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TO: Alyson Stewart
COMPANY: Department of Regional Planning County of Los Angeles
ADDRESS: 320 W Temple Street
CITY/STATE: Los Angeles, CA
COPY TO: Bruce Durbin
FROM: Tania Schleck, Steffen Turoff
PROJECT NAME: LA County Residential Parking Study
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The following memorandum comprises Task 2.4 *Data Collection* of the referenced parking study. The Walker Team conducted two data collection efforts to quantify parking demand by dwelling unit. The first was for market-rate multifamily developments and is provided under separate cover. The second was for Affordable, mixed Affordable and market-rate, and senior Affordable multifamily housing, the focus of this memorandum.

FINDINGS

The primary purpose of the data collection task is to quantify parking demand at Affordable, mixed Affordable and market-rate, and senior Affordable multifamily housing properties around the unincorporated communities of LA County, in order to quantify actual parking demand ratios observed at these properties. In analyzing the data, we found the following:

- Methodology
 - The Walker team evaluated the peak parking demand at seven (7) Affordable housing developments, four (4) senior Affordable housing developments, and one (1) mixed market-rate and Affordable housing development.
 - The Walker team quantified off-street (onsite) parking demand and on-street demand to understand the overall parking demand generated by each property.
- Parking demand by property type
 - Affordable housing developments (at a range of affordability levels relative to area median income) had a weighted average of 1.42 parking spaces per dwelling unit.
 - Affordable senior housing developments had a weighted average of 0.59 parking spaces per dwelling unit.
 - The one (1) mixed market-rate and Affordable housing development had a ratio of 1.45 parking spaces per unit.
- Comparison of observed demand to Title 22 of the Los Angeles County Code
 - In comparing the current parking requirements (per Title 22) for Affordable housing developments to the ratios that we collected at survey sites, we see the Title 22 parking requirements are significantly lower than actual demand (0.38 versus 1.42). However, for senior Affordable and mixed market-rate and Affordable, we see the Title 22 requirements are almost identical to actual demand (0.50 versus 0.59 for Affordable senior and 1.42 versus 1.45 for mixed market-rate and Affordable).
- Parking utilization

- 2 of the 12 properties had an off-street parking utilization of over 85 percent while 4 properties had very low off-street parking utilization of less than 50 percent.
- 2 of the 12 properties had on-street parking utilization of over 85 percent while 2 properties had on-street parking utilization of less than 50 percent.
 - In general, when on-street parking experience occupancies greater than 85 percent, users begin to perceive parking as “full” and are likely to spend more time circling to find a space. At 85 percent, most spaces are being utilized, but those drivers seeking a space can find one with minimal searching. The data collected indicates that for 10 of the 12 properties, adequate on-street parking supply is available surrounding the properties.

INTRODUCTION

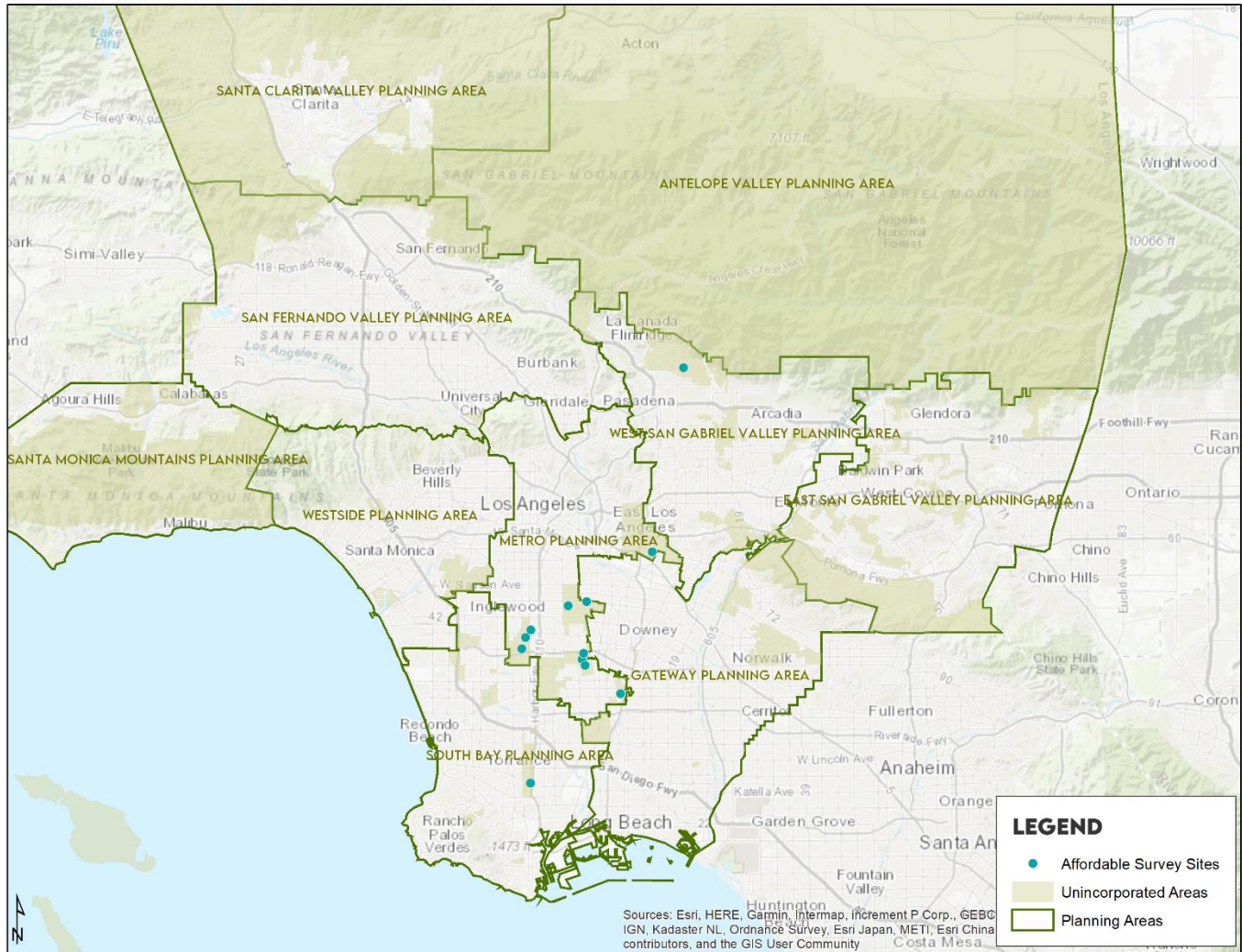
An update of the Parking Ordinance in Title 22 warrants an analysis of current conditions using a number of sources. As such, for this portion of the study, Walker conducted parking occupancy counts at 12 developments across the unincorporated areas of LA County to better understand the demand for Affordable, mixed Affordable and market-rate, and senior Affordable parking.¹ The survey sites were located across three (3) planning areas:

- Metro – 10 sites
- South Bay – 1 site
- West San Gabriel Valley – 1 site

Figure 1 on the following page illustrates the boundaries of the planning areas as well as the general locations of the survey sites.

¹ Walker identified 28 affordable and senior housing properties total in the study area with data provided by LA County. The Walker team reached out to each property owner to gain access to the property. Five (5) of the properties were still under construction, four (4) property owners rejected the request to collected data, and seven (7) did not respond.

Figure 1: Survey Sites Across Planning Areas



Source: Walker Consultants, 2022

METHODOLOGY

Walker selected Affordable housing, mixed market-rate and Affordable housing, and senior Affordable housing developments based on a list of density bonus planning applications since 2006, provided by LA County.

Table 1 summarizes the key characteristics of the selected housing developments. The number of units was determined from a combination of interviews with property owners, review of property websites, and the LA County Assessor's data. The property type was determined by a combination of interviews with property owners, property websites, and the density bonus database provided by LA County. All properties are Affordable at a range of income levels (measured based on a percentage of area median income).

Table 1: Affordable, Mixed-Affordable and Market-Rate, and Affordable Senior Housing Property Characteristics

	Street Name	Property Type	Percent Affordable Units	Number of Units
Metro	Holmes Ave	Affordable Housing	100%	61
	S Normandie Ave	Senior Affordable Housing (Independent Living) ¹	100%	62
	W Imperial Hwy	Affordable Housing ²	100%	72
	Santa Fe Ave	Affordable Housing	100%	36
	E 122nd St	Senior Affordable Housing (Independent Living)	100%	61
	S Willowbrook Ave	Affordable Housing	100%	61
	W 105th St	Senior Affordable Housing (Independent Living)	100%	74
	3rd Street	Affordable Housing ³	100%	60
	S Atlantic Ave	Affordable Housing	100%	70
	E 85th St	Affordable Housing	100%	6

¹ 6 dedicated service enriched units for homeless seniors with chronic mental illness.

² 15 homes reserved for transitional-age youth with project-based vouchers from the County of Los Angeles.

³ 11 live-work units.

South Bay	Street Name	Property Type	Percent Affordable Units	Number of Units
	S Vermont Ave	Market Rate and Affordable Housing	5%	246

West San Gabriel Valley	Street Name	Property Type	Percent Affordable Units	Number of Units
	El Molino Ave	Senior Housing (Independent, Assisted, and Memory Care)	N/A	203

Source: Walker Consultants, 2022.

The Walker team conducted vehicle counts of off-street (i.e. onsite) parking on weeknights after 10:00 p.m., a time period that parking industry research has determined represents a typical peak parking demand period for residential property. Certain property types (of the 12 identified properties) have daytime staff present, such as senior housing facilities and housing in with on-site supportive services. Therefore, Walker utilized historical aerial imagery (using Google Earth) and estimated the time of day of the imagery (using Suncalc) to conduct daytime

parking occupancy counts at these properties to confirm that the period of peak parking demand was captured for each property.

In addition to quantifying off-street parking, the Walker team conducted counts of the on-street parking surrounding each survey site, plus adjacent block faces, at the same time. The purpose of collecting on-street parking data was to ensure that parking demand generated by each multi-family development was captured completely, arguably demonstrating a more generous determination of the parking demand generated by each survey site. The Walker team reached out to each property owner to better understand the extent to which residents are parking on the street. Walker assigned on-street parking demand to the selected properties using the information gleaned from property owners along with additional methods, including the surrounding land uses, total number of units for each block and the convenience/safety of access the residential development from the on-street parking supply.

A byproduct of collecting on-street data is a measure of how full or empty the streets are in the areas surrounding the survey sites. Therefore, the results of the off-street (onsite) and on-street parking data collection are also presented.

For each property, Walker estimated the parking requirement per the Title 22 of the Los Angeles County Code. The calculations assume the property would be subject to current parking requirements per Section 22.120.080 (Parking) of the Density Bonus Ordinance in Title 22. Since the parking requirements in the Density Bonus section are typically predicated on whether the property is within ½ mile of a fixed bus route (for senior citizen housing developments) or within ½ mile of a major transit stop (for other Affordable housing developments), Walker analyzed the proximity of the properties to LA Metro bus/rail lines. Since the density bonus parking requirements are also predicated on the level of affordability relative to area median income (AMI), Walker conducted a combination of an online search and a review of LA County data for each of the properties. The Affordable properties have units restricted to various income levels, typically ranging from 30 percent of area median income (AMI) to 60 percent AMI.

RESULTS

OBSERVED PARKING DEMAND RATIOS

Table 2 summarizes the observed peak parking demand at each survey site by property type, both as a function of the number of units in each development, and as a function of the number of bedrooms in each development. The number of bedrooms was determined from a combination of interviews with property owners, property websites, and LA County Assessor's Data.

Table 2 shows the ranges of parking demand per unit and parking demand per bedroom. Again, we note that the "Peak Observed Demand" column includes vehicles that were counted as parked within the property of each survey site, plus vehicles parked on the street attributed to the survey site. As a result, the observed demand is an all-inclusive number which accounts for off-street demand and on-street demand attributed to each survey site.

In looking at the weighted averages per property type, the Affordable (non-senior) properties had a weighted average of 1.42 parked vehicles per unit and the Affordable senior properties had a weighted average of 0.59 parked vehicles per unit. The one (1) mixed-income property had 1.45 parked vehicles per unit.

Walker compared each of the property types to what Title 22 requires for density bonus projects as specified in section 22.120.080. The Title 22 ratio varies property by property as the requirement varies by level of affordability (based on percentage of AMI) and proximity to transit. In comparing the current parking requirements for Affordable developments to the ratios that we collected at survey sites, we see the density bonus parking requirements are lower than actual demand. Four (4) of the properties have units affordable to people earning less than 30 percent AMI, which have a zero-space parking requirement provided they are restricted to the target population of persons with disabilities and families who are homeless.² However, for senior Affordable properties and the mixed market-rate and Affordable property, we see that the density bonus parking requirements are almost identical to actual demand.

Table 2: Peak Parking Demand Ratios at Survey Sites

	Street Name	Peak Observed Demand (Parked Vehicles)	#of Occ. Units	# of Occ. Bedrms	Demand per Unit	Title 22 Req. per Unit ¹	Demand per Bedrm
Affordable (non-senior)	Holmes Ave	36	57	59	0.64	0.12	0.62
	W Imperial Hwy	75	70	96	1.07	0.37	0.78
	S Willowbrook Ave	61	55	88	1.10	0.71 ²	0.69
	3rd Street	105	59	147	1.78	0.78 ³	0.71
	S Atlantic Ave	139	67	159	2.09	N/A ⁴	0.88
	E 85th St	17	6 ⁵	16	2.83	0.50	1.06
	Santa Fe Ave	11	34	32	0.33	0.00	0.34
	Average				1.41	0.41	0.73
	Weighted Average				1.42	0.38	0.79

¹ Title 22 requirement estimated based on available project data including unit mix, affordability levels, and proximity to transit. Requirements assume Density Bonus parking requirements (Sec. 22.120.080).

² Since the property is not within ½ mile of an LA Metro bus stop or rail line, it assumed property would be considered “all other projects subject to Chapter 22.120” per Sec. 22.120.080.

³ 11 live-work units are included in the development Assumes Live-Work units have a parking requirement of 2 spaces/unit per Title 22 Sec. 22.112.070.

⁴ Unit mix by bedroom count was not available. Since the property is not within ½ mile of an LA Metro bus stop or rail line, it is assumed property would be considered “all other projects subject to Chapter 22.120” per Sec. 120.080, which requires the unit mix by bedroom count.

⁵ Vacancy was unable to be confirmed. Assumed 0% vacancy rate.

² Target populations defined in Section 50675.14(b)(3)(A) of the California Health and Safety Code

Senior Affordable	Street Name	Peak Observed Demand (Parked Vehicles)	#of Occ. Units	# of Occ. Bedrms	Demand per Unit	Title 22 Req. per Unit ¹	Demand per Bedrm
	S Normandie Ave	37	60	66	0.62	0.50	0.56
	E 122nd St	52	59	61	0.88	0.50	0.85
	W 105th St	24	72	72	0.33	0.50	0.33
	El Molino Ave	41	203	N/A	0.20	N/A ²	N/A
	Average ³				0.61	0.50	0.58
	Weighted Average ³				0.59	0.50	0.57

¹ Title 22 requirement estimated based on available project data including unit mix, affordability levels, and proximity to transit. Title 22 requirements assume Density Bonus parking requirements (Sec. 22.120.080).

² Data was not available in terms of the level of affordability of the units, including whether the property had market-rate units. Therefore, the Title 22 parking ratio could not be calculated.

³ Given the lack of property data available for the property on El Molino Ave, this property was excluded from the average and weighted average calculations.

Mixed Market-Rate and Affordable	Street Name	Peak Observed Demand (Parked Vehicles)	#of Occ. Units	# of Occ. Bedrms	Demand per Unit	Title 22 Req. per Unit ¹	Demand per Bedrm
	S Vermont Ave	357	246	356	1.45	1.42 ²	1.00

¹ Title 22 requirement estimated based on available project data including unit mix, affordability levels, and proximity to transit. Requirements assume Density Bonus parking requirements (Sec. 22.120.080).

² Since the property is not within ½ mile of an LA Metro bus stop or rail line and does not provide at least 11% very low-income housing set-aside, it is assumed property would be considered “all other projects subject to Chapter 22.120” per Sec. 22.120.080.

Source: Walker Consultants, 2022

OFF-STREET (ONSITE) AND ON-STREET OCCUPANCY

Table 3 shows the off-street parking occupancy of all the sites surveyed, as well as the surrounding on-street parking occupancy.

As shown in Table 3, the occupancy data show that there are variations in off-street and on-street occupancy across the survey sites.

Off-street occupancy summary:

- 5 sites had 49% or lower parking occupancy
- 1 site had between 50% and 69% parking occupancy
- 4 sites had between 70% and 84% occupancy
- 2 sites had 85% or higher parking occupancy

On-street occupancy summary:³

- 2 sites had 49% or lower parking occupancy
- 6 sites had between 50% and 69% parking occupancy
- 1 site had between 70% and 84% occupancy
- 2 sites had 85% or higher parking occupancy

Table 3: Off-Street (Onsite) and On-Street Occupancy

Affordable (non-senior)	Street Name	Off-Street Occupancy	On-Street Occupancy
	Holmes Ave	40%	58%
	W Imperial Hwy	62%	88%
	S Willowbrook Ave	46%	76%
	3rd Street	76%	N/A ¹
	S Atlantic Ave	87%	68%
	E 85th St	80%	63%
	Santa Fe Ave	41%	62%

¹There is no on-street parking inventory surrounding the property.

Senior Affordable	Street Name	Off-Street Occupancy	On-Street Occupancy
	S Normandie Ave	74%	65%
	E 122nd St	88%	66%
	W 105th St	48%	100%
	El Molino Ave	68%	34%

Mixed Market- Rate and Affordable	Street Name	Off-Street Occupancy	On-Street Occupancy
	S Vermont Ave	84%	37%

Source: Walker Consultants, 2022

³ 5000 East 3rd Street does not have any on-street parking surrounding the site.