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DEPARTMENT OF  
PLANNING & ZONING

### Zoning Narrative

We are seeking to utilize existing interior space that was previously demised as 4 apartments. The proposal is to renovate this space, referred to as the "rear ell" and basement on the attached plans, which will add 4 additional apartments within existing space. No exterior changes in this application, except for re-striping of parking lot based on the attached site plan and moving one existing door from the Easterly elevation to the Southerly, as shown.

### Parking.

See attached updated parking plan.

No change to lot coverage is proposed (although we are under the required lot coverage limit and increased coverage allowed under the CDO.) Our proposal, however, is to re-stripe the existing lot as shown to give us the additional parking spaces required as well as some additional we would like to have:

- i) without increasing impermeable surface on the lot; and
- ii) without losing some trees and bushes in the process (primarily three bushes and a 12' maple in the North east corner and a large bed of plantings near the southerly driveway as shown on the plan).

Table 8.1.8-1 sets out parking dimensional standards for the different types of angled spaces. Interestingly, Table 8.1.8-1 of the CDO does not provide a category for spaces angled at thirty degrees as is provided for in other towns such as South Burlington.) However, under the CDO Article 8, Section 8.1.11 parking dimensional requirements, the DRB is expressly authorized to modify the parking dimensional standards.

For the thirty degree angles spaces shown on the plan our engineer used the South Burlington standards for width, length and angle but used the Burlington standard for backup distance and aisle width for angled spaces that are forty five or sixty degree spaces.

We are under lot coverage, so we could expand the parking area, but our experience with this lot is that this plan functions very well in all respects so we are requesting that the attached parking be approved.

Number required under Article 8 Table 9.18-1 = 26 (2 per dwelling unit)

Number of parking spaces provided per the attached plan = 30

owner shall be required to submit a covenant, for filing in the City Records office, in such a form as shall be approved by the City Attorney, indicating consent to the provisions of this subsection.

**M. Structured Parking.** Structured parking may be allowed by the Development Review Board in conjunction with approval of a site plan or PUD. Structured parking shall be defined as any structure consisting of more than one level and used to store motor vehicles. The parking structure may be stand-alone or may be part of or attached to another structure. Such structures typically comprise parking decks, garages, or roof-top parking areas. The Development Review Board may require design elements for parking structures that specifically address safety, security, lighting, landscaping, and visual aesthetics as conditions for approval.

**N. Exemptions, Waivers, and Modifications of Requirements.**

**(1) Exemptions.** Existing buildings and uses are exempt as follows:

(a) Structures and land uses lawfully in existence or in use or for which zoning permits have been approved by the effective date of these regulations shall not be subject to the parking or loading space requirements set forth in this section. However, any parking or loading facility now existing to serve such structures or uses shall not be reduced except where such facility exceeds such requirements, in which case such facility shall not be reduced below such requirements.

(b) However, no structure or lot lawfully in use at the effective date of this chapter shall be enlarged unless the off-street parking and truck loading space requirements of this section are complied with to the same extent as would be required if the entire pre-existing structure or use and the proposed enlargement were being submitted as if they were a new application. The Development Review Board shall require additional off-street parking and truck loading spaces with respect to the proposed enlargement, but at its discretion may not require additional spaces with respect to the preexisting part of the structure or use.

**(2) Waivers.** Except within the City Center FBC District, where the Development Review Board determines that a proposed land use or structure is adequately served by existing or proposed parking facilities, the Development Review Board may waive the off-street parking space requirements stipulated in Tables 13-1 through 13-6, by no more than twenty-five percent (25%).

**(3) Modifications of Requirements.** Except within the City Center FBC District, where the Development Review Board determines that unique usage or special conditions exist, it may require off-street parking spaces and loading areas greater than the requirements of this section. The Development Review Board may reduce the requirements of Tables 13-1 through 13-6 for the number of off-street parking spaces and loading areas for non-residential uses and structures if it determines that overlapping use of parking spaces or other unique characteristic cause the requirement to be unnecessarily stringent. See sub-sections on Shared Parking.

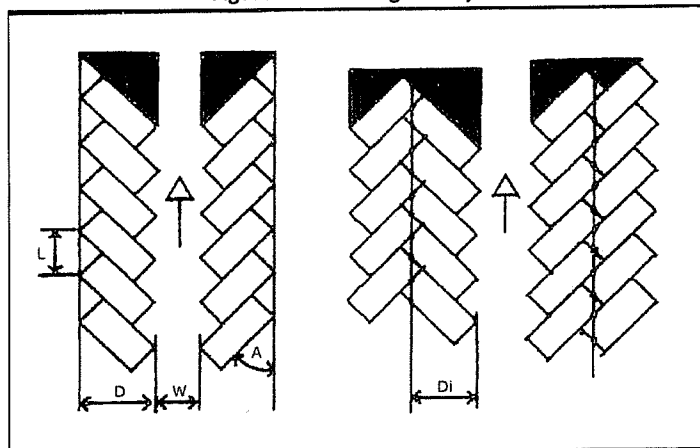
**Table 13-8 Parking Lot Dimensions**

A	L	D	W	D <sub>1</sub>
<i>Parking Angle (Degrees)</i>	<i>Curb Length per Car (Feet)</i>	<i>Depth of Stall (Feet)</i>	<i>Width of Aisle (Feet)</i>	<i>Depth of Stall (Feet)</i>
0	22.0	8.0	12	8.0
20	24.9	14.2	12	10.1
25	20.1	15.4	12	11.4
30	17.0	16.4	12	12.7
35	14.8	17.3	12	13.7

40	13.2	18.1	12	14.8
45	12.0	18.7	13	15.8
50	11.1	19.2	13	16.6
55	10.4	19.6	14	17.2
60	9.8	19.8	15	17.8
65	9.4	19.9	17	18.2
70	9.0	19.8	20	18.4
75	9.0	19.6	23	18.6
80	9.0	19.2	24	18.4
85	9.0	18.7	24	18.3
90	9.0	18.0	24*	18.0

The width of an aisle serving a single row of 90 degree parking spaces may be reduced to 22 feet.

Figure 13-1 Parking Lot Layout



13.02 Home Occupations

**A. General Restrictions.** Customary home occupations are permitted as accessory uses in all districts provided that:

- (1) The use is conducted solely and entirely within the primary dwelling or in an accessory building, and the use is clearly incidental and secondary to the use of the dwelling unit from living purposes.
- (2) The home occupation shall be owned by the principal occupant of the dwelling in which it is located. In no case may the homeowner or principal occupant rent out the business area of the dwelling.
- (3) The total space devoted to the home occupation must be located either in the dwelling or an accessory structure. In either case, the total space devoted to the home occupation shall not exceed twenty-five percent (25%) of the ground floor area of the dwelling.

**TABLE 2: STANDARD CARS - PARKING BAY WIDTHS FOR ONE-WAY TRAFFIC AND SINGLE LOADED AISLES, BASED ON CHART NO. 2 IN ORDINANCE NO. 142,306 \***

Parking Angle	8'-4" Stalls	8'-6" Stalls	8'-8" Stalls	8'-10" Stalls	9'-0" Stalls	9'-2" Stalls	9'-4" Stalls
30	27'-6"	27'-6"	27'-6"	27'-6"	27'-6"	27'-6"	27'-6"
32.5	28'-1"	28'-1"	28'-1"	28'-1"	28'-1"	28'-1"	28'-1"
35	28'-7"	28'-7"	28'-7"	28'-7"	28'-7"	28'-7"	28'-7"
37.5	29'-1"	29'-1"	29'-1"	29'-1"	29'-1"	29'-1"	29'-1"
40	29'-11"	29'-6"	29'-6"	29'-6"	29'-6"	29'-6"	29'-6"
42.5	30'-11"	30'-6"	30'-1"	29'-10"	29'-10"	29'-10"	29'-10"
45	31'-11"	31'-6"	30'-8"	30'-8"	30'-3"	30'-3"	30'-5"
47.5	32'-11"	32'-6"	32'-1"	31'-8"	31'-3"	31'-10"	30'-5"
50	33'-10"	33'-5"	33'-0"	32'-7"	32'-2"	31'-9"	31'-4"
52.5	34'-9"	34'-3"	33'-9"	33'-4"	32'-11"	32'-6"	32'-1"
55	35'-7"	35'-1"	34'-7"	34'-2"	33'-8"	33'-3"	32'-10"
57.5	36'-5"	35'-11"	35'-5"	35'-0"	34'-6"	34'-0"	33'-7"
60	37'-3"	36'-9"	36'-3"	35'-9"	35'-3"	34'-9"	34'-4"
62.5	38'-0"	37'-6"	37'-0"	36'-6"	36'-0"	35'-6"	35'-0"
65	38'-9"	38'-2"	37'-8"	37'-2"	36'-8"	36'-2"	35'-8"
67.5	39'-6"	38'-11"	38'-5"	37'-11"	37'-4"	36'-10"	36'-4"
70	40'-3"	39'-8"	39'-2"	38'-7"	38'-1"	37'-6"	37'-0"
72.5	40'-11"	40'-4"	39'-10"	39'-3"	38'-9"	38'-2"	37'-8"
75	41'-8"	41'-1"	40'-7"	40'-0"	39'-5"	38'-10"	38'-4"
77.5	42'-5"	41'-10"	41'-3"	40'-8"	40'-1"	39'-6"	39'-0"
80	43'-1"	42'-6"	41'-11"	41'-4"	40'-9"	40'-2"	39'-7"
82.5	43'-9"	43'-1"	42'-6"	41'-11"	41'-4"	40'-9"	40'-2"
85	44'-6"	43'-10"	43'-3"	42'-7"	42'-0"	41'-4"	40'-9"
87.5	45'-3"	44'-7"	43'-11"	43'-4"	42'-8"	42'-0"	41'-5"
90	46'-0"	45'-4"	44'-8"	44'-0"	43'-4"	42'-8"	42'-0"

\* NOTE: All values on this table are for required parking stalls. To determine parking bay widths for non-required stalls, merely use a column showing a stall width dimension that is 4 inches more. The values above the darkened lines are governed by minimum aisle width. The stall widths (8'-6", 8'-10", and 9'-2") are not shown in the ordinance, but are available for use.

As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability and, upon request, will provide reasonable accommodation to ensure equal access to its programs, services and activities. For efficient handling of information internally and in the internet, conversion to this new format of code related and administrative information bulletins including MGD and RGA that were previously issued will allow flexibility and timely distribution of information to the public.

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Table 15.30.070.A Parking and Drive Aisle Minimum Design Standards for One-Way Drive Aisle								
Stall Angle	Standard Size Stalls (9' x 19')				Compact Size Stalls (8' x 16')			
	Bay Width		Row Width	Drive Aisle Width	Bay Width		Row Width	Drive Aisle Width
	Single Loaded	Double Loaded			Single Loaded	Double Loaded		
0 degrees	21.00	30.00	9.00	12.00	20.00	28.00	8.00	12.00
30 degrees	29.30	46.60	17.30	12.00	26.93	41.86	14.93	12.00
45 degrees	33.80	53.60	19.80	14.00	30.97	47.94	16.97	14.00
60 degrees	38.96	59.92	20.96	18.00	35.86	54.72	17.86	18.00
90 degrees	44.00	63.00	19.00	25.00	41.00	57.00	16.00	25.00

Note: All measurements are in feet.

Table 15.30.070.B Parking and Drive Aisle Minimum Design Standards for Two-Way Drive Aisles								
Stall Angle	Standard Size Stalls (9' x 19')				Compact Size Stalls (8' x 16')			
	Bay Width		Row Width	Drive Aisle Width	Bay Width		Row Width	Drive Aisle Width
	Single Loaded	Double Loaded			Single Loaded	Double Loaded		
0 degrees	29.00	38.00	9.00	20.00	28.00	36.00	8.00	20.00
30 degrees	37.30	54.60	17.30	20.00	34.93	49.86	14.93	20.00
45 degrees	39.80	59.60	19.80	20.00	36.97	53.94	16.97	20.00
60 degrees	45.96	66.92	20.96	25.00	42.86	61.72	17.86	25.00
90 degrees	44.00	63.00	19.00	25.00	41.00	62.00	16.00	25.00

Note: All measurements are in feet.

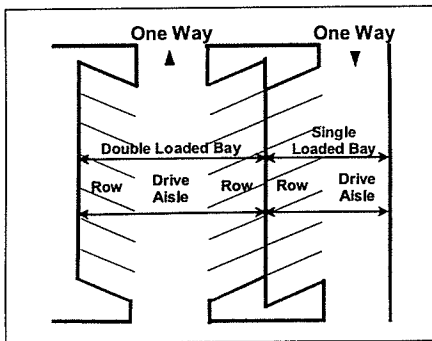


Figure 14

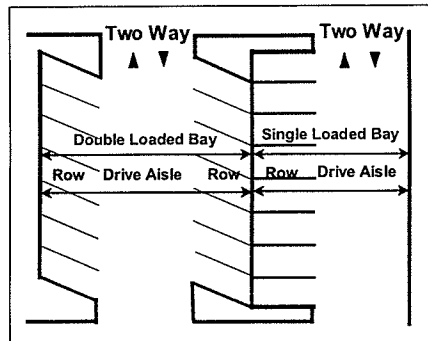


Figure 15

Section 15.30.070