM</u>

- 5.8.2. Recommend a modification to “Passenger Transit Facility” use permission from ‘-’ to ‘P’ to be consistent with RX3 and other RX districts.

Amend the “Passenger Transit Facility” use within Paragraph 4. (Transportation) of Subsection B. (Allowed Uses & Use Limitations) of Section 5B.4.4. (Residential-Mixed 4 (RX4)) as follows:

Use	Permission	Use Standard	Specification
Passenger Transit Facility	- <u>P</u>		

- 5.8.3. Recommend a modification to amend the use standard to “Size, use category (max)” in the Residential-Mixed 4 (RX4) use district. This modification will establish the total cumulative area dedicated to any combination of uses within the specified use category shall not exceed the specified square footage of 3000 square feet to ensure there is not a proliferation of commercial uses.

Amend the “General Commercial Use Category Standards” within Paragraph 5. (General Commercial) of Subsection B. (Allowed Uses & Use Limitations) of Section 5B.4.4. (Residential-Mixed 4 (RX4)) as follows:

Use	Permission	Use Standard	Specification
General Commercial Use Category Standards		Size, tenant space-use category (max):	3,000 SF
		Relief	CU2
		Location:	Ground story
		Hours of operation (open/close):	6AM/10PM

5.9. Sec. 5B.5.6. (Commercial-Mixed 6 (CX6))

- 5.9.1. Recommended modification to the permission level for the “Local” use in the “Community Assembly” use group of the Community-Mixed 6 (CX6) use district. This modification will change from a ‘CU2’ permission to a ‘P’ to allow small scale assembly uses in a commercial setting in keeping with where similar uses are allowed in commercial zones in Chapter 1 of the LAMC.

Amend the “Local” use in the “Community Assembly” use group within Paragraph 2. (Public & Institutional) of Subsection B. (Allowed Uses & Use Limitations) under Section 5B.5.6. (Community-Mixed 6 (CX6)) as follows:

Use	Permission	Use Standard	Specification
Local	CU2 <u>P</u>		

- 5.9.2. Recommend a modification to change the “General” use in the “Storage, Indoor” use group in the Commercial-Mixed 6 (CX6) use district. This modification will amend the permission from “–” to “P*.” The intent is not to limit General Commercial uses when the use is permitted. Although the CX6 is intended for small-scale commercial uses, a storage or receiving area is likely still necessary for its goods.

Amend the “General” use in the “Storage, Indoor” use group in Paragraph 6. (Heavy Commercial) of Subsection B. (Allowed Uses & Use Limitations) under Section 5B.5.6. (Commercial-Mixed 6 (CX6)) of as follows:

Use	Permission	Use Standard	Specification
General	– <u>P*</u>	<u>Accessory to:</u>	<u>Other allowed use</u>

5.10. Sec. 5B.7.4. (Industrial 4 (I4))

- 5.10.1. Recommend a modification to the “Collection” use within the “Recycling Facility” use group to ensure consistent permission levels for recycling with other industrial use districts.

Amend the “Collection” use within the “Recycling Facility” use group use of Paragraph 8. (Heavy Industrial) of Subsection B. (Allowed uses & Use Limitations) of Sec. 5B.7.4. (Industrial 4 (I4)) as follows:

Use	Permission	Use Standard	Specification
Collection	<u>P*</u> CU2*	Separation (min):	
		Sensitive use	1,000'
		Residential, Residential-Mixed, or Agricultural Use District	1,000'
		Relief	CU3
		Enclosure:	Covered & enclosed
		Screening:	
		<i>Frontage screen</i>	F-Screen 5
		<i>Transition screen</i>	T-Screen 2
		Supplemental standards:	Sec. 5C.2.7.D.1.

5.11. Sec. 5B.7.5. (Industrial 5 (I5))

- 5.11.1. Recommend a modification to update the permission levels for the “Equine, Commercial” and “Equine Non-Commercial” uses within the “Animal Keeping” use group from “–” to “P*” to be consistent with how the uses are permitted in Chapter 1 of the LAMC.

Amend the “Equine, Commercial” and “Equine Non-Commercial” uses within the “Animal Keeping” use group of Paragraph 9. (Agricultural) of Subsection B. (Allowed uses & Use Limitations) of Sec. 5B.7.5. (Industrial 5 (I5)) as follows:

Use	Local	Use Standard	Specification
<u>Equine, Commercial</u>	– <u>P*</u>	<u>Supplemental standards:</u>	<u>Sec. 5C.2.8.C.1.</u>
<u>Equine, Non-commercial</u>	– <u>P*</u>	<u>Supplemental standards:</u>	<u>Sec. 5C.2.8.D.1.</u>

5.12. Sec. 5B.7.6. (Industrial 6 (I6))

- 5.12.1. Recommend a modification to update the permission levels for the “Equine, Commercial” and “Equine Non-Commercial” uses within the “Animal Keeping” use group from “–” to “P*” to be consistent with how the uses are permitted in Chapter 1 of the LAMC.

Amend the “Equine, Commercial” and “Equine Non-Commercial” uses within the “Animal Keeping” use group of Paragraph 9. (Agricultural) of Subsection B. (Allowed Uses & Use Limitations) of Sec. 5B.7.6. (Industrial 6 (I6)) as follows:

Use	Permission	Use Standard	Specification
Equine, Commercial	– <u>P*</u>	<u>Supplemental standards:</u>	Sec. 5C.2.8.C.1.
Equine, Non-commercial	– <u>P*</u>	<u>Supplemental standards:</u>	Sec. 5C.2.8.D.1.

5.13. Sec. 5B.7.7. (Industrial 7 (I7))

- 5.13.1. Recommend a modification to update the permission levels, use standards, and use specifications for the “Equine, Commercial” and “Equine Non-Commercial” uses within the “Animal Keeping” use group to be consistent with how the uses are permitted in Chapter 1 of the LAMC.

Amend the “Equine, Commercial” and “Equine Non-Commercial” uses within the “Animal Keeping” use group of Paragraph 9. (Agricultural) of Subsection B. (Allowed uses & Use Limitations) of Sec. 5B.7.7. (Industrial 7 (I7)) as follows:

Use	Permission	Use Standard	Specification
Equine, Commercial	P*	<u>Agricultural use category standards apply, as listed above</u>	
		<u>Supplemental standards:</u>	<u>Sec. 5C.2.8.C.1.</u>

Equine, Non-commercial	P*—	<u>Agricultural use category standards apply, as listed above</u>	
		<u>Supplemental standards:</u>	<u>Sec. 5C.2.8.D.1.</u>

5.14. Sec. 5B.7.8. (Industrial 8 (I8))

- 5.14.1. Recommend a modification to remove the conditional use “CU3” permission relief from the separation use standard of the “Petroleum & Coal Products” use within the “Manufacturing, Heavy” use group. The permission for this use is already a “CU3*.” This change still aligns with the Harbor LA Community Plans’ policy intent to limit the intensification and or the expansion of this use in Industrial zones.

Amend the “Petroleum & Coal Products” use within the “Manufacturing, Heavy” use group of Paragraph 8. (Heavy Industrial) of Subsection B. (Allowed Uses & Use Limitations) of Sec. 5B.7.8. (Industrial 8 (I8)) as follows:

Use	Permission	Use Standard	Specification
Petroleum & Coal Products	CU3*	Separation (min)	
		Sensitive Use	1000’
		Agricultural, Residential, or Residential Mixed Use District	1000’
		Relief	CU3
		Supplemental standards:	Sec. 5C.2.7.B.1.

- 5.14.2. Recommend a modification to update the permission levels, use standards, and use specifications for the “Equine, Commercial” and “Equine Non-Commercial” uses within the “Animal Keeping” use group to be consistent with how the uses are permitted in Chapter 1 of the LAMC.

Amend the “Equine, Commercial” and “Equine Non-Commercial” uses within the “Animal Keeping” use group of Paragraph 9. (Agricultural) of Subsection B. (Allowed uses & Use Limitations) of Paragraph 9. (Agricultural) of Subsection B. (Allowed uses & Use Limitations) of Sec. 5B.7.8. (Industrial 8 (I8)) as follows:

Use	Permission	Use Standard	Specification
Equine, Commercial	P*	<u>Agricultural use category standards apply, as listed above</u>	
		<u>Supplemental standards:</u>	<u>Sec. 5C.2.8.C.1.</u>
Equine, Non-commercial	P*—	<u>Agricultural use category standards apply, as listed above</u>	
		<u>Supplemental standards:</u>	<u>Sec. 5C.2.8.D.1.</u>

5.15. Sec. 5C.2.5. (Heavy Commercial Uses)

- 5.15.1. Recommend a modification to update the conditional use findings for fueling station electric vehicle charging facilities, large vehicles to further align with the Harbor LA Community Plans' policies around trucking uses and provide more context for the decisionmaker's findings.

Amend Subparagraph b. (findings), of Paragraph 3. (Fueling Station: Electric Vehicle Charging Facility, Large Vehicle), of Subsection C. (Fueling Stations) of Section 5C.2.5 (Heavy Commercial Uses) as follows:

b. Findings

In lieu of the findings required by Subsection E. (Standards for Review and Required Findings) of Sec. 13B.2.2. (Class 2 Conditional Use Permit), the *Zoning Administrator*, or a Planning Commission on appeal, shall approve a conditional use for an ~~electrical vehicle charging facility, large vehicle~~, unless the *Zoning Administrator*, or a Planning Commission on appeal, finds that ~~the proposed project will not result in a specific adverse impact to public health or safety, including through the imposition of feasible conditions pursuant to California Government Code, Sec. 65850.7(c):~~

i. After imposition of all *feasible* measures, the proposed *project* will result in a *specific adverse impact* to public health or safety, including through the imposition of *feasible* conditions pursuant to California Government Code, Section 65850.7.(c) and the criteria in Sub-subparagraphs ii. through iii, below.

ii. The proposed *electric vehicle charging facility*, would have a conflict with the following:

a) The Safe Routes to School Program, as outlined in the Circulation Element of the *General Plan*; and

b) Freight traffic accessing the *site* adheres to the Countywide Strategic Truck Arterial Network (CSTAN) and Overweight Container Corridor through traffic enforcement, road signage and signaling in order to minimize noise, vibration and air quality impacts on sensitive land *uses*, and

c) Traffic safety improvements under the *City's* Vision Zero policy, including being located along or near the High-Injury Network.

iii. The proposed *electric vehicle charging facility* would have an adverse impact on the following:

a) The Neighborhood Enhanced Network, the Bicycle Lane Network, or Pedestrian Enhanced Districts, as defined by the Circulation Element of the *General Plan*, and

b) The health and safety of surrounding *residents* by creating an over-concentration of trucking-related *uses*.

c. Conditions and Denials

Any conditions imposed on the ~~*electrical-vehicle charging facility, large vehicle*~~ in accordance with Subparagraph b. (Findings) above, shall be designed to mitigate the specific, adverse impact(s) upon the public health or safety at the lowest cost possible pursuant to California Government Code, Section 65850.7.(e).

If the *Zoning Administrator*, or a *Planning Commission* on *appeal*, denies the conditional *use permit* in accordance with Subparagraph b. (Findings) above, they shall make written findings based upon substantial evidence in the record that the proposed ~~*electrical vehicle charging facility, large vehicle*~~ would have a specific, adverse impact upon the public health or safety, and there is no *feasible* method to satisfactorily mitigate or avoid the specific, adverse impact. The findings shall include the basis for the rejection of potential *feasible* alternatives of preventing the adverse impact.

5.16. Sec. 5C.2.8. (Agricultural Uses)

- 5.16.1. Recommend a modification to amend Animal Keeping: Equine, Commercial and Animal Keeping: Equine, Non-commercial tables to be aligned with Chapter 1 of the LAMC, and to clarify the implementation of the standards.

Amend Subsection C. (Animal Keeping: Equine, Commercial) and Subsection D. (Animal Keeping: Equine, Non-commercial) of Section 5C.2.8. (Agricultural Uses) as follows:

C. Animal Keeping: Equine, Commercial

1. Supplemental Standards

- a. The *lot area* for an *equine keeping use* shall not be less than 17,500 square feet.
- b. The number of *equines* kept, including commercial and non-commercial, shall not exceed one *equine* for each 4,000 square feet of *lot area*.
- c. An animal which is under 12 months of age, and is the offspring of or is unweaned and being nursed by a female *equine* lawfully kept on the property where said animal is kept, shall not be considered an *equine* and shall be allowed by right on said property.
- d. *Equine keeping area* separation requirements for *lots* not identified within the *Equine Keeping Area Map*:

	<u>Habitable room, off-site</u>	<u>Habitable room, on-site</u>	<u>Primary Street lot line</u>	<u>Abutting lot</u>
<u>Equine keeping area</u>	<u>75'</u>	<u>35'</u>	<u>50% of lot depth or 100' (whichever is less)</u>	<u>25'</u>

- e. *Equine keeping area* separation requirements for *lots* identified within the *Equine Keeping Area Map*:

	<u>Habitable room, off- site</u>	<u>Habitable room, on- site</u>	<u>Primary Street lot line</u>	<u>Lot lines within Equine Keeping Area</u>	<u>Lot lines not within Equine Keeping Area</u>
<u>Equine keeping area</u>	<u>35'</u>	<u>35'</u>	<u>Not permitted in frontage yard</u>	<u>10'</u>	<u>25'</u>

f. Separation between an equine keeping area and a dwelling use shall be measured in accordance with Sec. 5C.1.9.D.3. (Separation).

D. Animal Keeping: Equine, Non-commercial

1. Supplemental Standards

a. The *lot area* for an *equine keeping use* shall not be less than 17,500 square feet.

b. The total number of *equines* kept, including commercial and non-commercial, shall not exceed one *equine* for each 4,000 square feet of *lot area*.

c. Each *equine* on the *lot* shall possess a current *Equine* License from the City Department of Animal Services, verifying rightful ownership.

d. A maximum of two *equines*, having been issued current *Equine* Licenses by the City Department of Animal Services showing rightful ownership, not owned by the *residents* of the same *lot* may be boarded or kept on the *lot*.

e. An animal which is under 12 months of age, and is the offspring of or is unweaned and being nursed by a female *equine* lawfully kept on the property where said animal is kept, shall not be considered an *equine* and shall be allowed by right on said property.

f. *Equine keeping area* separation requirements for *lots* not identified within the *Equine Keeping Area Map*:

	<u>Habitable room, off-site</u>	<u>Habitable room, on-site</u>	<u>Primary Street</u>	<u>Abutting lot</u>
<u>Equine keeping area</u>	<u>75'</u>	<u>35'</u>	<u>50% of lot depth or 100' (whichever is less)</u>	<u>25'</u>

g. Equine keeping area separation requirements for lots identified within the Equine Keeping Area Map:

	<u>Habitable room , off-site</u>	<u>Habitable room, on-site</u>	<u>Primary Street</u>	<u>Lot lines within Equine Keeping Area</u>	<u>Lot lines not within Equine Keeping Area</u>
<u>Equine keeping area</u>	<u>35'</u>	<u>35'</u>	<u>Not permitted in frontage yard</u>	<u>10'</u>	<u>25'</u>

h. Separation between an equine keeping area and a habitable room shall be measured in accordance with Sec. 5C.1.9.D.3. (Separation).

5.17. Sec. 5D.2.3. (Mobile Home Park)

- 5.17.1. Recommend revising Mobile Home Park use definition in order to clarify that the use has a 30 days or greater occupancy threshold.

Amend the first unnumbered paragraph in section 5D.2.3. (Mobile Home Park) of Division 5D.2. (Residential Uses) of Part 5D. (Use Definitions) as follows:

Sec. 5D.2.3. MOBILE HOME PARK

Mobile home park is defined as any *lot* or portion of a *lot* used to provide rental or lease *sites* for two or more individual manufactured homes, *mobile homes*, or *park trailers* used to provide housing accommodations for occupancy periods of greater than 30 consecutive days.

5.18. Sec. 5D.7.2. (Fueling Station)

- 5.18.1. Recommend a modification to the fueling station use group definitions for ease of implementation.

Amend Subsection A. (Gas Station, Standard Vehicle), Subsection B. (Gas Station, Large Vehicle), Subsection C. (Electric Vehicle Charging Facility, Standard Vehicle) and Subsection D. (Electric Vehicle Charging Facility, Large Vehicle), of Section 5D.7.2. (Fueling Station) as follows:

A. Gas Station, Standard Vehicle

Fueling station: gas station, standard vehicle is defined as any *fueling station* dedicated to dispensing liquid or gas *vehicle* fuel for *standard vehicles*. Liquid or gas *vehicle* fuels include gasoline, diesel, biodiesel, and hydrogen. ~~Standard vehicles include vehicles possessing two or fewer axles, such as cars, motorcycles, sport utility vehicles, pickup trucks, and vans.~~

B. Gas Station, Large Vehicle

Fueling station: gas station, large vehicle is defined as any *fueling station* dedicated to dispensing liquid or gas *vehicle* fuel for *large vehicles*. Liquid or gas *vehicle* fuels include gasoline, diesel, biodiesel, and hydrogen. ~~Large vehicles include vehicles possessing three or more axles, which may include trailer trucks, construction vehicles, motor homes, and recreational vehicles, if they have three or more axles.~~

C. Electric Vehicle Charging Facility, Standard Vehicle

Fueling station: electric vehicle charging facility, standard vehicle is defined as any *fueling station* that is the *primary use* on the *lot* dedicated to providing electric *vehicle* charging for *standard vehicles*. ~~Standard vehicles include vehicles possessing two or fewer axles, such as cars, motorcycles, sport utility vehicles, pickup trucks, and vans.~~ This *use* does not include electric *vehicle* charging stalls within a *parking area* serving another *use* or *uses*. For a *parking area* serving another *use*, that includes *electric vehicle parking stalls*, see Sec. 5D.3.6. (Parking). This *use* is limited to the *motor vehicle use area* and charging equipment that facilitates the charging of electric *vehicles* in *electric vehicle parking stalls* and any required *use* standards of the applied *Use District* (Part 5B.) for *electric vehicle charging facilities*.

D. Electric Vehicle Charging Facility, Large Vehicle

Fueling station: electric vehicle charging facility, large vehicle is defined as any *fueling station* that is the *primary use* on the *lot* dedicated to providing electric *vehicle* charging for *large vehicles*. ~~Large vehicles include vehicles possessing three or more axles, which may include trailer trucks, construction vehicles, motor homes, and recreational vehicles, if they have three or more axles.~~ This

use does not include electric *vehicle* charging stalls within a *parking area* serving another *use* or *uses*. For a *parking area* serving another *use*, that includes *electric vehicle parking stalls*, see Sec. 5D.3.6. (Parking). This *use* is limited to the *motor vehicle use area* and charging equipment that facilitates the charging of electric *vehicles* in *electric vehicle parking stalls* and any required *use* standards of the applied Use District (Part 5B.) for *electric vehicle charging facilities*.

5.19. Sec. 5D.7.3. (Motor Vehicle Sales & Rental)

- 5.19.1. Recommend a modification to the Motor Vehicle Sales & Rental definitions for ease of implementation.

Amend Subsection A. (Standard Vehicle) and Subsection B. (Large Vehicle), of Section 5D.7.3. (Motor Vehicle Sales & Rental) as follows:

A. Standard Vehicle

Motor vehicle sales & rental: standard vehicle is defined as any *motor vehicle sales & rental use* involving indoor or *outdoor display* of three or more new or used *standard vehicles* for sale, rental, or lease. ~~Standard vehicles include vehicles possessing two or fewer axles, such as cars, motorcycles, sport utility vehicles, pickup trucks, and vans.~~ This *use* does not include the outdoor storage of *vehicles* that do not comprise an establishment's sale or rental inventory, for such *uses* see, Sec. 5D.7.5.B. (Storage, Outdoor: Standard Vehicle).

B. Large Vehicle

Motor vehicle sales & rental: large vehicle is defined as any *motor vehicle sales & rental use* involving indoor or *outdoor display* of three or more new or used *large vehicles* for sale, rental, or lease. This use includes recreational boats and watercraft. ~~Large vehicles include vehicles possessing three or more axles, such as trailer trucks, construction vehicles, motor homes, and recreational vehicles, in addition to recreational boats and watercraft.~~ This *use* does not include the outdoor storage of *vehicles* that do not comprise an establishment's sale or rental inventory, for such *uses* see, Sec. 5D.7.5.C. (Storage, Outdoor: Large Vehicle).

5.20. Sec. 5D.7.5. (Storage, Outdoor)

- 5.20.1. Recommend a modification to the Storage, Outdoor definitions for ease of implementation.

Amend Subsection B. (Standard Vehicle), and Subsection C. (Large Vehicle) of Section 5D.7.5. (Storage, Outdoor) as follows:

B. Standard Vehicle

Storage, outdoor: standard vehicle is defined as the outdoor storage of *standard vehicles* that are not actively used by the *site's* occupants, employees, or visitors. ~~Standard vehicles include vehicles possessing two or fewer axles, such as cars, motorcycles, sport utility vehicles, pickup trucks, and vans.~~ Includes storage of inoperable *vehicles*. This *use* does not include *uses* where *vehicles* are actively used by the *site's* occupants, employees, or visitors; for such *uses* see Sec. 5D.3.6. (Parking).

C. Large Vehicle

Storage, outdoor: large vehicle is defined as the outdoor storage of *large vehicles* that are not actively used by the *site's* occupants, employees, or visitors. ~~Large vehicles include vehicles possessing three or more axles, such as trailer trucks, construction vehicles, motor homes, and recreational vehicles as well as recreational boats and watercraft.~~ This *use* includes storage of inoperable *vehicles, boats and watercraft*. This *use* does not include *uses* where *vehicles* are actively used by the *site's* occupants, employees, or visitors; for such *uses* see Sec. 5D.3.6. (Parking)

Article 7 (Alternate Typologies)

7.1. Sec. 7B.1.3. (Civic Institution 3)

- 7.1.1. Recommend reducing the transparency standards for Civic institution 3 for greater feasibility.

Amend Subparagraph a. (Transparency) of Paragraph 2. (Facade) of Subsection E. (Frontage Standards) of Section 7B.1.3. (Civic Institution 3) as follows:

	Primary	Side	Special
a. TRANSPARENCY	Sec. 7C.1.2.		
Transparent area (min)			
Ground story	30% 10%	15%	20%
Upper stories	15%	15%	15%
Active wall spacing (max)	30'	75%	30'

7.2. Sec. 7B.3.1. (Small Lot)

- 7.2.1. Recommend a modification to change the eligible form districts to “All” and clarify that The Small Lot Subdivision Alternate Typology is eligible if *dwelling units* are the *primary use*. This modification will prevent any restrictions on small lot *projects* that are based on any other zoning components that allow *residential uses* and density districts that allow multi-unit *development*. This change is intended to align with Sec. 12.22.C.27 (Small Lot Subdivision) of Chapter 1 of the LAMC to match zoning eligibility for small lot projects.

Amend Paragraph 1. (Eligible Districts) and Paragraph 2. (Eligible Projects) of Subsection A. (Eligibility) of Section 7B.3.1. (Small Lot Subdivision) as follows:

1. Eligible Districts

FORM	FRONTAGE	STANDARD	USE	DENSITY
H_, VLN_, VLM_, LN_ & LM_ <u>All</u>	All	All	RG_, RX_, CX_ & IX_	FA through 60, <u>3L</u> , <u>4L</u>

2. Eligible Projects

Projects that meet the definition of ~~Any unified development, which and~~ involves the creation of two or more *lots* that accommodate *dwelling units* as the *primary use* is ~~are~~ eligible for the Small Lot 1 Alternate Typology.

Article 12 (Nonconformities)

12.1. Sec. 12.2.2. (Floor Area Ratio & Height Exceptions)

- 12.1.1. Recommend a modification to the Floor Area Ratio and Height Exception section in Nonconformities to better align with policy goals with regards to the bulk and mass of buildings and to more accurately clarify when additions to nonconforming buildings can occur.

Amend Section 12.2.2. (Floor Area Ratio & Height Exceptions) as follows:

~~A. Rural, Estate, & House Form Districts~~

~~In the Rural Form Districts (Div. 2B.1.), Estate Form Districts (Div. 2B.2.), and House Form Districts (Div. 2B.3.), an addition to a building or structure that is nonconforming as to floor area is allowed, provided that the addition conforms to all individual standards in this Zoning Code (Chapter 1A), except as may be approved or permitted pursuant to a discretionary approval. This exception is not available for lots in the Coastal Zone, that are not located in a hillside area.~~

A. Floor Area Ratio

[RESERVED]

B. Height in Feet or Stories

Where a building is nonconforming as to height in feet or height in stories, an addition to the existing building is allowed as new construction, provided that:

1. The addition does not exceed the existing height of the building.
2. The addition does not expand beyond the footprint of the existing building.

Article 14 (General Rules)

14.1. Sec. 14.2.7. (Floor Area)

- 14.1.1. Recommend updating a reference in the Floor Area measurement section to match a change being made in item 14.1.2 of this report.

Amend Sub-subparagraph iii. of Subparagraph c. (Exceptions) of Paragraph 1. (General) of Subsection A. (Measurement) of Section 14.2.7. (Floor Area) as follows:

iii. All interior floor space dedicated to automobile *parking*, except as specified in Paragraph 2. ~~(Density Districts 1L & 2L)~~ (Hillside, Large Lot and House Form Districts) and Paragraph 3. (Development Standards District 5), below;

- 14.1.2. Recommend having the hillside and large *lot* form districts to include the same *floor area* exceptions as the house form districts to match the policy from Chapter 1 of the *LAMC*.

Amend Paragraph 2. (Density Districts 1L & 2L), of Subsection A. (Measurement) of Section 14.2.7. (Floor Area) as follows:

2. ~~Density Districts 1L & 2L~~ Hillside, Large Lot and House Form Districts

In a *lot* with an applied ~~Density District (Part 6B.)~~ of 1L or 2L Hillside Form District (Div. 2B.1.), Large Lot Form District (Div. 2B.2.) or House Form District (Div. 2B.3.), the following rules apply:

- a. Any floor or portion of a floor with a ceiling height greater than 14 feet counts as twice the square footage of that area.
- b. Up to 400 square feet of a detached garage is exempt from the calculation of *floor area*, provided the *structure* is:
 - i. Separated from the primary *structure* a minimum of 10 feet; and
 - ii. Located a minimum of 40 feet from a *primary street lot line*.
- c. Up to 200 square feet of an attached garage is exempt from the calculation of *floor area*.
- d. No more than 400 square feet of garage *floor area* per *lot* shall be exempt.
- e. Detached *accessory buildings* that do not exceed 18 feet in height and 200 square feet in *floor area* are exempt from the calculation of *floor area*, provided that the total combined area exempted of all the detached *accessory buildings* on a *lot* does not exceed 400 square feet in *floor area*.

14.2. Sec. 14.3. (Glossary)

- 14.2.1. Recommend adding two new glossary terms “Large Vehicle” and “Standard Vehicle” in order to align with the Department of Transportation's regulations as well as meet the intent of the Harbor LA Community Plan policy with regards to truck traffic, update other definitions that refer to standard and large vehicles, and relocate the definition of Specific Adverse Impact within Sec. 14.3. (Glossary) instead of within Article 5. (Use).

Amend Division 14.3. (Glossary) as follows:

Fueling Station: Gas Station, Large Vehicle. Pursuant to Sec. 5D.7.2.B. (Fueling Station: Gas Station, Large Vehicle), fueling station: gas station, large vehicle is defined as any *fueling station* dedicated to dispensing liquid or gas *vehicle* fuel for *large vehicles*. Liquid or gas *vehicle* fuels include gasoline, diesel, biodiesel, and hydrogen. ~~Large vehicles include vehicles possessing three or more axles, which may include trailer trucks, construction vehicles, motor homes, and recreational vehicles, if they have three or more axles.~~

Fueling Station: Gas station, Standard Vehicle. Pursuant to Sec. 5D.7.2.A. (Fueling Station: Gas Station, Standard Vehicle), is defined as any *fueling station* dedicated to dispensing liquid or gas *vehicle* fuel for *standard vehicles*. Liquid or gas *vehicle* fuels include gasoline, diesel, biodiesel, and hydrogen. ~~Standard vehicles include vehicles possessing two or fewer axles, such as cars, motorcycles, sport utility vehicles, pickup trucks, and vans.~~

Fueling Station: Electric Vehicle Charging Facility, Standard Vehicle. Pursuant to Sec. 5D.7.2.D. (Fueling Station: Electric Vehicle Charging Facility, Standard Vehicle), *fueling station: electric vehicle charging facility, standard vehicle* is defined as any *fueling station* that is the *primary use* on the *lot* dedicated to providing electric *vehicle* charging for *standard vehicles*. ~~Standard vehicles include vehicles possessing two or fewer axles, such as cars, motorcycles, sport utility vehicles, pickup trucks, and vans.~~ This *use* does not include electric *vehicle* charging stalls within a *parking area* serving another *use* or *uses*. For a *parking area* serving another *use*, that includes *electric vehicle parking stalls*, see Sec. 5D.3.6. (Parking). This *use* is limited to the *motor vehicle use area* and charging equipment that facilitates the charging of electric *vehicles* in *electric vehicle parking stalls* and any required *use* standards of the applied *Use District* (Part 5B.) for *electric vehicle charging facilities*.

Fueling Station: Electric Vehicle Charging Facility, Large Vehicle. Pursuant to Sec. 5D.7.2.C. (Fueling Station: Electric Vehicle Charging Facility, Large Vehicle), *fueling station: electric vehicle charging facility, large vehicle* is defined as any *fueling station* that is the *primary use* on the *lot* dedicated to providing electric *vehicle* charging for *large vehicles*. ~~Large vehicles include vehicles possessing three or more axles, such as trailer trucks, construction vehicles, motor homes, and recreational vehicles.~~ This *use* does not include electric *vehicle* charging stalls within a *parking area* serving another *use* or *uses*. For a *parking area* serving another *use*, that includes *electric vehicle parking stalls*, see Sec. 5D.3.6. (Parking). This *use* is limited to the *motor vehicle use area* and charging equipment that facilitates the charging of electric *vehicles* in *electric vehicle parking stalls* and any required *use* standards of the applied *Use District* (Part 5B.) for *electric vehicle charging facilities*.

Large Vehicle. Large vehicle is defined as a *vehicle* with three or more axles and a length of 22 feet or greater, including bumpers.

MOBILE HOME PARK

Mobile home park is defined as any *lot* or portion of a *lot* used to provide rental or lease *sites* for two or more individual manufactured homes, *mobile homes*, or *park trailers* used to provide housing accommodations for occupancy periods of greater than 30 consecutive days.

Motor Vehicle Sales & Rental. Large Vehicle. Pursuant to Sec. 5D.7.3.B. (Motor Vehicle Sales & Rental: Large Vehicle), *motor vehicle sales & rental: large vehicle* is defined as any *motor vehicle sales & rental use* involving indoor or *outdoor display* of three or more new or used *large vehicles* for sale, rental, or lease. This use includes recreational boats and watercraft. ~~Large vehicles include vehicles possessing three or more axles, such as trailer trucks, construction vehicles, motor homes, and recreational vehicles, in addition to recreational boats and watercraft.~~ This use does not include the outdoor storage of *vehicles* that do not comprise an establishment's sale or rental inventory, for such uses see, Sec. 5D.7.5.C. (Storage, Outdoor: Large Vehicle).

Motor Vehicle Sales & Rental: Standard Vehicle. Pursuant to Sec. 5D.7.3.A. (Motor Vehicle Sales & Rental: Standard Vehicle), *motor vehicle sales & rental: standard vehicle* is defined as any *motor vehicle sales & rental use* involving indoor or *outdoor display* of three or more new or used *standard vehicles* for sale, rental, or lease. ~~Standard vehicles include vehicles possessing two or fewer axles, such as cars, motorcycles, sport utility vehicles, pickup trucks, and vans.~~ This use does not include the outdoor storage of *vehicles* that do not comprise an establishment's sale or rental inventory, for such uses see, Sec. 5D.7.5.B. (Storage, Outdoor: Standard Vehicle).

Specific Adverse Impact. Specific Adverse Impact is defined as a significant, quantifiable, direct, and unavoidable impact, based on objective, identified, and written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete pursuant to California Government Code, Section 65850.7(i)(4).

Standard Vehicle. Standard vehicle is defined as a vehicle with two or fewer axles or a length of less than 22 feet, including bumpers.

Storage, Outdoor: Large Vehicle. Pursuant to Sec. 5D.7.5.C. (Storage, Outdoor: Large Vehicle), large Vehicle Storage, outdoor: large vehicle is defined as the outdoor storage of *large vehicles* that are not actively used by the *site's* occupants, employees, or visitors. ~~Large vehicles include vehicles possessing three or more axles, such as trailer trucks, construction vehicles, motor homes, and recreational vehicles as well as recreational boats and watercraft.~~ This use includes storage of inoperable *vehicles, boats and watercraft*. This use does not include uses where *vehicles* are actively used by the *site's* occupants, employees, or visitors; for such uses see Sec. 5D.3.6. (Parking).

Storage, Outdoor: Standard Vehicle. Pursuant to Sec. 5D.7.5.B. (Storage, Outdoor: Standard Vehicle), standard Vehicle Storage, outdoor: standard vehicle is defined as the outdoor storage of *standard vehicles* that are not actively used

by the *site's* occupants, employees, or visitors. ~~Standard vehicles include vehicles possessing two or fewer axes, such as cars, motorcycles, sport utility vehicles, pickup trucks, and vans.~~ Includes storage of inoperable *vehicles*. This *use* does not include *uses* where *vehicles* are actively used by the *site's* occupants, employees, or visitors; for such *uses* see Sec. 5D.3.6. (Parking).

Multiple Articles: Removal of Unmapped Districts

1. Request the City Attorney to remove from the draft ordinance for City Council consideration the following zoning districts: Development Standards Districts 7, 10, 13, 17, and 19 and Use Districts RG4, CX7, and CX9 as included in the proposed ordinance amending Chapter 1A recommended by the City Planning Commission (CPC Recommendation Draft) as shown in the file titled, "Attachment to Report dated 6-10-25 - Exhibit E1_New Zoning Code (LAMC Chapter 1A)..." and submitted to Council Files 25-0775 and 25-0774.

Section 27 found on unnumbered pages 43-44 of the CPC Recommendation Draft states the intent to omit superfluous pages, retaining only pages that include sections pertaining to the zoning districts being introduced by the Harbor LA Community Plan. The Districts proposed for removal as itemized above are not included in the proposed Zoning Map for the Harbor Community Plans recommended by the City Planning Commission, as shown in the files titled, "Attachment to Communication dated 8-20-25 - Revised Exhibit D1_Zone Change Maps and Matrices..." and submitted to Council Files 25-0775 and 25-0774. The removal of the districts itemized above from the draft ordinance is consistent with CPC's intent to retain only sections pertaining to the zoning districts being introduced (by way of the Zoning Map) by the Harbor LA Community Plan. The districts proposed for removal from the draft ordinance will be reintroduced as appropriate alongside subsequent Community Plan Area updates.

2. In addition to removing districts, during the Form and Legality process, there have been nonsubstantive nomenclature changes to the Development Standards Districts. The table below provides clarity on which Development Standards Districts are proposed for removal and renumbering from the draft ordinance prepared during Form & Legality.

Updated Development Standards Districts	CPC Recommended Development Standards Districts	Recommendation for Final Ordinance
1	11	Rename to Development Standards District 1
2	12	Rename to Development Standards District 2

7	10	Remove from Harbor Ordinance
8	8	
9	9	
10	7	Remove from Harbor Ordinance
11	19	Remove from Harbor Ordinance
12	13	Remove from Harbor Ordinance
13	14	Rename to Development Standards District 13
14	15	Rename to Development Standards District 14
15	16	Rename to Development Standards District 15
16	17	Remove from Harbor Ordinance
17	18	Rename to Development Standards District 17

II. Amendments to Zoning Code Maps for Council Consideration

1.1. Targeted Planting Map

Request for the City Attorney to prepare and present an amended Targeted Planting Map for City Council adoption to include the Harbor LA Community Plan Areas as shown in Exhibit E3 pursuant Subsection C. (Amendments) of Sec. 1.5.5. (Targeted Planting Map) in order to incorporate planting requirements from the Clean Up Green Up (CUGU) Ordinance.

1.2. Hillside Area Map

Request for the City Attorney to prepare and present an amended Hillside Area Map for City Council adoption to include the Wilmington-Harbor City Community Plan Area as shown in Exhibit E3 pursuant Subsection C. (Amendments) of Sec. 1.5.6. (Hillside Area Map).

Parcels within the Wilmington-Harbor City Community Plan Area are located in the Hillside Area Map pursuant to Sec. 12.03 (Definitions) of Chapter 1 of the Los Angeles Municipal Code, which triggers development regulations for properties in the Hillside Area. City Planning recommends applying the same Harbor LA Community Plan Areas Map boundaries from Chapter 1 into Chapter 1A of the LAMC in order to continue grading and retaining wall regulations, as well as subdivision standards (e.g., density calculations factoring in slope), and ADU fire sprinkler regulations for properties located within a hillside area. Updating the Chapter 1A Hillside Area Map to include the same Hillside Area Map designations within the Harbor LA Community Plan Areas as those within Chapter 1 will enable necessary regulations already in place for hillside areas and will ensure future development is compatible and supportive of the community plan's vision and goals of growing strategically and conserving existing residential neighborhoods.

1.3. Special Lot Line Map

Request for the City Attorney to prepare and present an amended Special Lot Line Map for City Council adoption to include the Harbor Gateway Plan Area shown in Exhibit E3 pursuant Subsection C. (Amendments) of Sec. 1.5.8. (Special Lot Line Map) to designate Special Lot Line requirements that are needed to implement zoning regulations.

1.4. Major Transit Stop Area Map

Request for the City Attorney to prepare and present an amended Major Transit Stop Area Map for City Council adoption to include the Harbor LA Community Plan Areas shown in Exhibit E3 pursuant Subsection C. (Amendments) of Sec. 1.5.18. (Major Transit Stop Map) to designate the major transit stops.

1.5. Freeway Adjacency Map

Request for the City Attorney to prepare and present an amended Freeway Adjacency Map for City Council adoption to include the Harbor LA Community Plan Areas shown in Exhibit E3 pursuant Subsection C. (Amendments) of Sec. 1.5.19. (Freeway Adjacency Map) to designate properties that fall within the 1,000 foot radius of a freeway as specified by the standards of Sec. 4C.13.2. (Freeway Adjacency).

1.6. Hazardous Sites Map

Request for the City Attorney to **remove** the Hazardous Sites Map from the draft ordinance as the Environmental Protection Measures (EPM) handbook's hazardous materials standards meets the intent of the hazardous materials map introduced by the Harbor LA Community Plans. It is recommended that the City Council direct the Director to update the Chapter 1A EPM Handbook to a dataset for the Harbor and Wilmington Border Zone Property dataset, to be mapped on ZIMAS alongside the other hazardous materials standards sites referenced in the EPM Handbook pursuant to Sec. 4C.13.1. (Environmental Protection Measures) of Chapter 1A of the LAMC.

1.7. Proposed Conservation District and Individual Historic Resources Supplemental District Maps.

Instruct the City Attorney to remove these maps from the draft ordinance because the maps were for informational purposes only. The Conservation Districts and Individual Historic Resources designations are included in the zone string and are therefore part of the proposed amendments to the Zoning Map.

For questions regarding this report, please contact Kiran Rishi, Principal City Planner, at kiran.rishi@lacity.org, in the Department of City Planning.

Sincerely,



VINCENT P. BERTONI, AICP
Director of Planning

VPB:SMMB:kr:ec:rr:en