

ANALYSIS

This ordinance amends Title 22 – Planning and Zoning of the Los Angeles County Code to revise parking standards for multi-family residential development to remove barriers to construction of affordable multi-family housing in the unincorporated areas and improve access to a multi-modal transportation network for Los Angeles County residents.

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KP:ll

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ORDINANCE NO. 2024-0036

An ordinance amending Title 22 – Planning and Zoning of the Los Angeles County Code to revise parking standards for multi-family residential development to remove barriers to construction of affordable multi-family housing in the unincorporated areas and improve access to a multi-modal transportation network for Los Angeles County residents.

The Board of Supervisors of the County of Los Angeles ordains as follows:

SECTION 1. Section 22.14.130 is hereby amended to read as follows:

22.14.130 M.

...

Major Projects Review Trust Funds. The following terms ~~is~~are defined solely for Chapter 22.262 (Major Projects Review Trust Funds):

...

Major transit stop. As defined in section 21064.2 of the California Public Resources Code, a site containing any of the following:

1. An existing rail or bus rapid transit station;
2. A ferry terminal served by either a bus or rail transit station; or
3. The intersection of two or more major bus routes with a frequency

of service interval of 15 minutes or less during the morning and afternoon peak commute periods.

...

SECTION 2. Section 22.14.160 is hereby amended to read as follows:

22.14.160 P.

...

Public Health. References to Public Health shall mean the County Department of Public Health, unless otherwise specified.

Public transit area. 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 commute 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.

...

SECTION 3. Section 22.20.070 is hereby amended to read as follows:

22.20.070 Development Standards for Zone C-MJ.

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B. Development Standards. Premises in Zone C-MJ shall be subject to the following development standards:

...

4. Parking. Shared parking for nonresidential uses may be approved with a Minor Conditional Use Permit (Chapter 22.160) application, ~~except that parking for commercial and residential uses shall be provided separately and designated by posting, pavement marking, and/or physical separation.~~

...

SECTION 4. Section 22.26.030 is hereby amended to read as follows:

22.26.030 Mixed Use Development Zone.

...

D. Development Standards. New sensitive uses developed in the permitted zones and located adjacent to existing, legally-established industrial uses, recycling or solid waste uses, or vehicle-related uses listed in Table 22.22.030-B (Principal Use Regulations for Industrial Zones), except for the vehicle sales and rentals sub-category, shall comply with Division 7, Chapter 22.134 (Sensitive Uses) in addition to the standards below. Where standards in Chapter 22.134 and this Section are in conflict, the more restrictive shall apply. All new development projects in Zone MXD shall be subject to the following development standards:

...

5. Parking.

a. Parking facilities, including bicycle parking and storage facilities, shall be provided in compliance with Chapter 22.112 (Parking), however the number of required vehicle parking spaces as provided therein may be reduced by up to

~~25 percent except for required guest parking for residential uses. Parking for commercial and residential uses shall be separately designated by posting, pavement marking, or physical separation. These standards may be modified through a Parking Permit (Chapter 22.178) application.~~

...

SECTION 5. Section 22.112.020 is hereby amended to read as follows:

22.112.020 Applicability.

...

B. Reduction of Required Parking and Loading Spaces. A reduction in the number of required parking or loading spaces may be granted pursuant to any of the following:

1. Section 22.112.110 (Reduction in Required Parking Spaces When Bicycle Parking Provided).
2. Section 22.112.130 (Reduction in Required Parking Spaces When Providing Transportation Demand Management Measures for Multi-Family Residential Developments).
23. Chapter 22.176 (Minor Parking Deviations).
34. Chapter 22.178 (Parking Permits).
45. Section 22.24.040.F (Vehicle Parking Incentives).
56. As otherwise authorized by this Title 22.

...

SECTION 6. Section 22.112.050 is hereby amended to read as follows:

22.112.050 Ownership of Required Parking Facilities.

A. General. Parking facilities required by this Chapter shall be owned by the owner of the premises on which the use required to be served by said facility is located.

B. Exemptions. The following shall be exempt from this Section:

1. For Nonresidential Developments, ~~Ownership~~ of any parking facility required by Subsection A, above, is not necessary if another alternative is granted pursuant to Chapter 22.178 (Parking Permit).

2. ~~Unless as otherwise provided for by this Title 22.~~ For multi-family residential developments, ownership of any parking facility required by Subsection A, above, is not necessary if the applicant provides a legal written agreement or covenant guaranteeing the leased spaces are available for the use of the development. The agreement or covenant shall be signed by the applicant and the owner of the parking facilities, and shall be recorded with the Recorder-Registrar/County Clerk, and shall continue to be valid upon change of ownership. In the event of a dissolution of the written agreement or covenant, the multi-family residential development shall remain in compliance with parking requirements if one of the following is satisfied:

a. A comparable agreement for required parking spaces is provided in a parking facility in compliance with this Chapter 22.112 (Parking), and recorded by the owner of the multi-family residential development and the property providing the parking facility;

b. The total parking requirement is reduced through Section 22.112.130 (Reduction in Required Parking Spaces When Providing Transportation Demand Management Measures for Multi-Family Residential Developments) and allows the development to meet its requirement without the spaces that had been provided by the dissolved agreement or covenant; or

c. The reduction in required parking is approved through Section 22.176 (Minor Parking Deviation) or Section 22.178 (Parking Permit).

3. Unless as otherwise provided for by this Title 22.

SECTION 7. Section 22.112.060 is hereby amended to read as follows:

22.112.060 On-Site Parking.

A. General. Every use shall provide the number of required parking spaces on the same lot on which the use is located. For the purposes of this Section, transitional parking spaces separated only by an alley from the use shall be considered to be located on the same lot.

B. Exemptions. The following shall be exempt from this Section:

1. Density—Controlled Developments (Section 22.140.170), where off-site parking is specifically approved by the Commission or Hearing Officer;

2. Off-site parking, when granted pursuant to a Parking Permit (Chapter 22.178); or

3. ~~Unless as otherwise provided for by this Title 22.~~ Off-site parking for multi-family residential developments, when the owner of the multi-family residential

development is also the owner of the off-site parking facility, provided off-site parking spaces are secured according to the following restrictions:

a. Up to 100 percent of the required parking may be located off-site if any portion of the lot containing the off-site parking is located within 400 feet of the nearest property line of the lot with the multi-family residential development; or

b. Up to 50 percent of the required parking may be located off-site if any portion of the lot containing the off-site parking is located within 1,320 feet of the nearest property line of the lot with the multi-family residential development.

4. Off-site parking for multi-family residential developments, when the owner of the multi-family residential development is not the owner of the off-site parking facility, provided off-site parking spaces are secured according to the following restrictions, and demonstrated by a covenant between the owner of the residential lot and the owner of the parking property, to be in effect for no less than 20 years from the date of the multi-family property's certificate of occupancy:

a. Up to 50 percent of the required parking may be located off-site if any portion of the property containing the off-site parking is located within 400 feet of the nearest property line of the lot with the multi-family residential development; or

b. Up to 25 percent of the required parking may be located off-site if any portion of the property containing the off-site parking is located within 1,320 feet of the nearest property line of the lot with the multi-family residential development.

5. Unless as otherwise provided for by this Title 22.

SECTION 8. Section 22.112.070 is hereby amended to read as follows:

22.112.070 Required Parking Spaces.

A. Required Parking Spaces Within Public Transit Areas.

1. Except for lodging uses or as provided in Subsection A.2, below, or where required by State law, all uses located within a public transit area, as defined in Section 22.14.160 (P), shall not require parking. Voluntarily provided parking shall comply with all applicable regulations in the County Code.

2. Parking Minimum Required When. If a development project within a public transit area, as defined in Section 22.14.160 (P), shall require parking, such requirements pursuant to this Chapter may be imposed if written findings are made within the period as specified in State law, supported by substantial evidence, that not imposing or enforcing such requirements would have a substantially negative impact on any of the following:

a. The County's ability to meet its share of the regional housing need for low-income and very low-income households;

b. The County's ability to meet any identified special housing needs for seniors or people with disabilities; or

c. Existing residential or commercial parking within one-half mile of a residential project.

3. Findings to impose parking requirements pursuant to Subsection A.2, above, shall not apply to housing development projects that:

a. Set aside at least 20 percent of dwelling units for very low-, lower-, or moderate-income households, students, seniors, or persons with disabilities;

b. Contain fewer than 20 dwelling units; or

c. Are subject to parking reductions under any other law.

AB. Required Parking Spaces Outside of Public Transit Areas. Table 22.112.070-A, below, identifies the minimum number of parking spaces required to establish each use.

TABLE 22.112.070-A: MINIMUM REQUIRED PARKING SPACES		
Use	Number of Spaces	
...		
Residential uses ⁴		
...		
	Apartments ^{5, 10}	
	<u>Apartments with 10 dwelling units or less, irrespective of the number of bedrooms</u>	1 standard space per dwelling unit.
	Bachelor ¹⁴	1 covered -standard space per dwelling unit.
	Efficiency and one-bedroom ¹⁴	1.5 covered -standard spaces per dwelling unit.
	Junior accessory dwelling units	No spaces required.
	Two or more bedrooms ¹⁴	4.5 covered 2 standard spaces per dwelling unit and 0.5 covered or uncovered standard spaces per dwelling unit.
	Guest parking for apartment houses with at least 11 units ⁶	1 standard space for guests per 410 dwelling units of the total number of dwelling units.
...		
	Joint live and work units ¹⁴	2 uncovered -standard spaces per joint live and work unit.
	<u>Junior accessory dwelling units</u>	<u>No spaces required.</u>
...		
Notes:		
...		
5. Parking spaces shall be standard in size unless compact size spaces are granted pursuant to Chapter 22.178 (Parking Permits). At least one parking space shall be assigned to each dwelling unit Compact spaces may be provided in accordance with Subsection E, below.		
...		
14. <u>Apartments with 11 or more dwelling units and all developments with 11 or more joint live and work units seeking reduction in required parking spaces shall provide Transportation Demand Management measures, as provided in Section 22.112.130, below.</u>		

BC. Uses ~~n~~Not sSpecified—Number of ~~s~~Spaces ~~r~~Required. Where parking requirements for any use are not specified, parking shall be provided in an amount that the Director finds adequate to prevent traffic congestion and excessive on-street parking. Whenever practical, such determination shall be based upon the requirements for the most comparable use specified in this Chapter.

CD. Fractions. If the number of on-site parking spaces for a use required by this Chapter contains a fraction, that fraction shall be rounded to the nearest whole number. Any such fraction equal to or greater than 0.50 shall be rounded up to the nearest whole number and any such fraction less than 0.50 shall be rounded down to the nearest whole number. For example, "Use A" requires 9.7 spaces, and "Use B" requires 9.4 spaces. "Use A" rounds up and requires 10 spaces and "Use B" rounds down and requires 9 spaces. A total of 19 spaces would be required for the two uses.

DE. Parking as a Transitional Use. Where parking as a transitional use is allowed by this Title 22, it shall comply with all locational and design standards of Section 22.140.440 (Parking as a Transitional Use).

EF. Compact Spaces. A maximum of 40 percent of the number of parking spaces required by this Chapter may be compact automobile parking spaces, except as otherwise provided in this Chapter. Compact spaces shall be distributed throughout the parking area. Any ~~compact~~ parking spaces provided in excess of the number of parking spaces required by this Chapter ~~shall be excluded from this Subsection~~ may be compact.

SECTION 9. Section 22.112.080 is hereby amended to read as follows:

22.112.080 Parking Design.

...

B. General Standards for Parking Spaces and Maneuvering Aisles.

1. Parking Spaces.

a. Standard. Standard parking spaces shall have a minimum width of 8.5 feet and a minimum depth of 17.5 feet for parking facilities serving multi-family residential or mixed use development and of 18 feet for parking facilities serving other development, based on a 90-degree parking layout.

b. Compact. Compact parking spaces shall have a minimum width of eight feet and a minimum depth of 15 feet, based on a 90-degree parking layout.

c. Tandem.

i. Tandem Parking Spaces for Residential Uses.

(1) When two or more parking spaces are reserved or required for a dwelling unit, such spaces may be developed as tandem parking spaces.

(2) Standard tandem parking spaces shall have a minimum width of 8.5 feet and a minimum depth of ~~36~~35 feet to accommodate two vehicles.

(3) Compact tandem parking spaces ~~are allowed for apartment uses when granted pursuant to Chapter 22.178 (Parking Permit).~~

~~Compact tandem parking spaces~~ shall have a minimum width of eight feet and minimum depth of 30 feet to accommodate two vehicles.

ii. Tandem Parking Spaces for Nonresidential Uses.

Tandem parking spaces for nonresidential uses are allowed when granted pursuant to Chapter 22.178 (Parking Permits).

d. Parallel. Parallel parking is subject to the following standards, also illustrated in Figure 22.112.080-B, below:

i. Standard parallel parking spaces shall have a minimum width of eight feet and a minimum length dependent on the location of the standard parallel parking space as follows:

(1) A standard parallel end-space with direct, pull-in access shall have a minimum length of 17.5 feet;

(2) A standard parallel middle space shall have a minimum length of 22 feet; and

(3) A standard parallel end-space without direct access shall have a minimum length of 26 feet. If the end-space does not have a maneuvering aisle that continues beyond the space, it shall have a minimum length of 27 feet and nine inches.

ii. Compact parallel parking spaces shall have a minimum width of eight feet and a minimum length dependent on the location of the compact parallel parking space as follows:

(1) A compact parallel end-space with direct access shall have a minimum length of 15 feet;

(2) A compact parallel middle space shall have a minimum length of 19 feet and six inches; and

(3) A compact parallel end-space without direct access shall have a minimum length of 23 feet or 27 feet if the maneuvering aisle does not continue beyond the space.

2. Maneuvering Aisles.

a. Standard. Maneuvering aisles that provide access to standard parking spaces shall have a minimum width of 24 feet for parking facilities serving multi-family residential or mixed use developments and 26 feet for parking facilities serving other developments.

b. Compact. Maneuvering aisles that provide access to only compact parking spaces shall have a minimum width of 23 feet, except where a 26-foot-wide access road is required by the Fire Department.

c. Parallel. Maneuvering aisles that provide access to only parallel parking spaces shall have a minimum width of 12 feet for one-way aisles or 24 feet for two-way aisles. Figure 22.112.080-B, Parallel Parking Dimensions, below, identifies the dimensions for maneuvering aisles and parallel parking spaces subject to this Chapter.

FIGURE 22.112.080-A: MINIMUM PARKING SPACE DIMENSIONS

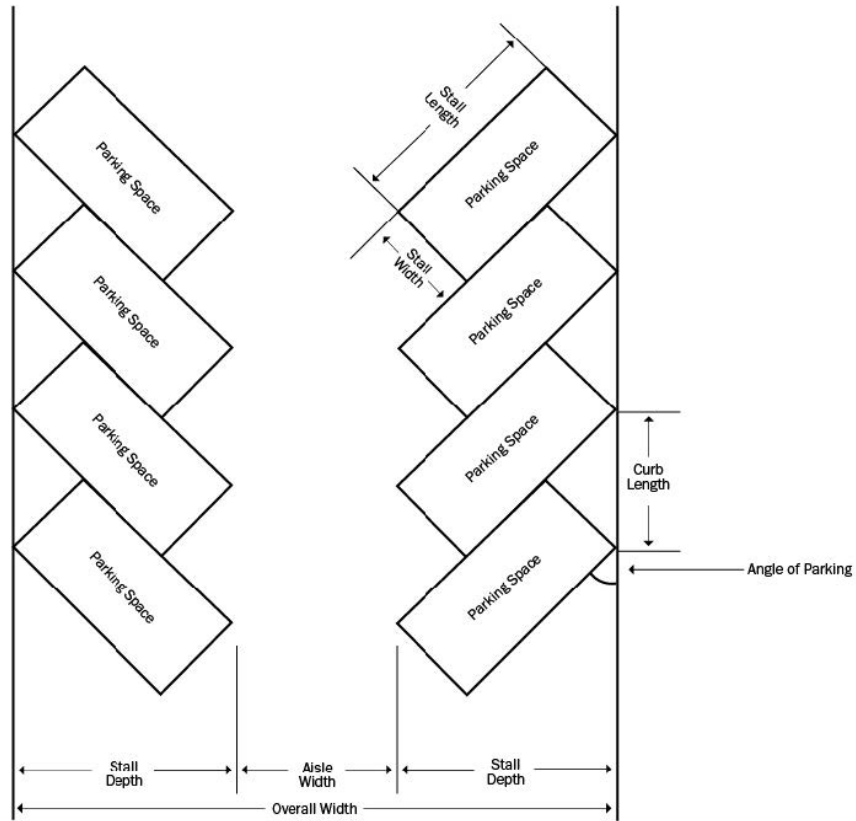
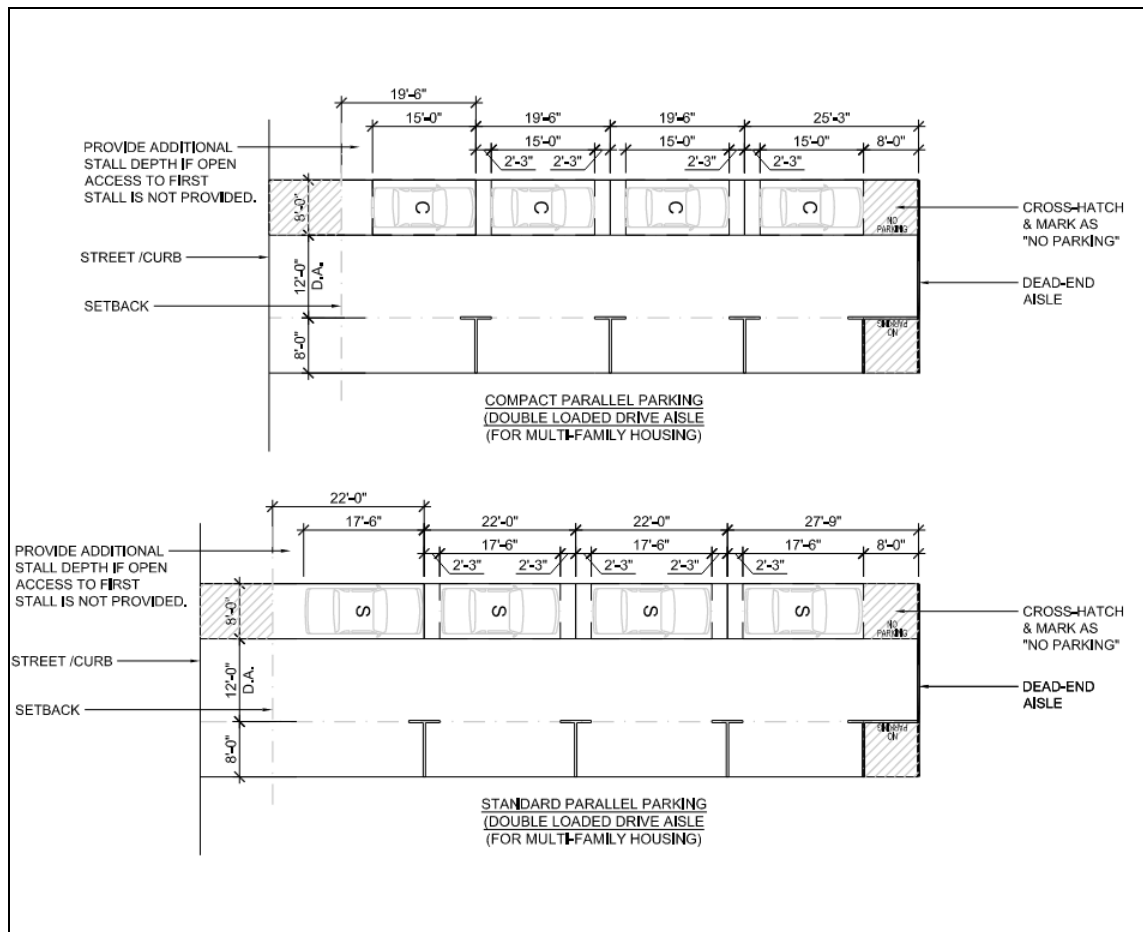


TABLE 22.112.080-A: MINIMUM PARKING DIMENSIONS					
Angle of Parking (Degrees)	Stall Depth (feet)	Aisle Width (feet)	Overall Width (feet)	Stall Length (feet)	Curb Length (feet)
Standard Parking Serving Multi-Family Residential or Mixed Use Developments					
90	18	24 ¹	62 ¹	17' 6"	8' 6"
60	20	14' 7" ²	60 ²	17' 6"	9' 10"
45	19	12' 8" ²	52 ²	17' 6"	12
30	16	12 ²	44 ²	17' 6"	17
Standard Parking Serving Other Developments					
90	18	26 ¹	62 ¹	18	8' 6"
60	20	20 ²	60 ²	18	9' 10"
45	19	14 ²	52 ²	18	12
30	16	12 ²	44 ²	18	17
...					

TABLE 22.112.080-A: MINIMUM PARKING DIMENSIONS						
Angle of Parking (Degrees)	Stall Depth (feet)	Aisle Width (feet)	Overall Width (feet)	Stall Length (feet)	Curb Length (feet)	
Notes:						
1. Two-way aisle.						
2. One-way aisle, double-loaded parking.						

FIGURE 22.112.080-B: PARALLEL PARKING DIMENSIONS



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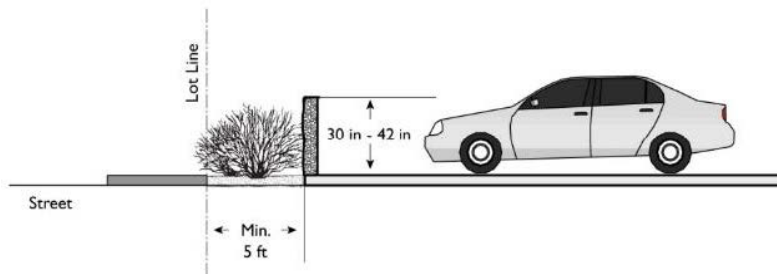
F. Walls.

1. Front Yards. Where parking facilities are located adjacent to the front lot line, a solid masonry wall not less than 30 inches nor more than 42 inches in

height shall be established parallel to and not nearer than five feet to the front lot line, except that:

a. The required wall shall be set back at least to the line of the front or side yard line required in any adjacent Residential or Agricultural Zone for a distance of 50 feet from the common boundary line. For example, see Figure 22.112.080-BC, below.

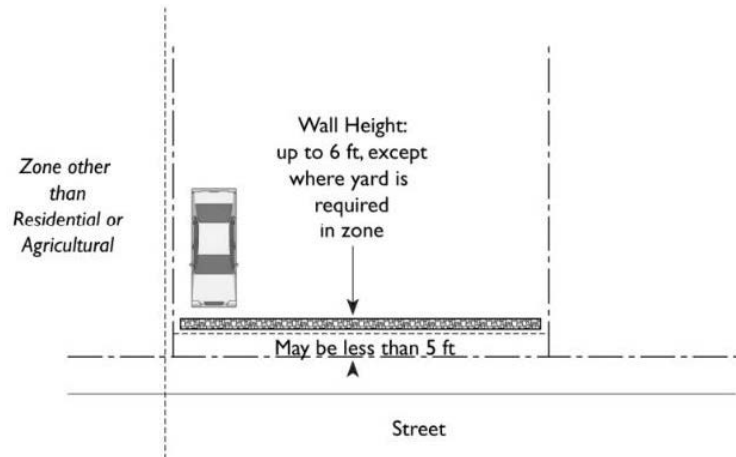
FIGURE 22.112.080-BC: SCREENING WALL – FRONT YARD



b. Where abutting and adjacent property is in a zone other than a Residential or Agricultural Zone, the Director may approve the establishment of the required wall:

- i. Closer than five feet to the front property line; or
- ii. To a height not exceeding six feet, except where a yard is required in the adjacent nonresidential zone. For example, see Figure 22.112.080-GD, below.

FIGURE 22.112.080-~~CD~~: SCREENING WALL ADJACENT TO A NON-RESIDENTIAL OR NON-AGRICULTURAL ZONE

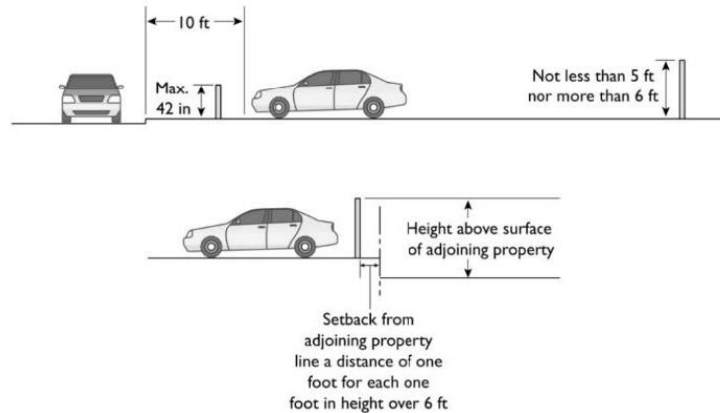


2. Side and Rear Yards. Where parking facilities are located on land adjoining a Residential or Agricultural Zone, a solid masonry wall not less than five feet nor more than six feet in height shall be established along the side and rear lot lines adjoining said zones except that:

...

b. Such wall shall not be less than four feet in height above the surface of the adjoining property. If said wall is more than six feet in height above said adjoining property, it shall be set back from the adjoining property line a distance of one foot for each one foot in height above six feet. For example, see Figure 22.112.080-~~DE~~, below.

FIGURE 22.112.080-DE: SCREENING WALLS—SIDE AND REAR YARDS



...

SECTION 10. Section 22.112.130 is hereby added to read as follows:

22.112.130 Reduction in Required Parking Spaces When Providing Transportation Demand Management Measures for Multi-Family Residential Developments.

A. Eligibility Requirements for a Parking Reduction. For multi-family residential developments, the parking requirements for residential uses in accordance with Section 22.112.070, above, may be reduced by 25 percent if the site plan includes multiple on-site Transportation Demand Management (TDM) measures selected from Table 22.112.130-A, below, with a combined point value of five or greater, or reduced by 50 percent with a combined point value of 10 or greater. A TDM-based parking reduction shall require approval of a Ministerial Site Plan Review (Chapter 22.186) application.

TABLE 22.112.130-A: APPLICABLE ON-SITE TDM MEASURES		
TDM Measure	Metric	Point Value
Development Location		
Proximity to transit	Any portion of the development is within one mile of a major transit stop, as defined in Section 22.14.130 (M), and there is unobstructed access to the public transit area from the development. "Unobstructed access to the public transit area" means a resident is able to access the public transit area without encountering natural or constructed impediments, including, but not limited to, cul-de-sacs without pedestrian access; freeways without overpasses or underpasses to guide pedestrians and cyclists across the freeway, rivers, mountains; and bodies of water, but not including residential structures, shopping centers, parking lots, or rails used for transit.	3
Proximity to Commercial Uses	Less than 0.5 miles from: 1. A commercial or retail development consisting of three or more retail or service uses; or 2. Three separate retail, restaurant, service, public park, school, fitness center uses.	1
	Less than 0.5 miles from a supermarket or general merchandise retailer of at least 8,000 square feet that sells fresh food.	2
Proximity to bicycle facilities	Less than 0.5 miles from existing or proposed bicycle path, lane, route, or boulevard designated in the County of Los Angeles Bicycle Master Plan.	2
Development Design		
Provision of affordable housing units	Provide a minimum 20% of the total units as affordable housing set-aside, as defined in Section 22.14.010 (A).	2
Unreserved resident and guest parking	Set aside at least 50% of parking spaces as unreserved. Unreserved parking spaces are defined as those not for the sole use of individual residents but can be available to residents of more than one residential unit.	3
	Set aside at least 25% of parking spaces as unreserved.	1
Pedestrian entrance	Orient the building such that the main building entrance faces the street/sidewalk and is at or within four feet of ground-level.	2
Location of parking	Locate the parking spaces such that they are away from the street or highway with the greatest right-of-way width, such as behind the building or underneath the building, or are obscured by landscaping.	1

TABLE 22.112.130-A: APPLICABLE ON-SITE TDM MEASURES		
TDM Measure	Metric	Point Value
Pedestrian-scale lighting	Install and maintain ground-mounted ornamental light fixtures of no more than three feet in height for pedestrian paths and entrances to the property. Ensure pedestrian walkways are illuminated. Lighting affixed to the building exterior should illuminate the sidewalk along the main building façade oriented toward the street or highway with the greatest width, with an average of one foot-candle along the sidewalk for the length of the property along said street.	3
Pedestrian-scale amenities	Install and maintain pedestrian-scale amenities on or adjacent the property consisting of no less than three benches of at least five feet in length and no less than three structures for the purpose of providing shade to pedestrians or seated individuals of no less than eight feet in diameter or 64 square feet per structure.	2
Transparent windows and doors on the ground level	Provide transparent windows and doors on at least 50 percent of the building's ground floor façade oriented towards the street or highway with the greatest right-of-way width shall be composed of entrances.	1
Public art	Install and maintain a static public art piece, such as a mural or sculpture visible to the public.	1
Preferred Land Uses		
Healthy food retail	Construct and maintain a commercial space (minimum of 1,000 square feet) that can be readily occupied and is reserved for a healthy food facility within the development. A healthy food facility includes a facility providing for daily needs and can include fresh fruits, vegetables, whole grains, and dairy products, as is identified as a bodega, in some communities, to remain open for at least eight hours per day, six days per week. The additional commercial square footage shall be exempt from any requirement for parking, as it will be considered an auxiliary use of the residential property.	5
On-site childcare provider	Construct and maintain a commercial space that can be readily occupied and is reserved for a licensed childcare center within the development. Preference should be made for the children of building residents. The additional square footage will be exempt from any requirement for parking, as it will be considered an auxiliary use of the residential property.	5

TABLE 22.112.130-A: APPLICABLE ON-SITE TDM MEASURES		
TDM Measure	Metric	Point Value
Fitness center (resident only)	Construct and maintain an indoor or outdoor fitness center at the property. The fitness center shall be available to residents at least 12 hours per day and seven days per week and provide a minimum of four workout stations. The additional square footage will be exempt from any requirement for parking, as it will be considered an auxiliary use of the residential property.	2
Fitness center (public)	Construct and maintain an indoor or outdoor fitness center at the property. The fitness center shall be available to the public at least 12 hours per day and seven days per week and provide a minimum of four workout stations.	3
Public art and cultural spaces	Construct and maintain an indoor or outdoor space dedicated to public art and culture, such as, but not limited to, gallery, museum, theater studio, and community workshop spaces. Hard art, such as a sculpture or mural, is not eligible.	3
Car Share		
Car share parking	Designate spaces for car share parking according to the number of residential units and offer the spaces to a car share company at no cost. A car share is defined as a service provided through which licensed drivers may rent a vehicle for personal transportation and return the vehicle to the same location at the end of the trip. Car share space requirements shall be as follows: 5-100 units: 1 car share space 101-300 units: 2 car share spaces Each additional 200 units: 1 additional car share space A parking permit is not required to attain TDM points for providing car share parking.	2
Bicycle Amenities		
Provision of electric bicycle docking and charging stations	Provide and maintain a Los Angeles Metro or other shared electric bicycle docking and charging station on-site with a minimum of five publicly available electric bicycles.	2
	Provide electric charging outlets within the parking facility or common area for at least 10 percent of the required long-term bicycle parking spaces.	2

TABLE 22.112.130-A: APPLICABLE ON-SITE TDM MEASURES		
TDM Measure	Metric	Point Value
Provision of required bicycle parking spaces	Provide the required bicycle parking spaces, pursuant to this Title 22: Short-term bicycle parking: 1 space per 10 units (minimum 2 spaces) Long-term bicycle parking: 1 space per 2 units	1
Provision of bicycle parking spaces beyond the requirements	Provide at least 25 percent more bicycle parking spaces (long-term or short-term) than the minimum required under this Title 22.	1
Provision of an on-site bicycle repair station	Provide and maintain in working order a bicycle repair station that includes tools and supplies designed to maintain bicycles, at a minimum those necessary for fixing a flat tire, adjusting a chain, and performing other basic bicycle maintenance.	1
Transportation Information Provision		
Transportation information center, kiosk, or screen	Install and maintain an on-site kiosk or information center with multi-modal wayfinding information and transit information on a display with dimensions no smaller than 18 inches by 24 inches. The kiosk or information center shall be in a prominent location easily be seen by residents entering or exiting the development.	1
Real-time transportation information displays	Maintain a real-time information display (e.g., large television screens or computer monitors) in a prominent location easily seen by residents entering or exiting the development. The display should include real-time information which may include, but not limited to: transit arrivals and departures for nearby transit routes, walking times to transit stations/bus stops, and the availability of car share vehicles, shared bicycles, electric bicycles, and shared scooters or comparable modes, as determined by Planning staff.	2
Storage and Delivery		
Child transportation and sports equipment storage	Provide and maintain in working order on-site lockers or another secure storage facility for personal car seats, strollers, child bicycle seats, and sports equipment according to the following: 1. One secure storage location per every 20 dwelling units, with a minimum of two secure storage spaces; and 2. The secure storage spaces shall each have usable interior space at least 35 inches high, 25 inches wide, and 30 inches deep.	2

TABLE 22.112.130-A: APPLICABLE ON-SITE TDM MEASURES		
TDM Measure	Metric	Point Value
Delivery support	Provide a secure area for receipt of deliveries offering at least one of the following: 1. Closed lockers; 2. Temporary storage for packages, laundry, and other deliverables; and/or 3. Temporary refrigeration for groceries.	2

B. Development Standards for Residential Developments with TDM Measures.

1. Each residential development shall post a display of approved TDM measures in a common and accessible space, such as a lobby, where all residents can view the document.

2. A list of the approved TDM measures shall be provided to each owner and/or tenant as part of purchase or leasing documents.

C. In the event an approved TDM measure, which contributes to a multi-family property's minimum TDM points, no longer applies or is in effect, the owner of the multi-family residential development shall substitute another TDM option of equal or greater value in points.

SECTION 11. Section 22.112.140 is hereby added to read as follows:

22.112.140 Shared Parking for Multi-Family Residential

Development.

Shared parking requests shall be approved with a Ministerial Site Plan (Chapter 22.186) application if the applicant provides a parking study demonstrating adequate parking availability (not deficit in the number of parking spaces available in the

shared parking facility), during typical peak times for the land uses which the shared parking facility is currently serving and during typical peak parking conditions for the multi-family development the parking facility proposes to serve. Parking adequacy (the number of available spaces) will be defined methodologically by the most recent edition of *Shared Parking* by the Urban Land Institute and International Council of Shopping Centers or another parking demand modeling methodology used by a firm or individual that demonstrates a minimum of five years' experience performing shared parking studies. This methodology may include actual parking occupancy counts for the existing land uses in the shared parking facility during the identified peak times. Shared parking between multiple owners shall require a written covenant, pursuant to Section 22.112.050 (Ownership of Required Parking Facilities). Off-site shared parking may be provided according to the limitations detailed in Section 22.112.060 (On-Site Parking).

SECTION 12. Section 22.120.080 is hereby amended to read as follows:

22.120.080 Parking.

A. Notwithstanding any contrary provisions in this Title 22, Table 22.120.080-A, below, identifies the parking ~~ratios~~ requirements for ~~projects~~ multi-family residential developments subject to this Chapter:

TABLE 22.120.080-A: PARKING RATIOSREQUIREMENTS ¹		
Affordability and Project Type	Proximity to Transit	Number of Spaces ²
...		
All other projects subject to Chapter 22.120		0-1 bedroom: 1 space per dwelling unit ^Z 2-3 bedrooms: <u>2.5</u> spaces per dwelling unit ^Z 4 or more bedrooms: 2.5 spaces per dwelling unit ^Z
Notes:		
...		
7. Alternatively, the standards in Table 22.112.070-A: Minimum Required Parking Spaces may be applied if they yield a lower total parking requirement.		

...

SECTION 13. Section 22.140.350 is hereby amended to read as follows:

22.140.350 Mixed Use Developments in Commercial Zones.

A. Mixed Use Development in Zones C-H, C-1, C-2, C-3, and C-M.

...

5. Development Standards. The following development standards shall apply:

...

d. Parking and Vehicular Access.

...

ii. ~~Separate~~ Commercial and residential parking spaces shall be provided in compliance with Chapter 22.112 (Parking). ~~Spaces shall be separately designated by signage, striping, pavement marking, and/or physical separation.~~

...

SECTION 14. Section 22.140.360 is hereby amended to read as follows:

22.140.360 Mixed Use Developments in Zone MXD-RU.

...

B. Development Standards.

1. Vertical Mixed Use Developments. The following development standards shall apply to vertical mixed use developments in Zone MXD-RU:

a. Parking.

...

ii. ~~Separate~~ Commercial and residential parking spaces shall be provided in compliance with Chapter 22.112 (Parking). ~~Spaces shall be separately designated by signage, striping, pavement marking, and/or physical separation.~~

...

SECTION 15. Section 22.178.010 is hereby amended to read as follows:

22.178.010 Purpose.

...

C. It is the intent to conserve land and promote efficient land use by allowing:

1. The dual or shared use of parking facilities by two or more uses.

2. Tandem parking for nonresidential uses.

3. ~~Compact parking spaces for apartment houses~~ Designated spaces

for car share or other mobility services, such as bicycle or scooter share.

D. It is the intent to provide greater flexibility and opportunity to meet the parking requirements by allowing:

1. Off-site parking facilities.
2. The short-term or long-term leasing of required parking spaces.
3. Transitional parking for lots with rear lot lines abutting Commercial

or Industrial Zones.

SECTION 16. Section 22.178.050 is hereby amended to read as follows:

22.178.050 Findings and Decision.

...

B. Findings.

...

2. There are no conflicts arising from special parking arrangements allowing shared vehicle parking facilities, tandem spaces, or ~~compact~~vehicle share spaces because:

a. Uses sharing parking facilities operate at different times of the day or days of the week;

b. Parking facilities using tandem spaces will employ valets or will utilize other means to ensure a workable plan; or

c. ~~Apartment houses using compact spaces for a portion of the required parking have a management program or homeowners' association to assure an efficient distribution of all parking spaces~~Parking facilities, including car share or

other vehicle share spaces, will maintain an arrangement with a service provider offering rental vehicles accessible to the public.

...

SECTION 17. Section 22.178.060 is hereby amended to read as follows:

22.178.060 Conditions of Approval.

...

G. ~~Where compact parking is proposed for apartments, no more than 40 percent of the required spaces shall be for compact automobiles. A program to manage the distribution of parking spaces shall be approved and operated by the apartment management or a homeowners' association~~Where car share or other vehicle share spaces are proposed, there shall be an arrangement with a service provider demonstrating how the rental vehicles will be accessible to the public.

H. If off-site parking facilities are proposed for nonresidential development, such facilities shall be within 400 feet from any entrance of the use to which they are accessory. Parking for employees shall be located within 1,320 feet from the entrance to such use. Directions to such facilities shall be clearly posted at the principal use.

...

[2214130KPCC]

SECTION 18. This ordinance shall be published in The Daily Commerce a newspaper printed and published in the County of Los Angeles.



[Handwritten Signature]
Chair

ATTEST:

Edward Yen

Edward Yen
Executive Officer -
Clerk of the Board of Supervisors
County of Los Angeles

I hereby certify that at its meeting of June 25, 2024 the foregoing ordinance was adopted by the Board of Supervisors of said County of Los Angeles by the following vote, to wit:

Ayes

Supervisors Hilda L. Solis
Holly J. Mitchell
Lindsey P. Horvath
Kathryn Barger

Noes

Supervisors None
Janice Hahn
Absent

Effective Date: July 25, 2024

Operative Date: _____

Edward Yen

Edward Yen
Executive Officer -
Clerk of the Board of Supervisors
County of Los Angeles



I hereby certify that pursuant to Section 25103 of the Government Code, Delivery of this document has been made.

EDWARD YEN
Executive Officer
Clerk of the Board of Supervisors

APPROVED AS TO FORM:
DAWYN R. HARRISON
County Counsel

By *[Handwritten Signature]*
Nicole Davis Tinkham
Chief Deputy County Counsel

By *[Handwritten Signature]*
Deputy