

REPORT TO THE REGIONAL PLANNING COMMISSION

DATE ISSUED: November 16, 2023

MEETING DATE: 11/29/2023 AGENDA 8
ITEM:

PROJECT NUMBER: 2022-003630-(1-5)

PROJECT NAME: Multifamily Residential Parking Ordinance

PLAN NUMBER(S): Advance Planning Case No. RPPL2023004576
Environmental Plan No. RPPL2023005132

SUPERVISORIAL DISTRICT: 1-5

PROJECT LOCATION: Countywide (unincorporated)

PROJECT PLANNER: Alyson Stewart, Principal Planner
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RECOMMENDATION

The Department of Regional 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. RPPL2023004576 and the Negative Declaration, Environmental Plan No. RPPL2023005132.

Staff recommends the following motion:

I MOVE THAT THE REGIONAL PLANNING COMMISSION CLOSE THE PUBLIC HEARING AND RECOMMEND ADOPTION OF THE NEGATIVE DECLARATION, ENVIRONMENTAL PLAN NO. RPPL2023005132, 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. RPPL2023004576, TO BE CONSISTENT WITH STATE LAWS, AND WITH THE FOLLOWING LOCAL POLICIES (IN WHOLE OR IN PART):

A) MINOR POLICIES:

1. REMOVE REQUIREMENTS TO SEPARATE RESIDENTIAL AND COMMERCIAL PARKING SPACES IN COMMERCIAL ZONES, MIXED USE ZONES, AND IN MIXED USE DEVELOPMENTS;
 2. MODIFY OWNERSHIP REQUIREMENTS FOR PARKING SPACES;
 3. REMOVE COVERED PARKING REQUIREMENT;
 4. STREAMLINE COMPACT PARKING ALLOWANCES; AND
 5. MODIFY DIMENSIONS FOR PARKING SPACES, PARALLEL PARKING SPACES AND DRIVEWAYS;
- B) MAJOR POLICIES:**
1. STREAMLINE ALLOWANCE OF REQUIRED PARKING TO BE OFF-SITE;
 2. MODIFY PARKING REQUIREMENT FOR APARTMENTS WITH 10 OR FEWER DWELLING UNITS TO ONE PARKING SPACE PER DWELLING UNIT;
 3. MODIFY GUEST PARKING REQUIREMENT FOR APARTMENTS WITH 11 OR MORE DWELLING UNITS TO ONE PARKING SPACE PER 10 DWELLING UNITS;
 4. ESTABLISH A TRANSPORTATION DEMAND MANAGEMENT PROGRAM WITH A POINT SYSTEM THAT ALLOWS REDUCTIONS IN PARKING FOR NEW MULTIFAMILY HOUSING AND JOINT LIVE-WORK DEVELOPMENT WITH A MINISTERIAL REVIEW;
 5. STREAMLINE SHARED PARKING PROGRAMS WITH A MINISTERIAL REVIEW; AND
 6. MODIFY THE PARKING PERMIT CHAPTER TO REMOVE RESIDENTIAL PARKING FROM THE PERMIT REQUIREMENT.

PROJECT DESCRIPTION

A. Summary

Advance Planning Case Number RPPL2023004576 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. The intent of the proposed amendments is to remove barriers to construction of affordable multifamily housing in the unincorporated areas and improve access to a multimodal transportation network for County residents.

The Ordinance requires pairing Transportation Demand Management ("TDM") measures with parking reductions, provides flexibility in meeting minimum parking requirements, reduces land area for parking, and achieves consistency with State law and County housing goals. The Ordinance does not modify the County's General Plan Land Use Element or land use map and does not allow for multifamily residential development at greater densities than currently identified within the County's General Plan Land Use Element. The Ordinance (Exhibit A), Project Summary (Exhibit B), Draft Resolution (Exhibit C), and Negative Declaration (Exhibit D) are attached to this report.

B. Background

As required by the County's adopted and certified Housing Element, a Multifamily Housing Parking Study was initiated in 2021. The Parking Study included several background reports on existing conditions for multifamily housing, a comparative analysis of parking reforms adopted by other jurisdictions in the United States, and assessments and interviews on housing costs, socioeconomic conditions, and community impacts related to residential parking. The Parking Study found that the unincorporated areas are overparked—that existing residential parking requirements required 25% more parking than was actually needed--and that this significantly contributed to the high costs to build housing. The Parking Study identified different strategies for parking reform to facilitate increased production of affordable housing in unincorporated Los Angeles County. Summaries of the Parking Study were provided to the RPC on July 27, 2023 and are available on the [project website](#).

On January 1, 2023, AB 2097 (Friedman) went into effect. It eliminated all parking requirements for new developments within a half-mile radius of a transit stop or high-quality transit corridor, with limited exceptions. The Ordinance incorporates this State law into Title 22 and will eliminate parking for multifamily development within “public transit areas,” which is defined as a half-mile radius of transit stops and high-quality transit corridors. Additionally, the Governor recently signed AB 894 (Friedman), which requires local jurisdictions to make allowances for shared parking on underutilized parking lots through parking agreements; this law will go into effect on January 1, 2024 and has likewise been incorporated into the Ordinance.

On March 1, 2023, your Commission reviewed an initial version of the Ordinance. Key features of the initial version included eliminating parking requirements for small housing projects, eliminating guest parking, and reducing parking minimums by 25 percent for large housing projects with an additional 25 percent reduction with the provision of TDM measures. Your Commission expressed concerns that the proposed parking reductions and eliminations might negatively impact the communities and voted not to recommend the Ordinance to the Board.

C. Major Elements and Key Components

To maintain consistency with State law and to comply with the adopted and certified Housing Element, while also responding to Commission concerns, the Ordinance has been revised. Major elements of the Ordinance include the following provisions:

Consistency with State Law

1. Updates minimum parking requirements for residential development that utilizes a density bonus to correspond with the minimums in the State Density Bonus Law.
2. Incorporates AB 2097 provisions for multifamily residential development by eliminating parking minimums within public transit areas and includes exceptions from AB 2097 for local governments to require parking minimums.
3. Adds definitions for major transit stop and public transit area based on definitions in the California Government Code.

Technical and Minor Local Policy Changes

1. Eliminates the requirement to separate residential and commercial parking in commercial and mixed use zones and in mixed use developments.
2. Eliminates the need for same ownership of off-site parking areas and the residential development, requires a written agreement or covenant from owner of property providing off-site parking, and establishes measures for remaining in compliance with parking requirements in the event of a dissolution of the written agreement or covenant.
3. Removes the requirement that parking be covered.
4. Clarifies that excess parking may be compact, and ministerially allows compact tandem parking.
5. Reduces widths in standard parking stalls and driveway aisles and reduce depths of standard tandem parking in residential parking areas, and establishes standards for parallel parking spaces.

Major Local Policy Changes

1. Establishes a ministerial process for off-site parking for multifamily residential development and specifies the percentage of parking that can be provided off-site within certain distances of the property. There will be two tiers of standards 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.
2. Establishes a minimum of one space per dwelling unit for multifamily residential development containing 10 or fewer units.
3. Establishes a minimum of one *guest* parking space per 10 dwelling units for multifamily residential development containing 11 or more units.
4. Establishes 25-50 percent reduction in the number of required parking spaces for new multifamily and live-work development that incorporate TDM measures. Existing parking minimums are not reduced or modified for multifamily residential developments of 11 or more units (except where authorized by another local policy or by State law). Creates a new menu of TDM measures with tenant and community benefits on a point system that includes proximity to transit and commercial uses, development design, preferred land uses provided on-site, 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.
5. Streamlines shared parking programs with a ministerial site plan review.
6. Eliminates the need for a Parking Permit for residential off-site and compact parking, 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 both short- and long-term; and amends Findings and Decision and Conditions of Approval for consistency with amendments to the Purpose section of Chapter 22.178.

Changes to the Ordinance are shown in Project Summary (Exhibit B).

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:

Housing

- Goal 1: A wide range of housing types in sufficient supply to meet the needs of current and future residents, particularly for persons with special needs, including but not limited to: extremely low, very low and low income households, seniors, persons with disabilities (including those with developmental disabilities), large households, female-headed households, people experiencing homelessness and at risk of homelessness, and farmworkers.
 - Policy 1.2: Remove regulatory barriers that constrain the provision and preservation of housing for acutely low, extremely low, very low, low, and moderate income households and those with special needs.
- Goal 3: A housing supply that ranges broadly in costs to enable all households, regardless of income, to secure adequate housing.
 - Policy 3.3: Implement land use policies and permitting procedures that help reduce the costs of housing development.
- Program 11: Develop a comprehensive parking study for all unincorporated Los Angeles County, as well as best practices in parking regulation, and produce an ordinance and supporting CEQA documents to update residential parking requirements in the Planning and Zoning Code (Title 22). This program supports General Plan Implementation Program M-1 (Parking Ordinance).

Mobility

- Goal M 4: An efficient multimodal transportation system that serves the needs of all residents.
 - Policy M 4.15: Reduce vehicle trips through the use of mobility management practices, such as the reduction of parking requirements, employer/institution-based transit passes, regional carpooling programs, and telecommuting.
 - Policy M 4.16: Promote mobility management practices, including incentives to change transit behavior and using technologies, to reduce VMTs.
- Goal M 5: Land use planning and transportation management that facilitates the use of transit.
 - Policy M 5.2: Implement parking strategies that facilitate transit use and reduce automobile dependence.

ENVIRONMENTAL ANALYSIS

Staff recommends that a Negative Declaration is the appropriate environmental documentation under the California Environmental Quality Act (CEQA) and the County environmental guidelines. The Initial Study (Exhibit D) concluded 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

The Ordinance was reviewed by Public Works and Fire, and they have no comments.

B. Project Outreach and Engagement

Prior to March 1, 2023, community engagement and collaboration efforts were conducted virtually 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. During Phase 1 in February 2022, participants representing all five supervisorial Districts and different community organizations, local governments, nonprofits, and neighborhood groups participated in four virtual community sessions and provided their feedback on parking issues. During Phase 2 in October 2022, participants attended virtual sessions and open houses to provide feedback on several policy recommendations being considered for a parking ordinance.

After March 1, 2023, staff participated in a meeting with stakeholders and at a public engagement event to discuss the project. Staff also presented on parking reform as part of the director's reports at RPC where extensive community input was received. The engagement efforts included the following:

- Virtual meeting with First Supervisorial District Office and a community group on April 20, 2023.
- Advance Planning Showcase Open House at A.C. Bilbrew Library on July 22, 2023.
- Director's Report on Parking and Housing – Part 1 on May 24, 2023.
- Director's Report on Parking and Housing – Part 2 on July 19, 2023.
- Virtual meetings with representatives from housing on November 14 and with representatives from the building industry on November 21.

To address community concerns about on-street parking in the unincorporated areas of the County, a Frequently Asked Question sheet was prepared on how the County is actively managing existing parking issues, and on various planning efforts the County is developing to build its multimodal future (see Exhibit B).

For the November 29, 2023 public hearing, post cards and emails were provided to persons who signed up to be on the Department courtesy mailing list. Contact was also made to individuals who are actively involved with community, mobility, and housing issues. The public hearing notice was also posted on the Department's social media channels, and in the following local newspapers: Acton/Aqua Dulce Weekly News, Antelope Valley Press, Gardena Valley News, Glendale Independent, Los Angeles Sentinel, Malibu Times, Pasadena Star News, Acorn, Argonaut, Daily Breeze, San Gabriel Valley Tribune, Signal, and Whittier Daily News.

C. Public Comments

To date, a total of four letters were received. Three were in opposition of the project, which included local residents from Rowland Heights. One by a local housing advocacy organization was in support of the project and suggests further revisions to support housing goals.

See Exhibit F for copies of correspondence.

Report

Reviewed By: A. Bruce Durbin
Bruce Durbin, Supervising Regional Planner

Report

Approved By: 
Connie Chung, Deputy Director

LIST OF ATTACHED EXHIBITS	
EXHIBIT A	Draft Title 22 Ordinance
EXHIBIT B	Project Summary and FAQ on Parking in the County
EXHIBIT C	Draft Resolution
EXHIBIT D	Negative Declaration
EXHIBIT E	Notice of Public Hearing
EXHIBIT F	Public Correspondence