

REPORT TO THE REGIONAL PLANNING COMMISSION

DATE ISSUED: February 16, 2023

MEETING DATE: 3/1/2023 AGENDA 5
ITEM:

PROJECT NUMBER: 2022-003630 (1-5)

PROJECT NAME: Multifamily Residential Parking Ordinance

PLAN NUMBER(S): Advance Planning Case No. RPPL2022009338
Environmental Assessment No. RPPL2022011145

SUPERVISORIAL DISTRICT: 1-5

PROJECT LOCATION: Countywide

PROJECT PLANNER: Alyson Stewart, Senior Planner
astewart@planning.lacounty.gov

RECOMMENDATION

LA County Planning staff (“staff”) recommends the Regional Planning Commission (“RPC”) adopt the attached resolution recommending approval to the County of Los Angeles Board of Supervisors the adoption of the Multifamily Residential Parking Ordinance, Advance Planning Case No. RPPL2022009338, and the Negative Declaration, Environmental Assessment No. RPPL2022011145.

Staff recommends the following motion:

I MOVE THAT THE REGIONAL PLANNING COMMISSION CLOSE THE PUBLIC HEARING AND RECOMMEND ADOPTION OF THE NEGATIVE DECLARATION, ENVIRONMENTAL ASSESSMENT NO. RPPL2022011145, ALONG WITH THE REQUIRED FINDINGS OF FACT PURSUANT TO STATE AND LOCAL CEQA GUIDELINES.

I ALSO MOVE THAT THE REGIONAL PLANNING COMMISSION ADOPT THE ATTACHED RESOLUTION RECOMMENDING APPROVAL TO THE COUNTY OF LOS ANGELES BOARD OF SUPERVISORS THE MULTIFAMILY RESIDENTIAL PARKING ORDINANCE, PLAN NO. RPPL2022009338.

PROJECT DESCRIPTION

A. Summary

Advance Planning Case Number RPPL2022009338 is a proposed ordinance (Ordinance) to amend Title 22 (Planning and Zoning) of the Los Angeles County Code to modify the County's parking requirements and development standards to reduce the number of required parking spaces, provide flexibility in meeting parking requirements, reduce the amount of land occupied by parking, and achieve consistency with County housing goals and State requirements. The intent of the proposed amendments is to remove barriers to construction of affordable multifamily housing in the unincorporated areas and improve access to the County's multimodal transportation networks for residents and employees. The Ordinance (Exhibit A), Project Summary (Exhibit B), Draft Resolution (Exhibit C), and Negative Declaration (Exhibit D), and memoranda prepared for the Multifamily Parking Study (Exhibit E) are attached to this report.

B. Background

The Multifamily Housing Parking Study (Study), which Informed the Ordinance, includes background reports on existing conditions for multifamily housing, a comparative analysis of parking reforms adopted by other local jurisdictions in the United States, and assessments and interviews on housing costs, socioeconomic conditions, and community impacts related to residential parking. The Study finds that existing parking requirements are a significant factor in the cost to build housing and identifies different strategies to reduce or eliminate parking to facilitate increased production of affordable housing.

Furthermore, the Ordinance incorporates AB 2097 (Friedman), effective January 1, 2023, which abolishes parking minimums for new development within a half-mile radius of a transit stop or high-quality transit corridor, with a few exceptions. The Ordinance eliminates parking for multifamily development within a half-mile radius of transit stops and high-quality transit corridors, with some exceptions.

C. Major Elements and Key Components

Major elements of the Ordinance include the following provisions:

Parking Reductions and Elimination

- Eliminates required parking for residential development containing 10 or less units.
- Eliminates guest parking.
- Reduces by 25% the number of required parking spaces for all new multifamily and live-work development.
- Allows an additional 25% reduction in the number of required parking spaces for new multifamily and live-work development that meet certain eligibility requirements specific to the provision of Transportation Demand Management (TDM) measures.
- Creates a new menu of TDM measures comprised of a point system that includes proximity to transit and commercial uses; development design; preferred land uses provided on-site; and provision of affordable units, on-site pedestrian amenities, car-

sharing spaces, bicycle and other storage facilities, and transit information centers or kiosks that developers can select from to meet eligibility requirements for parking reductions.

Revisions to Parking Standards

- Reduces widths in standard parking stalls and driveway aisles, and reduce depths of standard tandem parking spaces in residential parking areas.
- Eliminates the requirement for separation of residential and commercial parking in mixed use development.
- Allows compact parking, including compact tandem parking, by-right.
- Establishes standards for parallel parking spaces.
- Updates minimum parking requirements in accordance with the State Density Bonus Law.

Alternative Parking Arrangements

- Establishes a ministerial process for off-site parking for multifamily residential development; specifies the percentage of parking that can be provided off-site within certain distances of the development site, for circumstances in which the off-site parking is also owned by the owner of the multifamily residential development and for circumstances in which the off-site parking is leased.
- Eliminates the requirement for a minor parking deviation for parking reductions or shared parking for new multifamily development.
- Eliminates the need for same ownership of off-site parking areas and the residential development, requires a written agreement or covenant from another owner, and establishes measures for remaining in compliance with parking requirements in the event of a dissolution of the written agreement or covenant.

Modifications to Parking Permits and Minor Parking Deviations

- Amends Findings and Decision and Conditions of Approval for consistency with amendments to the Purpose section for Parking Permits.
- Removes off-site parking for residential development from the Parking Permit.
- Adds car share and other mobility services to clarify that developers can specifically provide these services as part of the Parking Permit process; clarifies that leasing required spaces could be for both short- and long-term periods.

D. General Plan Consistency

The Ordinance is consistent with the General Plan. The following are goals and policies of the General Plan that are applicable to the Ordinance:

Land Use Element

- Goal LU 4: Infill development and redevelopment that strengthen and enhance communities.

- Goal LU 5: Vibrant, livable and healthy communities with a mix of land uses, services and amenities.
- Goal LU 9: Land use patterns and community infrastructure that promote health and wellness.
- Goal LU 10: Well-designed and healthy places that support a diversity of built environments.

Mobility Element

- Goal M 1: Street designs that incorporate the needs of all users.
- Goal M 2: Interconnected and safe bicycle- and pedestrian-friendly streets, sidewalks, paths and trails that promote active transportation and transit use.
- Goal M 4: An efficient multimodal transportation system that serves the needs of all residents.
- Goal M 5: Land use planning and transportation management that facilitates the use of transit.

ENVIRONMENTAL ANALYSIS

Staff recommends that a Negative Declaration (Exhibit D) is the appropriate environmental documentation under the California Environmental Quality Act (CEQA) and the County environmental guidelines. The Initial Study concludes that there is no evidence that the project may have a significant impact on the environment.

OUTREACH AND ENGAGEMENT

A. County Department Comments and Recommendations

Public Works reviewed and provided comments and recommendations, as parking is within their purview.

B. Project Outreach and Engagement

Due to the COVID-19 pandemic and restrictions on in-person meetings, most engagement efforts were conducted virtually. Community engagement and collaboration was conducted in two phases. During each phase, project information was distributed via the DRP website, e-mail lists, and social media, with some outreach elements facilitated in English, Spanish, and Chinese.

Phase 1 of community engagement focused on building awareness of the project, creating a shared vision of success, and developing a better understanding of community experiences related to parking and housing availability. Four "Core Community Voices" sessions were held between January and March 2022. These sessions were attended by 25 participants representing all five Supervisorial Districts, representing 20 different community organizations, local governments, nonprofits, and neighborhood groups. During this phase, 894 people submitted a Community Questionnaire, which provided insight into housing

affordability, parking access and use, mode choice, and vehicle ownership. The results from Phase 1 supported developing parking requirements that reflect geographical differences, differences in the acuteness of housing affordability issues, and differences in access to transit and multimodal infrastructure. The community also expressed interest in options that go beyond parking, such as in-lieu fee programs, transportation demand management plans, and incentives for multimodal amenities.

Phase 2 of community engagement focused on the public's review of the draft ordinance, sharing how community perspectives were incorporated, and continuation of gathering feedback on the Ordinance. A second Core Community Voices virtual session and three virtual Community Open Houses were held in October 2022. Over 80 community leaders attended the Core Community Voices session, and a total of 44 participants attended the virtual open houses. Phase 2 outreach revealed that many people were concerned with the pace of change in California neighborhoods, yet participants generally recognized the link between parking and housing affordability. Participants also highlighted the vast differences in multimodal network quality, and they appreciated the contextual flexibility of the TDM point-based system outlined in the Ordinance.

C. Public Comments

No letters were received in support of the project, which included local residents.

A total of two letters were received in opposition of the project by local residents.

See Exhibit E for copy of correspondence.

Report
Reviewed By:


Bruce Durbin, Supervising Regional Planner

Report
Approved By:


Connie Chung, Deputy Director

LIST OF ATTACHED EXHIBITS	
EXHIBIT A	Draft Title 22 Ordinance
EXHIBIT B	Draft Resolution
EXHIBIT C	CEQA Negative Declaration
EXHIBIT D	Multifamily Parking Study Memoranda
EXHIBIT E	Public Correspondence

PROJECT NO. 2022-003630 (1-5)
ADVANCE PLANNING CASE NO. RPPL2022009338
ENVIRONMENTAL ASSESSMENT NO. RPPL2022011145

March 1, 2023
PAGE 6 OF 6