


November 7, 2024

To: Staff

From: Amy J. Bodek, AICP   
Director of Regional Planning

**SUBDIVISION AND ZONING ORDINANCE INTERPRETATION NO. 2024-05:  
AB 2097 APPLICABILITY TO ONE-HALF MILE RADIUS OF MAJOR TRANSIT  
STOPS AND PARKING REDUCTION FOR DENSITY BONUS PROJECTS**

**PURPOSE**

This interpretation memo will serve three purposes:

- Updates “public transit area” to mean a half-mile radius of a major transit stop;
- Implement AB 2553 by changing the frequency of service interval for major bus routes from 15 minutes or less to 20 minutes or less; and
- Clarify the applicability of Section 22.120.080 (Parking – Density Bonus).

**BACKGROUND**

On September 22, 2022, the Governor signed AB 2097, which prohibits local jurisdictions from imposing or enforcing minimum parking requirements for development projects within a one-half mile radius of a major transit stop with exceptions. The bill became effective January 1, 2023. This Departmental interpretation memo provides updated guidance regarding AB 2097 that was codified in Chapter 22.112 (Parking) of the Los Angeles County Code. Additionally, on September 19, 2024, the Governor signed AB 2553, which redefines a major transit stop by modifying the service interval frequency.

As currently stated in Section 22.112.070.A, no parking is required for development projects located within a public transit area, and Section 22.14.160 defines public transit area as “one-half mile radius of a major transit stop, which is defined as an existing rail or bus rapid transit station; or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during morning and afternoon peak commuter hours; or a high-quality transit corridor, which is defined as a corridor with fixed route bus service with service intervals no longer than 15 minutes during morning and afternoon peak commute hours.”

The applicable definition of “public transit” as used in AB 2097 is contained in Section 21155 of the California Public Resources Code, which specifically references Section 21064.3 of the same Code.

Furthermore, Section 22.120.080 currently states that the reduced parking ratios in Table 22.120.080-A only apply to multi-family residential developments that are subject to Chapter 22.120 (Density Bonus). However, some of the parking ratios listed in the table apply to *any* housing developments e subject to the State Density Bonus Law, including for-sale very low-, lower-, and moderate-income housing developments, as well as senior citizen housing developments, which could be in the form of a single-family residential subdivision, pursuant to Section 65915 of the California Government Code.

## **INTERPRETATION**

No parking requirements may be imposed for development projects located within one-half mile radius of a major transit stop, which is defined as an existing rail or bus rapid transit station; a ferry terminal served by either a bus or rail transit station; or the intersection of two or more major bus routes with a frequency of service interval of 20 minutes or less during morning and afternoon peak commuter hours.

A development project located beyond the half-mile radius of a major transit stop requires current parking minimums pursuant to Section 22.112.070.B, unless it qualifies for parking reductions under Section 22.112.130 (Reduction in Required Parking Spaces When Providing Transportation Demand Management Measures for Multi-Family Residential Development), 22.120.080 (Parking – Density Bonus), or other applicable provisions in Title 22.

Furthermore, any housing development, including a single-family residential subdivision, may utilize the applicable reduced parking ratio in Table 22.120.080-A, provided that the housing development is subject to Chapter 22.120 (Density Bonus) except Section 22.120.075 (Mobilehome Park Density Bonus).

## **APPLICABILITY**

This interpretation shall apply to all development project applications received on or after November 7, 2024, except as noted below, within a half-mile radius of a major transit stop, which includes among other locations, the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less. This memo also applies to any housing development application received on or after November 7, 2024, that is subject to Chapter 22.120 (Density Bonus) except Section 22.120.075 (Mobilehome Park Density Bonus).

Beginning on January 1, 2025, the effective date of AB 2553, this memo applies to the development projects, except as noted below, within a half-mile radius of a major transit stop, which includes among other locations, the intersection of two or more major bus routes with a frequency of service interval of 20 minutes or less. This memo also applies to any housing development that is subject to Chapter 22.120 (Density Bonus) except Section 22.120.075 (Mobilehome Park Density Bonus), until such time that Title 22 is amended to clarify these provisions.

The following uses are exempt from AB 2097:

- Hotels, motels, bed and breakfast inns, or other transit lodging (excluding residential hotels); and
- Employee parking for an event center, which is defined in California Health and Safety Code Section 40717.8 to include “community center, activity center, auditorium, convention center, stadium, coliseum, arena, sports facility, racetrack, pavilion, amphitheater, theme park, amusement park, fairgrounds, or other building, collection of buildings, or facility which is used exclusively or primarily for the holding of sporting events, athletic contests, contests of skill, exhibitions, conventions, meetings, spectacles, concerts, or shows, or for providing public amusement or entertainment.”

This memo supersedes any preceding informational memos on AB 2097, the applicable provisions in the informational memo on Multi-Family Residential Parking Ordinance dated July 18, 2024, and the applicable provisions in Subdivision and Zoning Ordinance Interpretation No. 2024-02 dated May 30, 2024.

AJB:CC:ER:TF:BD:as