

What does this Multifamily Residential Parking Ordinance do?

The ordinance for Title 22 (Planning and Zoning) introduces Transportation Demand Management (TDM) measures to require developers to construct or provide tenant and community benefits (i.e., delivery lockers, carshare, transit kiosks, mixed use with child care, grocery, or gym space, etc.) in exchange for parking reductions in multifamily housing by up to 50%. The ordinance does not include any automatic reductions, other than incorporating state law on parking within public transit areas. The ordinance does not apply to housing development that qualify for reduced parking under other programs, such as 100% Affordable housing.

Additionally, the ordinance streamlines the approval of shared and off-site parking, and removes the requirement for parking to be covered, to make it easier to secure required parking off-property in close proximity for tenants. To facilitate shared parking, the requirement that residential and commercial parking be separated is removed.

The ordinance does not regulate parking on the street, which is covered by Title 15 (Vehicles and Traffic) of the County Code.

Why are we modifying the County's parking requirements in Title 22?

Many studies demonstrate that parking is a barrier to the construction of affordable housing in Los Angeles County. Each parking space costs approximately \$35,000 to \$75,000 to build, depending on the value of the land and whether the space is on a surface lot or in a parking garage. Current parking minimums – the number of required parking spaces for each land use – are arbitrary and are made with the assumption that each and every person owns and drives a car. The County's Housing Element, adopted by the Board of Supervisors in May 2022, includes an implementation program to adopt a parking ordinance to remove barriers in constructing affordable housing.

How is the County managing parking on the street?

The ordinance for Title 22 only applies to parking on private property. For on-street parking, there are existing programs that are administered by Title 15. Parking violations – such as double parking, inoperable vehicles, parking without authorization, etc. – are managed by the Sheriff's Department's Parking Enforcement Unit. For more information, check <https://lasd.org/parking-enforcement/>. Please note that the parking enforcement will transition to Public Works by July 2024, per a [Board motion on October 17, 2023](#).

Preferential Parking Districts are administered by Public Works. Title 15 authorizes establishment of these districts. Click [here](#) for more information. Other curbside matters, such as street sweeping, signage, unauthorized storage of materials on the street, etc. are managed by Public Works. For more information on these parking efforts under the purview of Public Works, contact <https://pw.lacounty.gov/contact/>.

Vehicles that exceed certain dimensions may have restrictions on where these vehicles can park. Click [here](#) for more information. At this time, the Sheriff enforces these parking restrictions.

What is the County doing to help get people around without a car?

The County is working on the following efforts for a multimodal future:

- Vision Zero – to promote slow streets and improve pedestrian safety (Public Works) <https://pw.lacounty.gov/visionzero/>
- Step By Step – Community-level Pedestrian Plans (Public Health) <http://www.publichealth.lacounty.gov/place/stepbystep/lacounty.htm>
- Update to the County Bicycle Master Plan (Public Works) <https://pw.lacounty.gov/tpp/bmp/>
- LAGoBus.com Transit Services (Public Works): <https://pw.lacounty.gov/Transit/>