Updated: 06/09/2020

County of Los Angeles

Compact Lot Subdivision Design Guidelines

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Introduction

On June 9, 2020, the Board of Supervisors ("BOS") adopted the Compact Lot Subdivision Ordinance ("Ordinance") to allow the creation of smaller fee-simple, single-family residential lots in multi-family residential zones. The single-family residential lots, or compact lots, created through the Ordinance are less than the typical minimum area of 5,000 square feet and minimum lot width of 50 feet. The Ordinance amends Title 21 (Subdivisions) of the Los Angeles County Code ("County Code") to exempt compact lots from the street frontage requirement. The Ordinance also amends Title 22 (Planning and Zoning) of the County Code to establish new development standards for single-family residences on compact lots ("compact lot homes"). These new development standards include but are not limited to: required lot area and lot width, setbacks, floor area, height, private usable open space, landscaping, tree planting, and parking, including the allowance of a separate parking-only lot where some or all required parking spaces are provided. Furthermore, under the Ordinance, development of compact lot homes is subject to approval of a Conditional Use Permit.

There are many benefits to compact lot subdivisions. Compact lot subdivisions provide a space-efficient and economical alternative to traditional options for homeownership in the unincorporated areas of Los Angeles County. Compact lot subdivisions reduce the amount of land required for new single-family residences, which potentially create opportunities for affordable homeownership through lower land costs. In addition, compact lot subdivisions allow a greater variety in lot sizes and flexibility in lot configuration, which promote urban infill, a diversity of housing types, and neighborhood stability.

However, with these potential benefits also comes a new set of spatial complexities. Compact lot design and layout require unique considerations with respect to parking and vehicle access, compact lot sizes and awkward lot configurations, adequate access to air and light, and outdoor space and privacy. In addition, the compact lot project's relationship with surrounding existing developments in an established neighborhood and public areas, such as streets and sidewalks, also plays a critical role in shaping its design and layout. The purpose of this document is to address these spatial complexities and ensure neighborhood compatibility through design guidelines. These guidelines are intended to be used to support the implementation of the Ordinance.

DOCUMENT ORGANIZATION

This document is organized into two chapters called "Considerations":

Consideration I: The Context
Consideration II: The Site

Consideration I focuses on the importance of neighborhood context, highlighting best practices for integrating new compact lot projects into existing neighborhood patterns. Consideration II addresses the spatial challenges unique to compact lot subdivisions, providing solutions that could contribute to the creation of a high-quality living environment.

HOW TO USE THE DESIGN GUIDELINES

Unlike development standards in the Ordinance, the design guidelines listed under each Consideration are not requirements, but instead, suggested best practices to identify the level of design quality expected for compact lot projects. They are meant to assist developers and architects to better understand the variables that should be considered during project design. It is important to note that due to the unique nature of each project, not all design guidelines will be appropriate in every project, nor is this document's intent to capture all situations and circumstances. Developers and architects are encouraged to be creative when developing context-sensitive and site-specific design solutions. All characteristics of a project's design "as a whole" should be taken into consideration.

Consideration I: The Context

The relationship of a compact lot project to its surrounding existing developments and with the public realm, such as the street and the sidewalk, are important design considerations. When considering neighborhood compatibility, the focus should be on basic patterns, which are defined by recurring characteristics such as building scale and massing in the vicinity, and the streetscapes in the neighborhood. This Chapter presents design guidelines on the following topics:

A. Relationship to Neighboring Buildings
B. Relationship to the Street

A. RELATIONSHIP TO NEIGHBORING BUILDINGS

Scale refers to the perceived size of a building in relation to other buildings in the surrounding areas. A new building that is compatible in scale should be visually proportionate to the perceived size of other buildings in its vicinity. Massing, on the other hand, refers to the shape and form of a building and its components, and how these components relate to one another, which in turn, contribute to the overall volume of a building. Buildings with simpler forms tend to appear more massive than buildings with more variety in their forms and shapes – such as a complex footprint and greater articulation of exterior wall surfaces.

Guidelines on Building Scale and Massing

I.A.1 Design compact lot homes to be similar in scale to nearby and surrounding buildings to avoid the appearance of being overwhelming or disproportionate in comparison.

I.A.2 Design compact lot homes to have similar forms and shapes to nearby and surrounding buildings to maintain existing massing patterns.

I.A.3 Where the scale of proposed compact lot homes and/or accessory structures exceeds that of the immediately surrounding lots, use transitional design elements, such as architectural elements and features, second-story stepbacks, varied forms or articulated massing, or vertical and horizontal projections to provide scale reductions and visual relief.

Figure I.A.1: A simple rectangular footprint leads to a boxy-looking two-story building that appears massive and out of scale in an area surrounded by single-story buildings.

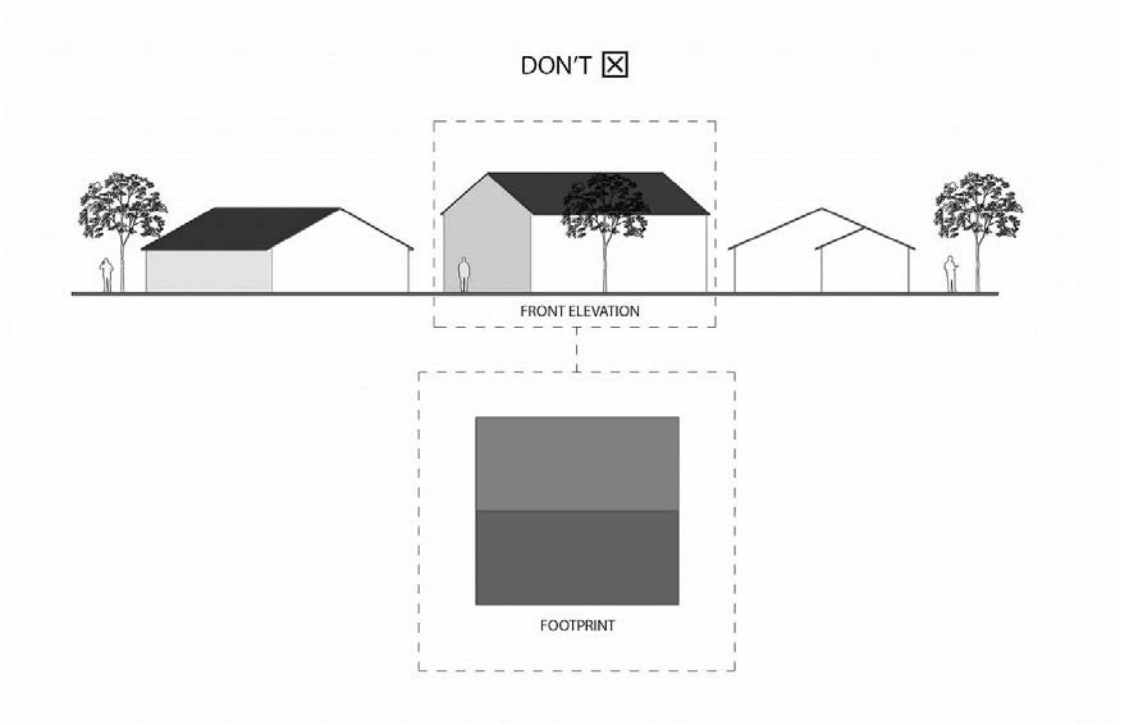


Figure I.A.2: With a more complex footprint and form and a stepped-back second story, a two-story building can better integrate into an area surrounded by single-story buildings.

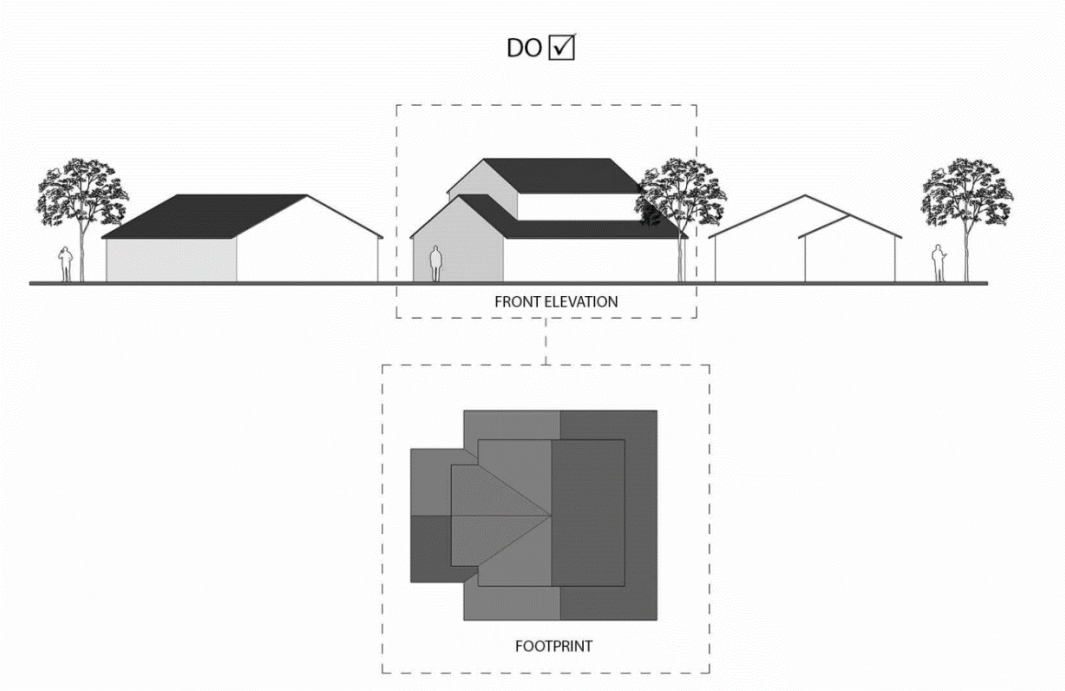
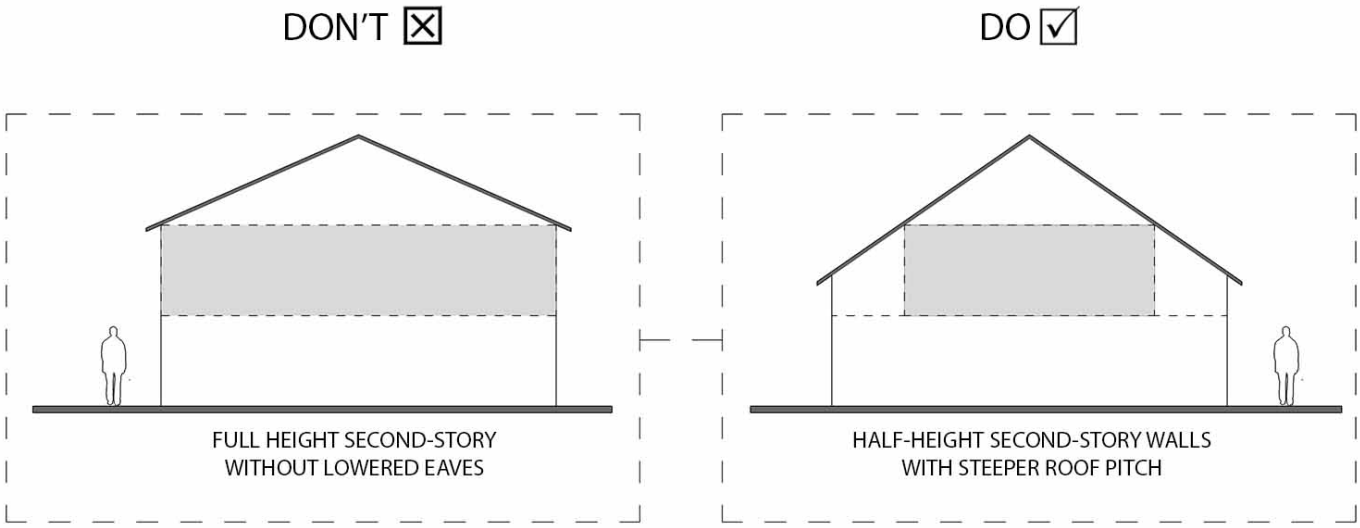


Figure I.A.3: Lowering the eave line, such as half-height second-story walls with steeper roof pitch (with windows on the gable ends), is another design element that can minimize the scale of a two story building in an area surrounded by single-story buildings.



B. RELATIONSHIP TO THE STREET

The streetscape – the visual elements of a street, including sidewalks, adjoining buildings, and private front yards – play a critical role in shaping a neighborhood's character. A well-designed compact lot project should enhance the streetscape to make the street a high-quality public space where residents feel safe and comfortable to walk and have social interactions. A project's site layout and circulation, the building façade and entryways, and the landscaping in the site's perimeter front and corner side yards all contribute to the overall quality of the street.

Guidelines on Site Layout and Circulation

I.B.1 Configure compact lots that have street frontage to be oriented toward and have direct pedestrian access to the public sidewalk.

I.B.2 Minimize the number of curb-cuts in order to promote continuity of the sidewalk.

I.B.3 Avoid excessive curb-cut or driveway apron width, and locate curb-cuts, carports, garages, and garage doors to maximize spaces for on-street parking.

Figure I.B.1: Due to the location of the garages and curb-cuts, and the excessive width of the curb-cuts and driveway aprons, this configuration fails to retain most of the on-street parking spaces, which are typically 20 feet long.

DON'T ☒

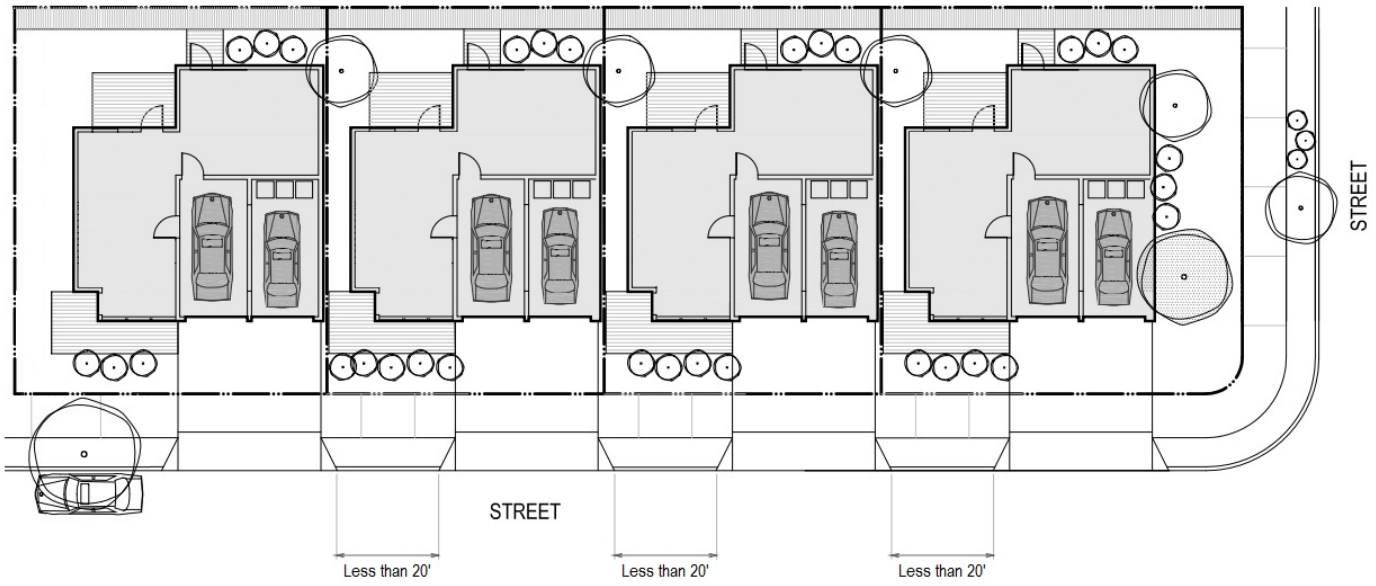
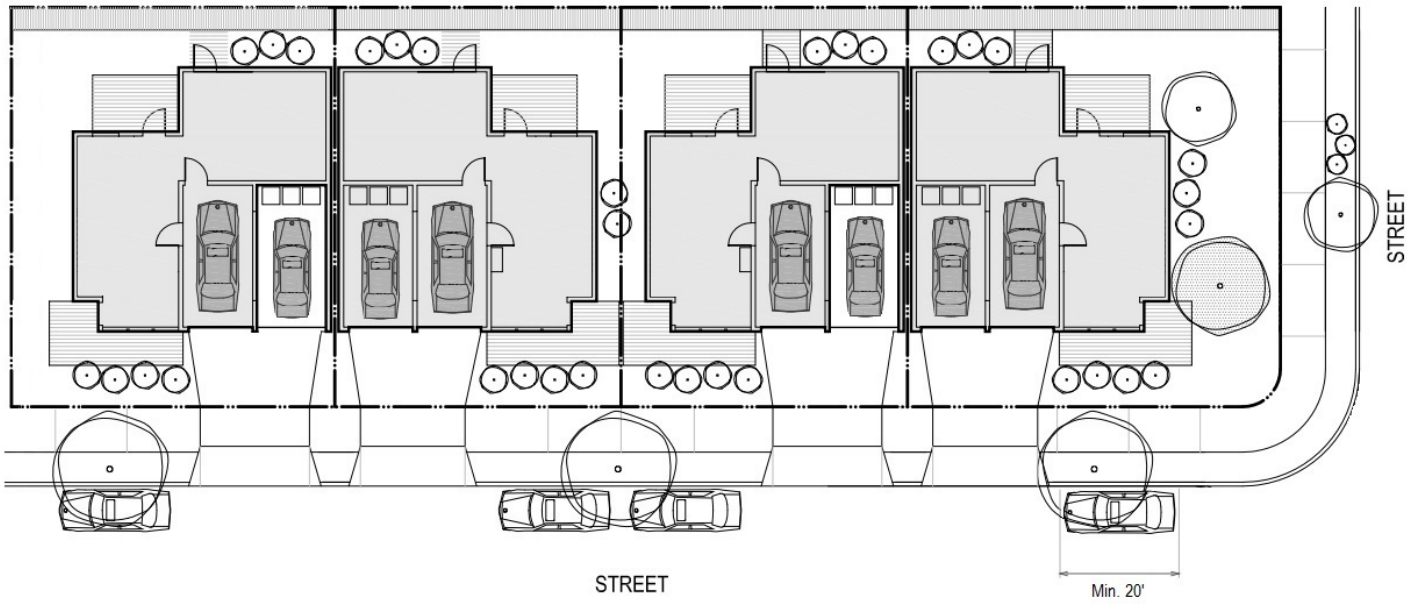


Figure I.B.2: A greater number of on-street parking spaces is retained when the curb-cuts and garages for two of the compact lot homes are shifted elsewhere on the buildings' frontages, and the driveway aprons and curb-cuts are at widths necessary to accommodate the off-street parking spaces but not excessive.

DO ☑



Guidelines on Building Façade and Entryway Articulation

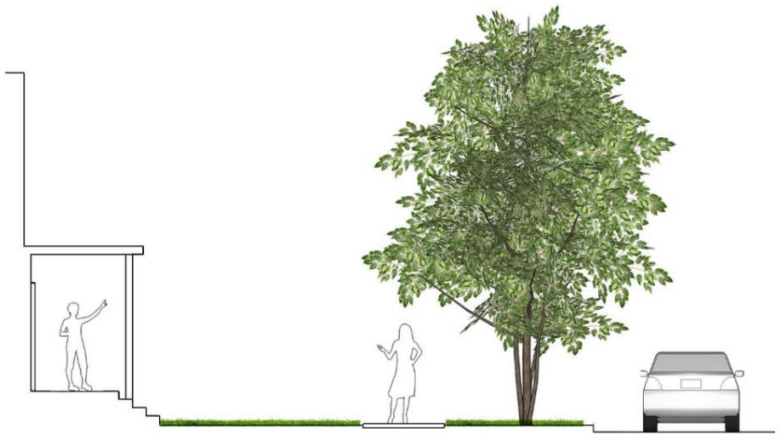
I.B.4 Strategically place windows, balconies, doors, and other permeable features to create visual interest and provide visibility from the street-fronting compact lot homes to the street.

I.B.5 Use textures, colors, materials, architectural treatments and details to add visual interest to the building façade.

I.B.6 Avoid the creation of uninterrupted blank wall surfaces on the building façades, especially those adjacent to a street or other areas of human activities.

I.B.7 Place the main entrances of street-fronting compact lot homes on the front façades so that the main entrances face the street. Incorporate transitions such as porches, stoops, and canopies in the articulation of these main entrances.

Figure I.B.2: Use a raised vantage point, such as stoops, at the main entrance to provide street-facing compact lot homes with frontage that is both engaging with the neighborhood, and provides a sense of surveillance and privacy to the residents.



Guidelines on Perimeter Front and Corner Side Yard Landscaping

I.B.8 Use variations in landscaping, grade changes, and low fences or walls in the project site's perimeter front and corner side yards to clearly delineate and aid the transitions between the public and private realms.

I.B.9 Use walls and fences to create visual interest along the street. For example, walls and fences can be used as neutral backdrops to highlight attractive plant materials. A wall can also be used as a common background that visually connects and unifies otherwise isolated groups of plant materials.

Consideration II: The Site

Compact lot design and layout is fundamentally a site planning challenge. It requires creating a high-quality living environment, while addressing practical spatial needs. A project site's topography, dimensions, location, and orientation are all factors that must be considered when determining the best driveway layout and lot configuration, which in turn would dictate how other aspects of the development, such as parking, utilities, and adequate indoor and outdoor living spaces would fit within the project site. This Chapter presents design guidelines on the following topics:

A. Site Layout
B. Buildings
C**.** Outdoor Living Spaces

A. SITE LAYOUT

In general, there are three types of project sites in relation to the adjacent public right-of-ways: corner lots, mid-block lots, and alley-abutting lots. Each type presents unique challenges and opportunities when considering the most suitable layout and configuration. The dimensions of the project site – whether the parcel is narrow yet deep, or wide but shallow – play a critical role in determining the layout for the project site. Furthermore, other technical aspects, such as sewer connection (see Appendix A) and trash collection (see Appendix B), can also impact the layout and should be taken into consideration.

Guidelines on Lot Configuration, Access, and Parking

II.A.1 If the project site is located on a mid-block lot not abutting an alley, provide a private common driveway for vehicular access to all compact lots. A side or central private common driveway is ideal for mid-block lots that are deep, but relatively narrow. Other possible configurations include the use of a T-shaped or an L-shaped private common driveway.

II.A.2 If there is an alley behind the project site, utilize the alley for vehicular access. Alley-abutting lot is also an ideal site to utilize the parking-only lot configuration option as the alley provides direct vehicular access to the parking-only lot.

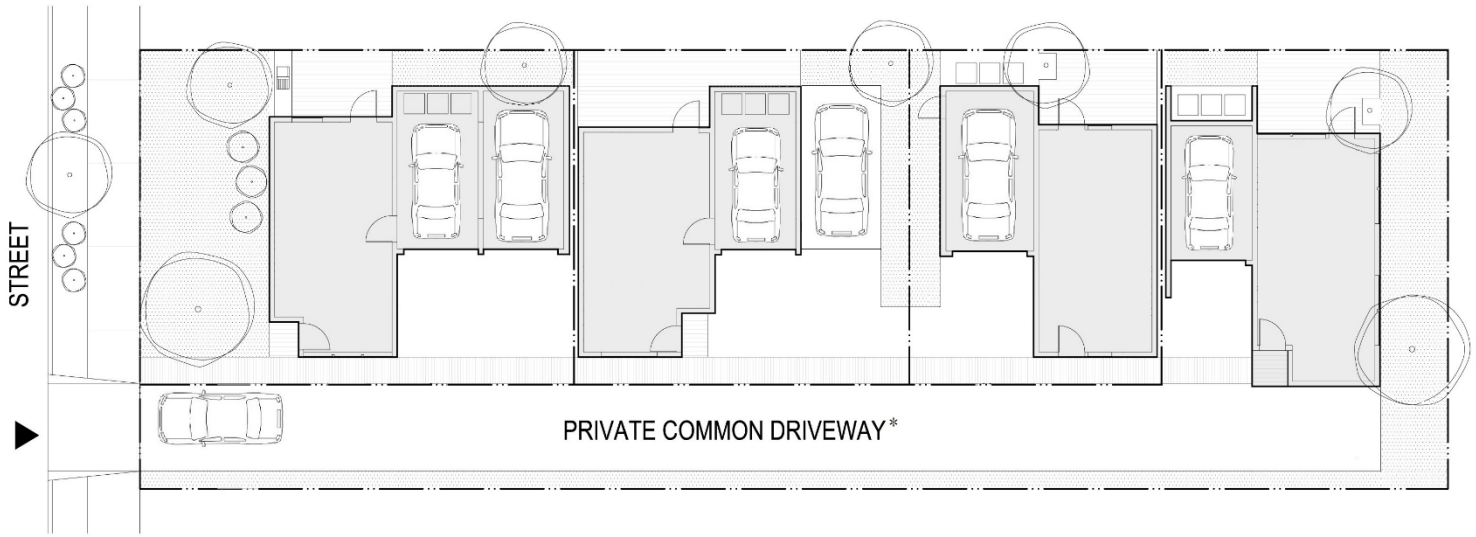
II.A.3 If the project site is located on a corner lot with two street frontages, provide a private common driveway that is accessed from the side street rather than the front street.

II.A.4 When feasible, locate pedestrian walkways away from vehicular access.

II.A.5 If parking spaces are provided on a compact lot where the home fronts the street, locate the parking to the rear of the residence away from the street.

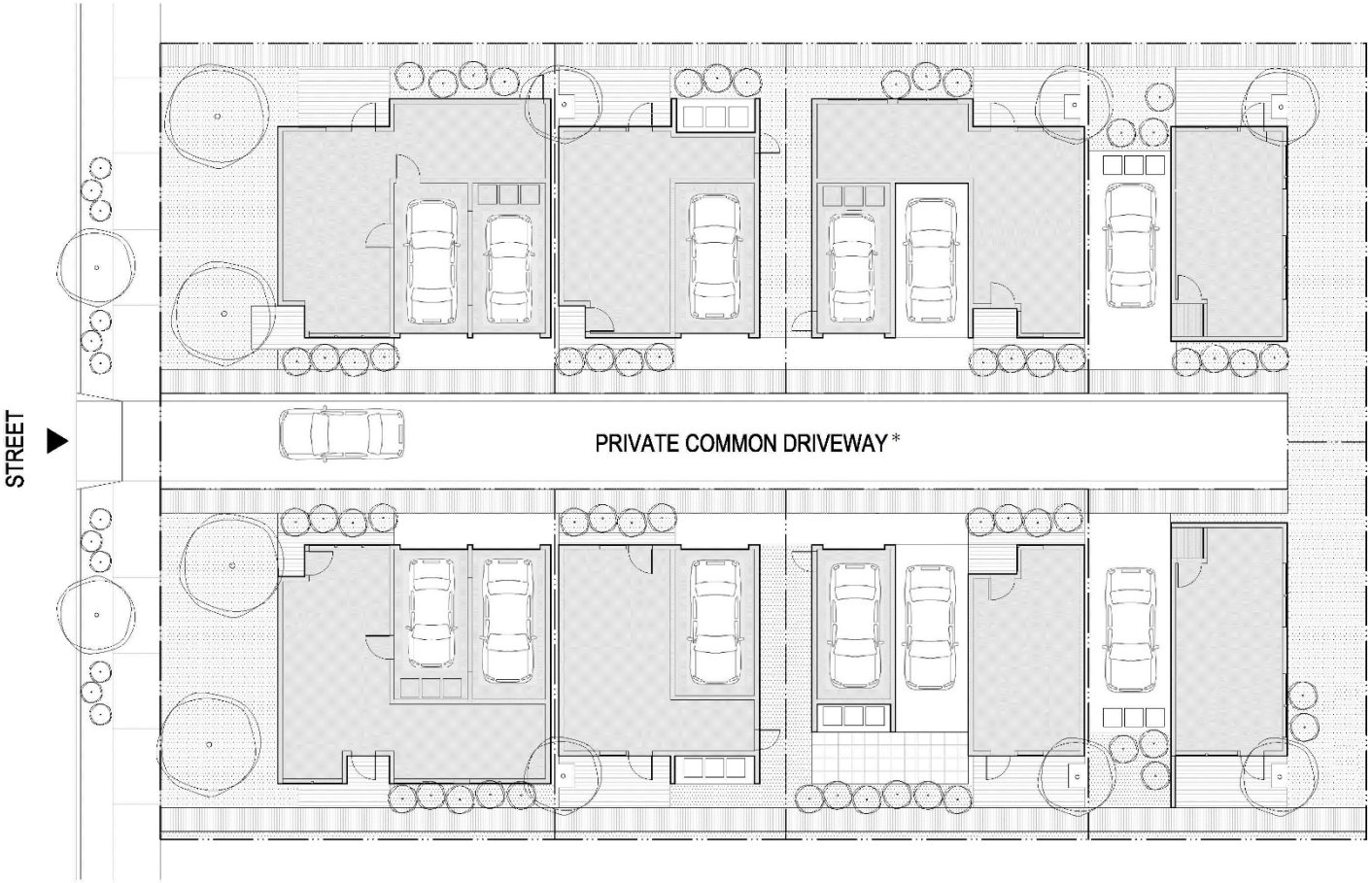
Figures II.A.1 through II.A.6, below, illustrate some of the possible configurations as suggested by the guidelines above. Note that these figures are for illustrative purposes only – they are not drawn to scale and do not represent all applicable development standards and regulations.

Figure II.A.1: Since most vacant and underutilized parcels in areas zoned for multi-family residences are deep but relatively narrow, many compact lot projects will likely utilize the side private common driveway configuration. The private common driveway can be a separate lot commonly owned by all compact lot home owners within the development. Another option, as shown in this example, is to configure one of the compact lots as a flag lot, and utilize the "flag lot strip" as the private common driveway with ingress and egress easements for other compact lot home owners. Also, note that the garage of the street-fronting home is located behind the living area away from the street.



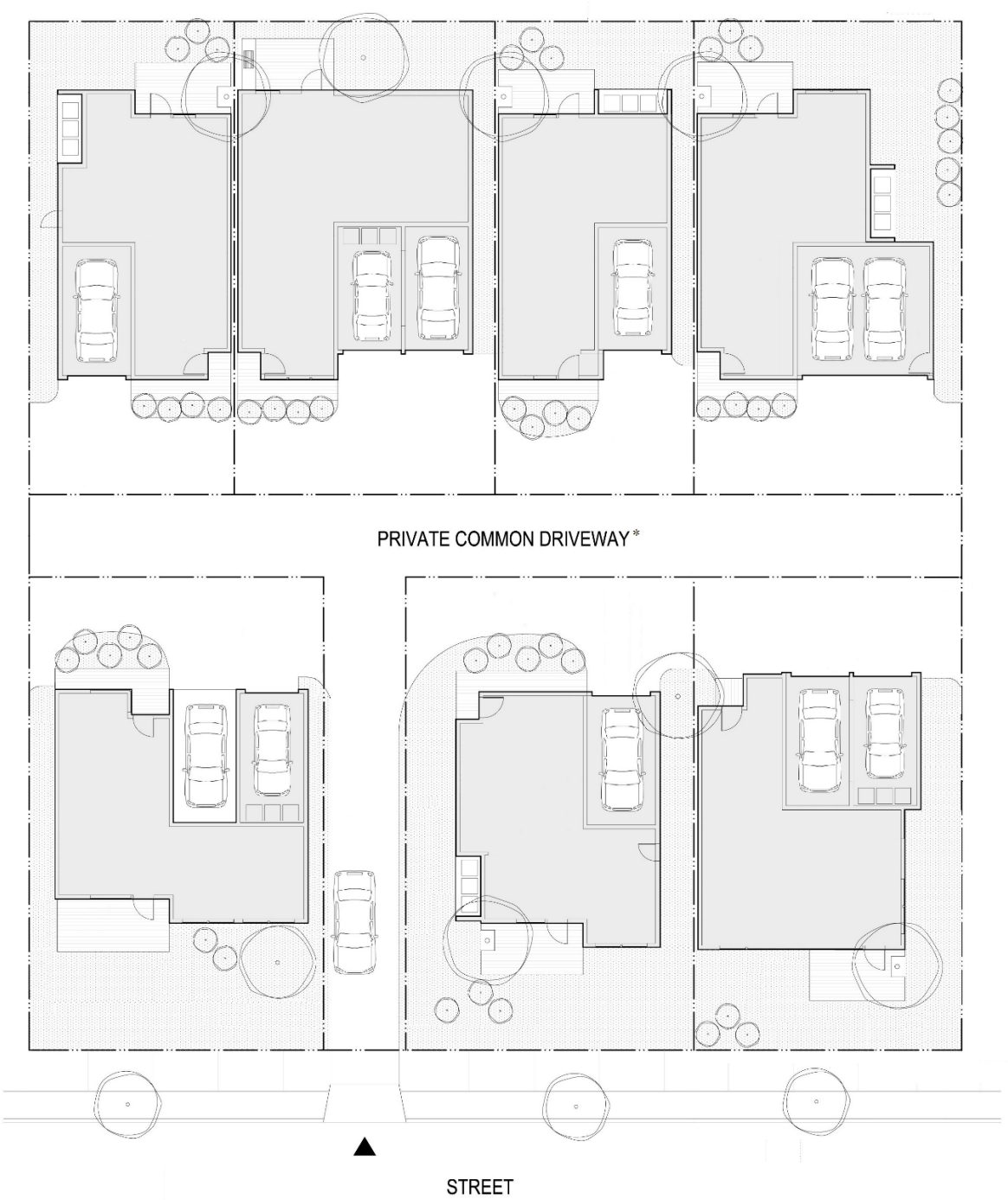
* The entire private common driveway is located on the "flag lot strip" of the rearmost compact lot. Private sewer laterals of the non-street fronting compact lot homes cross the "flag lot strip" with easements when connecting to the public sewer main line in the street. See Appendix A for more information on sewer connections.

Figure II.A.2: If the project site consists of two adjoining mid-block lots that are deep yet relatively narrow, the use of a central private common driveway is an ideal option. Note that the garages of the two street-fronting homes are located behind the living area away from the street.



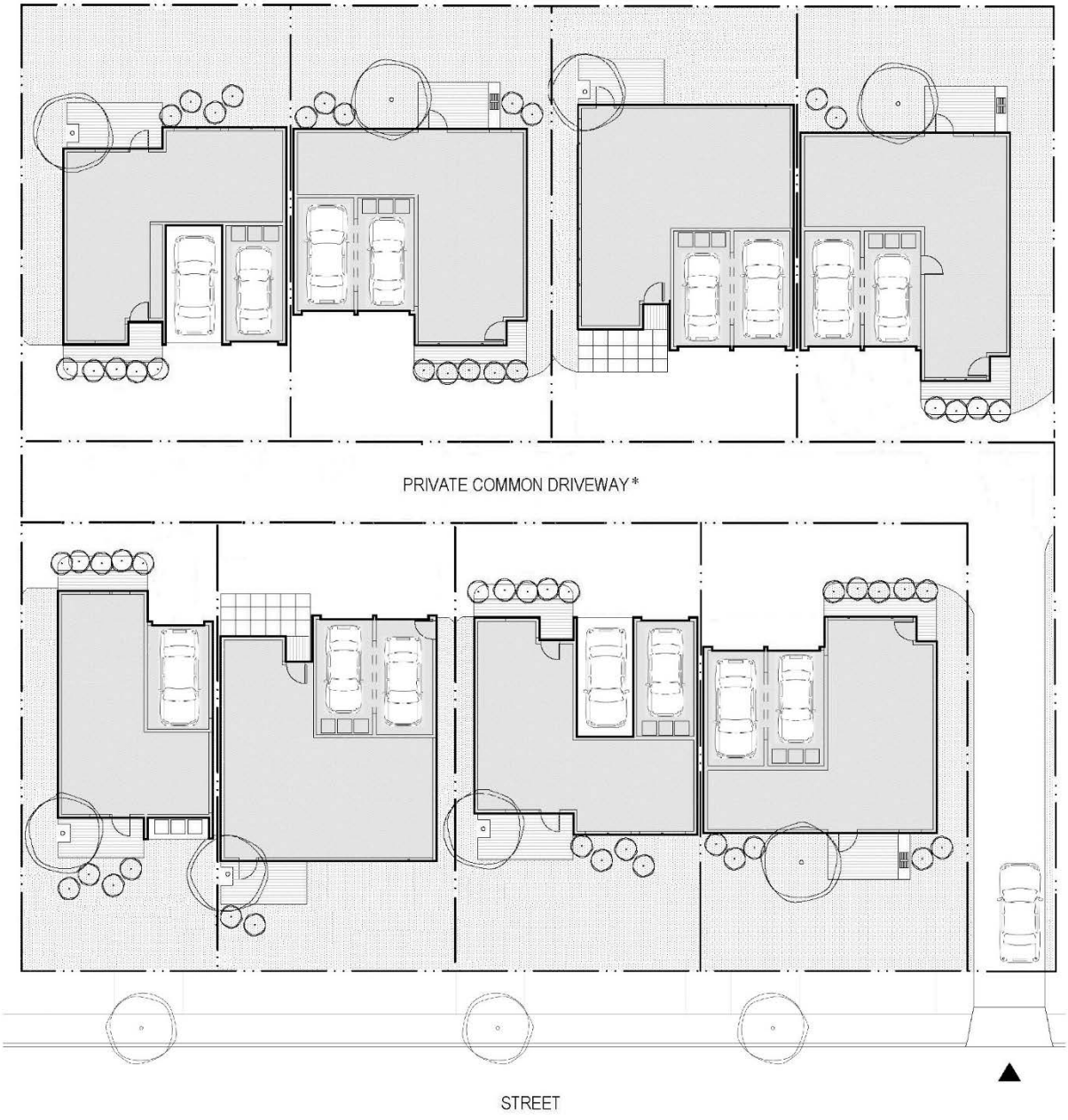
* The private common driveway in this example is a separate lot with easements for various purposes, such as drainage and sanitary sewer ingress and egress. Note that a driveway lot is not considered a compact lot.

Figure II.A.3: The use of a T-shaped private common driveway is another possible configuration for project sites located on mid-block lots. Also, when a T-shaped private common driveway separates the rear units from the street and sidewalk, all rear units that do not front the street should still have pedestrian walkways that lead to the street and sidewalk.



* The private common driveway in this example is a separate lot with easements for various purposes, such as drainage and sanitary sewer ingress and egress. Note that a driveway lot is not considered a compact lot.

Figure II.A.4: An L-shaped private common driveway is yet another possible configuration for project sites located on mid-block lots. When an L-shaped private common driveway separates the rear units from the street and sidewalk, all rear units that do not front the street should still have pedestrian walkways that lead to the street and sidewalk.



* The private common driveway in this example is a separate lot with easements for various purposes, such as drainage and sanitary sewer ingress and egress. Note that a driveway lot is not considered a compact lot.

Figure II.A.5: Alley-abutting lots should take advantage of the alley and use it for vehicular access.

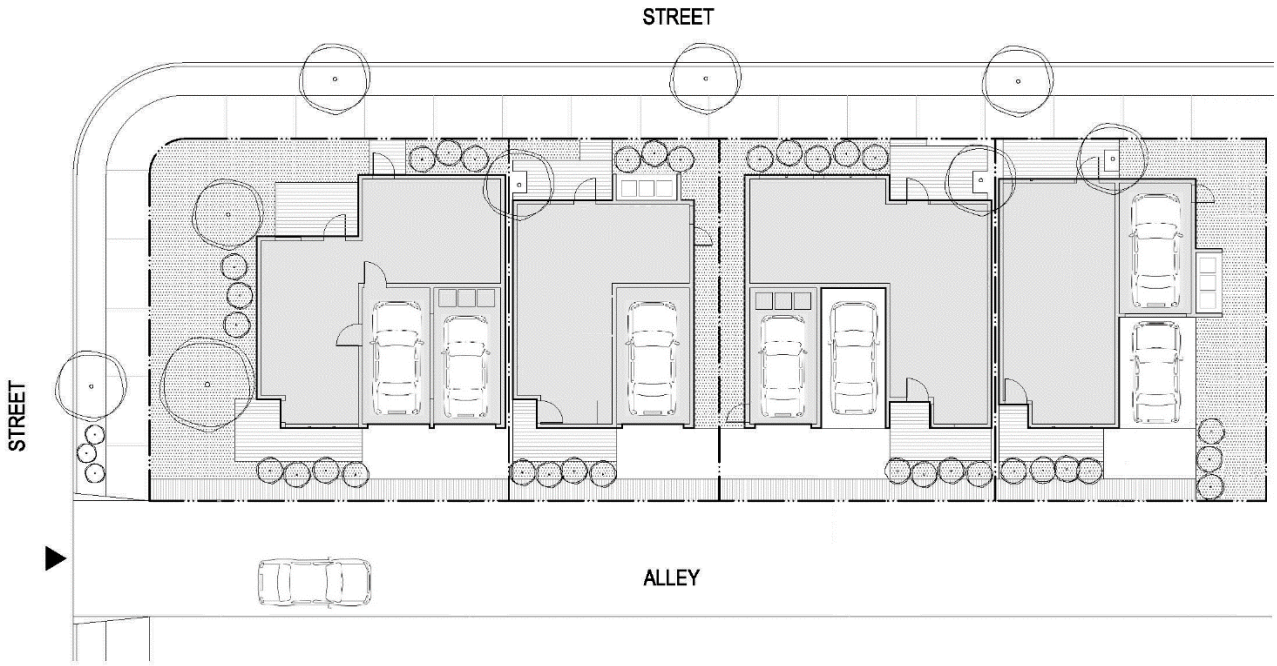
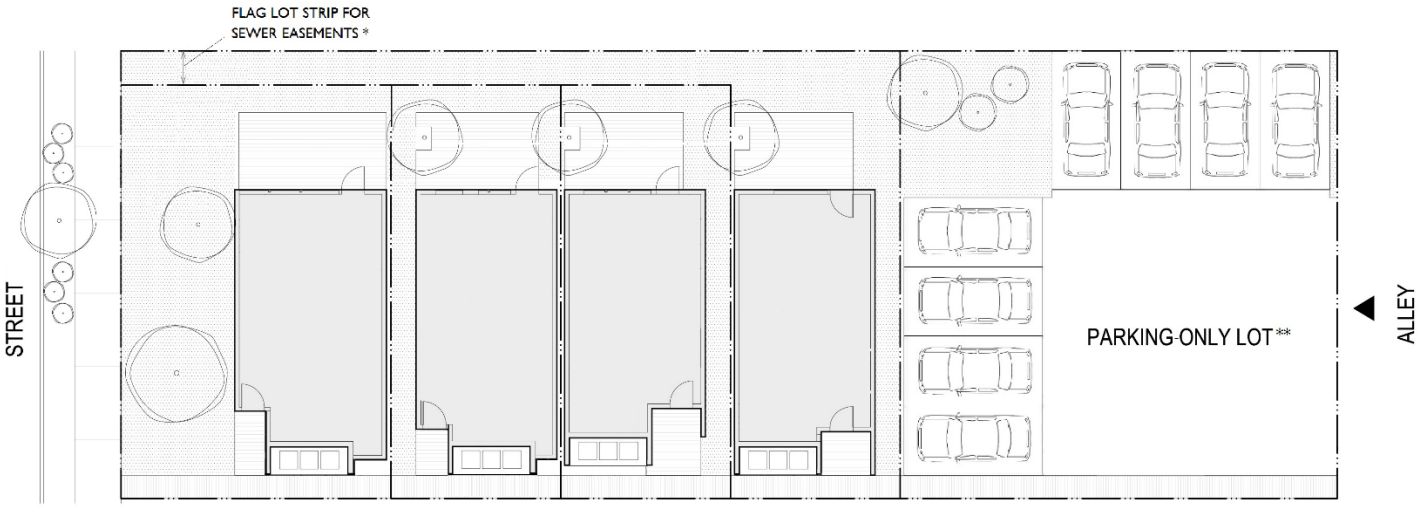


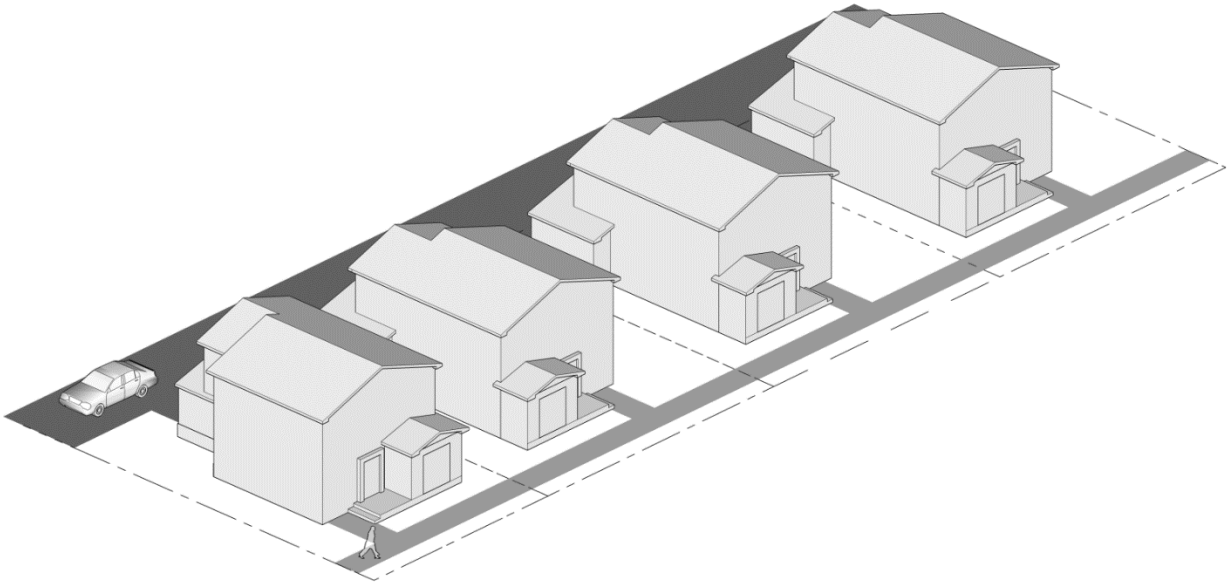
Figure II.A.6: Alley-abutting lot is an ideal site to utilize the parking-only lot configuration option as the alley provides direct vehicular access to the parking-only lot.



* Private sewer laterals of the non-street-fronting compact lot homes cross the "flag lot strip" with easements when connecting to the public sewer main line in the street. See Appendix A for more information on sewer connection.

** Parking-only lot is not considered a compact lot.

Figure II.A.7: Pedestrian walkway separated from vehicle traffic provides better visitor access.



Maintenance of Common Use Areas

Site layout and lot configuration may have implications on how the common use areas will be maintained. The different types of maintenance mechanisms – a state-mandated homeowners' association (which is subject to the Davis-Stirling Act), a maintenance association, or a maintenance agreement – will affect the financial aspects of the project, such as the developer's administrative costs and the monthly dues for homeowners. Developers should take into account the maintenance of any common use areas early in the project design process.

Fire Department Requirements

While the pedestrian walkways required by the Ordinance must be a minimum of 3.5 feet in width (see Section 21.24.375.D of the Subdivision Code), the Fire Department may require the walkways to be a minimum of 5 feet in width if the walkways also function as fire personnel access to the rear compact lot home(s) where there is no private common driveway shared between the front and rear units (i.e., alley-accessed configuration). Also, depending on the location of the buildings and structures, the Fire Department may require a 20-foot wide on-site fire lane if the project site is located on a lot exceeding a depth of 150 feet. Applicants should consult with the Fire Department early in the project design process to obtain project-specific feedback, as these additional requirements may affect site layout and lot configuration.

B. BUILDINGS

Since compact lot homes are often in close proximity to one another, special attention should be given to techniques that could provide privacy and maximize access to air and natural light for each home. While the alternating zero lot line provisions in the Ordinance already ensure exposure to the outdoors on at least three sides of each compact lot home, there are many opportunities in the building design, including the arrangement of the buildings, window placement, and balcony orientation, where architects and builders can offer creative solutions to further enhance privacy and access to air and natural light.

Guidelines on Privacy, and Access to Air and Natural Light

II.B.1 Offset windows, elevated decks, or terraces of adjacent compact lot homes so that they do not face or overlook each other.

II.B.2 When feasible, avoid placing windows and balconies where one could overlook a neighbor's private yard.

II.B.3 Use screens, translucent glass, clerestory windows, or plants to mitigate privacy concerns.

II.B.4 Organize interior spaces around access to natural light and air with large windows, corner windows, and balconies.

Where an Existing Home is to Remain: Mixing the Old and the New

The relationship between units and buildings within a development is an important design consideration in site planning. This is particularly important when an existing, legally-built single-family residence is maintained onsite as part of the compact lot subdivision development. While the existing single-family residence may provide a reference point when designing the other compact lot homes in the development (i.e., building scale, massing, architectural elements, features, and style etc.), the existing single-family residence may also need to be retrofitted, remodeled, or altered in order to facilitate and reinforce a more cohesive character for the overall project design.

Figure II.B.1: A clerestory window can be used to address privacy concerns as it is above the eye level while still allowing natural light and fresh air into the home.

Figure II.B.2: Corner windows may be a better option to traditional, rectangular windows as they allow increased natural light into the home.

C. OUTDOOR LIVING SPACES

Usable onsite open space can make a compact lot home feel more like a traditional single-family residence and will compensate for the lack of common open space that would typically be provided in a multi-family development of similar density. While the Ordinance requires each home to have at least a compact amount of usable open space at ground level, balconies or decks on the second floor are attractive amenities for the residents. Because there is a limited amount of ground-level space available, buildings and driveways should be laid out carefully to provide at least one open space area that can be used for seating, dining, grilling, play equipment, compost gardening, and other outdoor living features.

Guidelines on Private Usable Open Space

II.C.1 Provide ground-level private usable open space that is directly accessible from an indoor living space with a door that opens onto it.

II.C.2 Provide upper level private usable open space, such as balconies and decks, that is large enough to accommodate several chairs. A minimum horizontal dimension of six feet typically meets this objective.

II.C.3 When feasible, locate private usable open space next to primary living areas so that the private usable open space functions as an outdoor extension of the adjacent living room, family room, dining room, or kitchen.

Figure II.C.1: This small patio opens onto and is an outdoor extension of the adjacent indoor room.

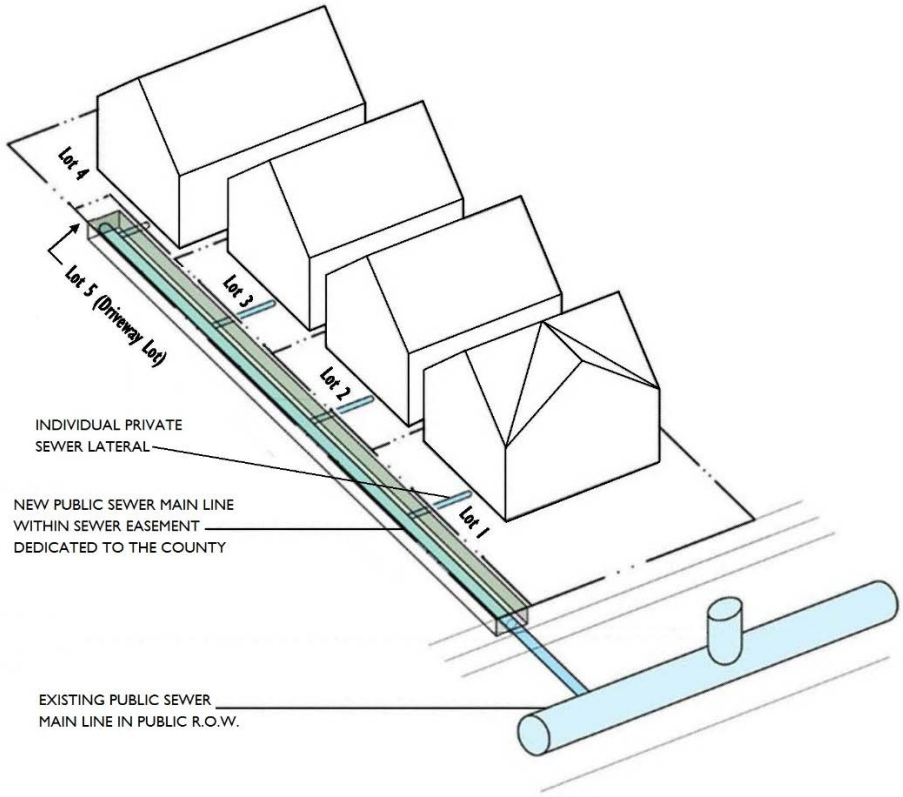
Figure II.C.2: An upper level balcony or deck can extend a living area or provide a secure play area.

Appendix A: Sewer Connection

Section 721.1 of the 2016 California Plumbing Code states that “Except as provided in Section 721.2, no building sewer shall be located in a lot other than the lot that is the site of the building or structure served by such sewer…” Section 721.2 further states that “Nothing contained in this code shall be construed to prohibit the use of all or part of an abutting lot to: 1) Provide access to connect a building sewer to an available public sewer where proper cause and legal easement, not in violation of other requirements, has been first established to the satisfaction of the Authority Having Jurisdiction...” As such, private sewer lateral may cross no more than one abutting lot with an easement when connecting to the public sewer main line in the public right-of-way. Since most potential compact lot project sites are deep yet relatively narrow, resulting in some compact lots without street frontage, this sewer provision could become a critical factor that dictates the configuration of individual lots and the private common driveway.

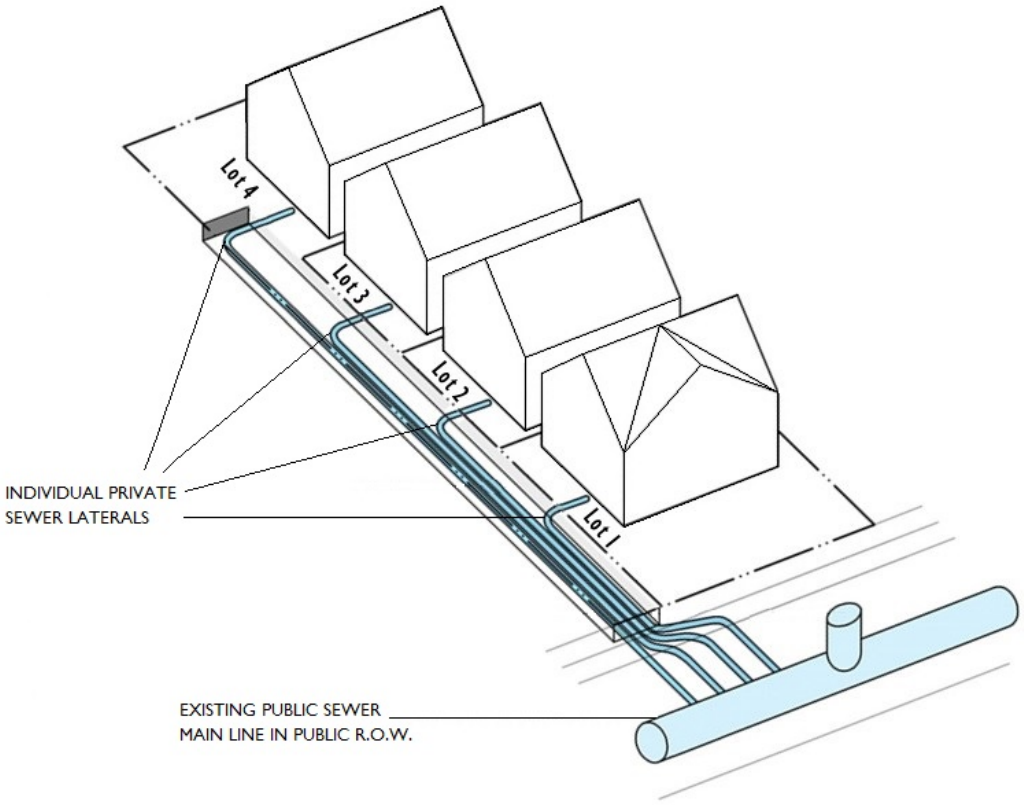
To comply with this sewer provision, one configuration involves the creation of a commonly-owned driveway lot, with a sewer easement dedicated to the County in order to construct a public sewer main line underneath the driveway lot (see Figure A.1, below).

Figure A.1: Lot 5, which is a commonly-owned driveway lot, has a sewer easement dedicated to the County. A new public sewer main line, constructed underneath Lot 5, connects to the existing public sewer main line in the public right-of-way.



An alternative design solution is to configure one of the compact lots as a flag lot, so that the entire private common driveway is located on the “flag lot strip.” The private sewer laterals of the other compact lot homes cross only the flag lot when connecting to the existing public sewer main line in the public right-of-way (see Figure A.2, below).

Figure A.2: In this example, Lot 4 is a flag lot. The private sewer laterals for homes on Lots 1, 2, and 3 cross the “flag lot strip” of Lot 4 when connecting to the existing public sewer main line in the public right-of-way. Note that owners of Lots 1, 2, and 3 must obtain sewer easements from the owner of Lot 4 in order to have their private sewer laterals cross the “flag lot strip” of Lot 4.



Applicants should consult with the Department of Public Works Land Development Division early in the project design process to obtain feedback on sewer design as it may affect the overall site layout and lot configuration.

Appendix B: Trash Collection

The on-street parking condition, the street frontage of a project site, and the number of compact lot homes proposed in the project are considerations for whether it may be appropriate to have one shared dumpster serving all compact lot homes, or three individual carts – one for trash, one for recycling materials, and one for green waste – per compact lot home. This is important because whether a shared dumpster or individual carts are used may affect the site layout and lot configuration. Where a shared dumpster is required, a designated common use area on-site to store the dumpster should be provided. Where individual carts are allowed for each compact lot home, adequate storage area for the carts should be provided on each compact lot.

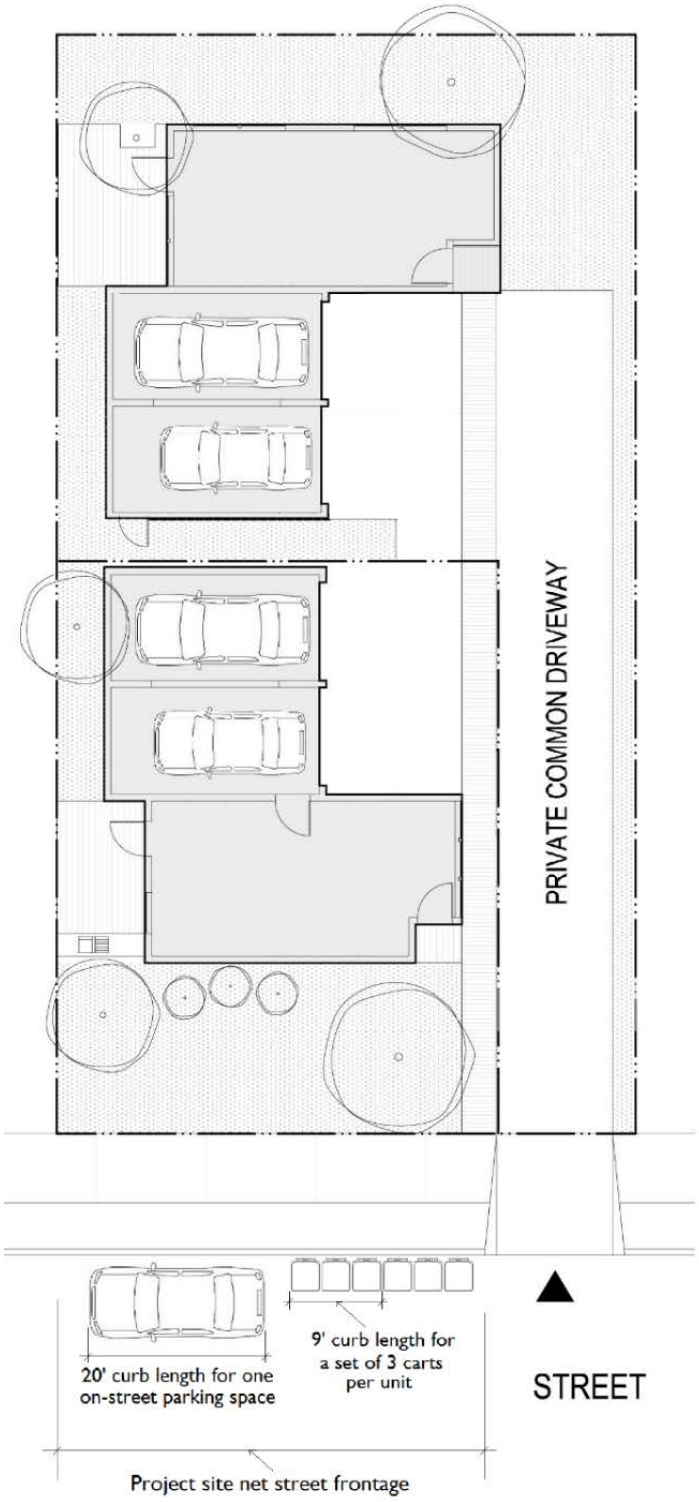
If individual waste carts are to be used, each set of three 96-gallon carts requires 9 feet of curb space along the project site street frontage. On the other hand, the use of a shared dumpster has no impact on the curbside. While each project is unique, it may be appropriate for each compact lot home to have individual carts if the project site street frontage, excluding the driveway apron(s), has the "preferred net street frontage" as shown in Table B. It is important to note, however, that Table B is for illustrative purposes only, as there are other site-specific factors to consider, such as the on-street parking demand and supply within the project vicinity.

The Department of Public Works has the discretion to make this determination on a case-by-case basis. Applicants should consult with the Department of Public Works Environmental Programs Division early in the project design process to obtain project-specific feedback regarding trash collection requirements.

Table B: Preferred Project Site Net Street Frontage – Compact Lot Homes with Waste Carts While Retaining On-Street Parking on Trash Collection Day

No. of Compact Lot Homes	96-Gallon Waste Carts		On-Street Parking Spaces		Preferred Net Street Frontage (Feet)*
	No. of Carts	Curb Length (Feet)	No. of Parking Spaces Retained*	Curb Length (Feet)	
2	6	18	1	20	38
3	9	27	1	20	47
4	12	36	1	20	56
5	15	45	1	20	65
			2	40	85
6	18	54	1	20	74
			2	40	94
7	21	63	1	20	83
			2	40	103
8	24	72	1	20	92
			2	40	112

Table B: Preferred Project Site Net Street Frontage – Compact Lot Homes with Waste Carts While Retaining On-Street Parking on Trash Collection Day
* For illustrative purposes only; subject to other site-specific factors, such as on-street parking demand and supply within the project vicinity.



Appendix C: Compact Lot Subdivision Ordinance Summary

Topic	Requirements/Standards	Section Code
Permitted Zones	R-2, R-3, R-4; subject to CUP.	22.18.030.C, 22.140.585.D
Prohibited Areas	Parcel may not be subdivided into compact lots if the parcel: • Has any portion within a VHFHSZ; • Has any portion within the Coastal Zone; • Is not served by a public water system; • Is not served by a public sewer system; or • Does not front a highway or a public street.	21.24.375.A
Additional Map Contents	• Tentative Map and Final Map must be labeled "DIVISION OF LAND FOR COMPACT LOT PURPOSES ONLY." • Future reciprocal easements must be shown with note "to be reserved in separate documents." • Reciprocal easements recorded prior to Final Map recordation must be shown on the Final Map with recording reference information (easement purposes, recording date, and document number). • Parking-only lot must be labeled "Parking Only."	21.24.375.B
Maximum Number of Cumulative Compact Lots	8; exclusive of any parking-only lot and driveway lot, which are not considered compact lots.	21.24.375.C
Street Frontage	Not required.	21.24.290
Required Area of Compact Lot	• 1,750 SF or 1,200 SF if some or all required parking spaces are provided on a parking-only lot. • 1,450 SF in R-4 if 1) only one parking space is provided on a compact lot; or 2) a mechanical parking stacker is used where two parking spaces are provided on a compact lot.	22.140.585.F.1
Required Width of Compact Lot	Ranges from 19' to 38' depending on configurations.	22.140.585.F.1
Required Yards	• Perimeter front yard: 15' • Perimeter corner side yard: 5' • Perimeter corner side yard – reversed corner lot: 7.5' • Perimeter interior side yard: 5' • Perimeter rear yard: 10' • Internal yard: 0' on one side and 3.5' on the opposite side. Where a compact lot abuts a parking-only lot, the internal yard abutting the parking-only lot shall be a minimum of 3.5' in depth.	22.140.585.F.2

Topic	Requirements/Standards	Section Code
Compact Lot Homes	• Minimum width of ground floor habitable space: 14' • Minimum floor area: 575 SF • Maximum height: 35' and 2 stories • Second story may project into private common driveway if private common driveway is not a fire lane and is at least 7.5' in width open to the sky.	22.140.585.F.4, 5, 6 & 7
Parking and Back-Up Space	• 1 covered or uncovered standard parking space per unit for studio or one-bedroom units less than 750 SF in size. • 1 covered or uncovered standard parking space and 1 covered or uncovered compact parking space per unit for all other units. • Tandem parking is only allowed on an alley-fronting lot if parking spaces are provided on the compact lot and vehicles back up directly onto the alley. • Mechanical parking stackers may be used where two parking spaces are provided in a garage on a compact lot in R-4. • A separate parking-only lot is allowed if it does not abut a highway or street; or if the project site is a corner lot, the parking-only lot may front the side street provided that there is a 30"-42" tall solid masonry wall and a minimum 5' wide landscaped buffer. There is no required area or width for parking-only lot. • Back-up space for standard parking space may be reduced to 23' if the standard parking space is at least 10' wide, subject to additional finding.	22.112.070.A, 22.140.585.F.8
Accessory Buildings, Structures, Equipment, and Other Elements	• Guest houses are prohibited. • Maximum height: 15' and 1 story for detached accessory structure; or 25' and 2 stories if detached accessory structure contains habitable spaces above a garage or carport. • Other accessory buildings and structures are permitted (some encroachments/projections allowed into the required yards).	22.140.250.D, 22.140.585.F.6, 14, 15, 16 & 17
Private Usable Open Space	Total 100 square feet minimum per compact lot located on ground level, with at least one area measured 8' x 8'.	22.140.585.F.9
Tree Planting	• 1 tree for every 25' in perimeter front yard. • 1 tree per lot on other lots not fronting a street. • 1 tree for every 4 uncovered parking spaces on parking-only lot.	22.140.585.F.10
Landscaping	• Perimeter front and corner yards must be entirely permeable and at least 75% landscaped with drought tolerant plants. • All other areas not covered by buildings, parking areas, driveway, walkways, or private usable open space must be landscaped with drought-tolerant plants. • A landscaped buffer minimum 3' wide is required between the private common driveway and any building to prevent the building from being directly abutting upon the private common driveway, unless a walkway is located between the building and the private common driveway, in which case a landscaped buffer minimum 3' wide is required between the walkway and the private common driveway. • If a fence/wall is located on or along a perimeter lot line and a private common driveway is located along that fence/wall, planting strip (with vines trained onto the fence/wall) is required between the fence/wall and the private common driveway.	22.140.585.F.11, 21.24.375.E

Topic	Requirements/Standards	Section Code
Walkways	• Minimum 3.5’ wide walkway is required from sidewalk along project frontage into subdivision project site. • Minimum 3.5’ wide walkway is required from each unit to all other units and to other common use amenities.	21.24.375.D
Fences and Walls	• Perimeter front and corner side yards: o Maximum height: 3.5’ o At least 50% must be non-view obscuring if fence/wall is on the perimeter front or corner side lot line. o If less than 50% is non-view obscuring, fence/wall must be set back at least 3’ from the perimeter front or corner side lot line, with the space in-between landscaped with drought-tolerant plants. • Perimeter rear yard with access from alley: o Maximum height: 3.5’ if fence/wall located within 5’ of the perimeter rear lot line. • Internal yard with maintenance easement: o No walls or fences allowed except that a wall or fence may be erected on the interior lot line between two abutting compact lots so long as 1) the exterior wall of the zero-lot-line single-family residence is not obstructed by any freestanding walls or fences; and 2) the owner of the zero-lot-line single-family residence shall have unrestricted access to the maintenance easement at all time (e.g. an unlocked gate). • In proximity to private common driveway: o Maximum height: 3.5’ if fence/wall located within 5’ of a private common driveway • Other locations: o Maximum height: 6’	22.140.585.F.12
Exterior Lighting	• Light source (e.g., light bulb) must not be directly visible to the eye. • Must not produce spill light onto adjacent lots or into the night sky.	22.140.585.F.13
Covenant	HOA, maintenance association, or maintenance agreement is required for compact lot subdivisions with common use areas/amenities, such as private common driveway and parking-only lot.	21.24.375.F
Modification	Variance is required to modify development standards unless as specified otherwise.	22.140.585.D