

LEGISLATIVE DIGEST

[Planning Code - Automotive Uses; Housing Density]

Ordinance amending the Planning Code to increase density on lots with auto-oriented uses where housing is permitted, but which do not currently have any residential use or a legacy business, and remove the Conditional Use requirement to change the use of an Automobile Service Station or Automotive Use to another use and amend zoning control tables to reflect this change; affirming the Planning Department's determination under the California Environmental Quality Act; making findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1; and making findings of public necessity, convenience, and welfare as required by Planning Code, Section 302.

Existing Law

Change of use of an automotive service station requires a conditional use permit and adoption of specified findings to allow the conversion of the automotive service station to another use.

The Planning Code contains different density controls and limits for residential uses, depending on the particular zoning district. Density might be controlled by floor area ratio, or by height and bulk restrictions.

Parking requirements are set forth in the Planning Code, and limits depend on use and zoning district.

Amendments to Current Law

The proposed legislation would eliminate the requirement to procure a conditional use permit for a conversion of an automotive service station to another use.

The proposed legislation would allow properties currently used for auto-oriented uses, defined as accessory parking lots or garages or any use defined as an Automotive Use, to develop housing on the site, provided (1) the site does not currently contain a residential use, (2) has not had a Legacy Business on the site for 10 years.

The proposed legislation would allow eligible sites in RH Zoning Districts to develop four Dwelling Units per lot as a Principally Permitted use. In other zoning districts, density would be regulated by the permitted height and bulk, and required setbacks, exposure, open space, and any adopted design standards or guidelines for each parcel as a Principally Permitted Use. Any other Conditional Use requirement not related to permitted residential density would continue to apply.

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The proposed legislation would apply parking requirements for the sites, and would prohibit any parking for non-residential uses.

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