

LOS ANGELES COUNTY DEPARTMENT OF REGIONAL PLANNING

AMY J. BODEK, AICP
Director,
Regional Planning

DAVID DE GRAZIA
Deputy Director,
Current Planning

DENNIS SLAVIN
Chief Deputy Director,
Regional Planning

JON SANABRIA
Deputy Director,
Land Use Regulations

CONNIE CHUNG, AICP
Deputy Director,
Advance Planning

JOSEPH HORVATH
Administrative Deputy,
Administration

March 12, 2024

The Honorable Board of Supervisors
County of Los Angeles
383 Kenneth Hahn Hall of Administration
500 West Temple Street
Los Angeles, California 90012

Dear Supervisors:

ADOPTED

BOARD OF SUPERVISORS
COUNTY OF LOS ANGELES

4 April 16, 2024



JEFF LEVINSON
INTERIM EXECUTIVE OFFICER

**HEARING ON MULTIFAMILY RESIDENTIAL PARKING ORDINANCE
PROJECT NO. R2022-003630-(1-5)
ADVANCE PLANNING CASE NO. RPPL2023004576
ENVIRONMENTAL PLAN CASE NO. RPPL2023005132
(ALL SUPERVISORIAL DISTRICTS) (3-VOTES)**

SUBJECT

The recommended action is a revision of parking standards for multifamily residential developments in Title 22 of the Los Angeles County Code; or the Multifamily Residential Parking Ordinance (Ordinance).

IT IS RECOMMENDED THAT THE BOARD AFTER THE PUBLIC HEARING,

1. Certify that the Negative Declaration (ND) for the Project was completed in compliance with the California Environmental Quality Act (CEQA) and the State and County CEQA Guidelines related thereto; certify that it independently reviewed and considered the ND and that the ND reflects the independent judgment and analysis of the Board as to the environmental consequences of the Project; determine that on the basis of the whole record before the Board that there is no substantial evidence that the Project will have a significant effect on the environment; adopt the ND in accordance with CEQA (Public Resources Code section 21000, et seq.), the State CEQA Guidelines, and the Environmental Document Reporting Procedures and Guidelines for the County;
2. Indicate its intent to approve the Multifamily Residential Parking Ordinance (Advance Planning Case No. RPPL2023004576) as recommended by the Regional Planning Commission (RPC); and

3. Instruct County Counsel to prepare the necessary final documents amending Title 22 of the County Code and bring them back to the Board for their consideration.

PURPOSE/JUSTIFICATION OF RECOMMENDED ACTION

The Ordinance amends parking requirements in Title 22 to accelerate the production of housing and improve access to a multimodal transportation network for unincorporated area stakeholders.

The Ordinance implements Program 11 of the General Plan Housing Element, which recognizes that parking requirements contribute to the high cost of housing and can be a barrier to the County's sustainability goals, such as prioritizing the development of infill housing. The Ordinance also implements General Plan Implementation Program M-1 (Parking Ordinance).

The Ordinance is informed by a parking study, which includes an assessment of existing conditions for multifamily housing; parking reforms adopted by other jurisdictions in the United States; and housing costs, socioeconomic conditions, and community impacts related to residential parking. The study found that unincorporated communities 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. Summaries of the parking study are included as Attachment 6.

On November 29, 2023 and December 13, 2023, the RPC held a public hearing to consider the Ordinance. The RPC recommended that the Board consider and adopt the amendment to Title 22 and approved a resolution to this effect, which is included as Attachment 4. Previously, on March 1, 2023, the RPC held a public hearing to consider an earlier version of the Ordinance, but recommended denial to the Board. The summary of proceedings is included as Attachment 3.

Key Components

Major elements of the Ordinance include the following provisions:

Consistency with State Law. The Ordinance updates minimum parking requirements for multifamily residential development electing a density bonus to correspond with the minimums in the State Density Bonus Law; incorporates AB 2097 (Friedman) requirements by eliminating parking minimums within public transit areas, with exceptions; incorporates AB 897 (Friedman) provisions for shared parking; and adds definitions for 'major transit stop' and 'public transit area' based on definitions in the California Government Code.

Minor Local Policy Changes. The Ordinance eliminates the requirement for separation of residential and commercial parking in commercial and mixed use zones and in mixed use developments; eliminates the requirement for ownership of off-site parking; removes the requirement that parking be covered; clarifies and streamlines compact parking; reduces lengths in standard parking stalls, tandem parking, and driveway aisles; and establishes standards for parallel parking spaces.

Major Local Policy Changes. The Ordinance establishes a ministerial process for off-site parking for multifamily residential development; establishes a minimum of one parking space per dwelling unit for multifamily residential development of 10 or fewer units; modifies guest parking minimums to one space per 10 dwelling units for multifamily residential development of 11 or more units; establishes a 25 or 50 percent reduction in required parking when the multifamily residential development includes

Transportation Demand Management measures that provide tenant and community benefits; streamlines shared parking programs; clarifies leasing stipulations; and modifies the Parking Permit for consistency and to further the goals of the Ordinance.

Implementation of Strategic Plan Goals

Adoption of the Ordinance promotes Goal I – Make Investments that Transform Lives, through Strategy I.1.5 – Increase Affordable Housing Throughout Los Angeles County, in that parking requirements are made more flexible to allow for more affordable housing to be built through cost savings and improvements in space efficiency. The Ordinance also promotes Goal II – Foster Vibrant and Resilient Communities through Strategy II.2 – Support the Wellness of our Communities, by supporting safe and comfortable built environments that encourage physical activity and multimodal transportation choices.

FISCAL IMPACT/FINANCING

Adoption of the Ordinance will not result in additional costs to the County.

FACTS AND PROVISIONS/LEGAL REQUIREMENTS

In addition to the public hearing conducted by the RPC on December 13, 2023, a public hearing before the Board is required pursuant to Section 22.232.040.B.1 of the County Code and Section 65856 of the California Government Code. Required notice was provided pursuant to the requirements set forth in Section 22.222.180 of the County Code.

The Ordinance is consistent with the General Plan and supportive of its goals and policies. The Ordinance will implement the following policies in the General Plan Housing Element: 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, and Policy 3.3: implement land use policies and permitting procedures that help reduce the costs of housing development.

Furthermore, the Ordinance is consistent with the following policies in the General Plan Mobility Element: 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; and Policy M 5.2: implement parking strategies that facilitate transit use and reduce automobile dependence.

ENVIRONMENTAL DOCUMENTATION

Staff recommends that an ND is the appropriate environmental documentation under CEQA and the County environmental guidelines for the Project. The Initial Study concluded that the Project will not have a significant effect on the environment. Staff recommends that the Board adopt the ND in accordance with CEQA (PRC section 21000, et seq.). The ND is included as Attachment 5.

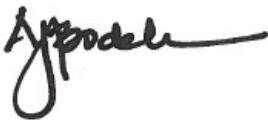
IMPACT ON CURRENT SERVICES (OR PROJECTS)

Approval of the Ordinance will not significantly impact County services.

CONCLUSION

For further information on the Ordinance, please contact Bruce Durbin, Supervising Regional Planner, Ordinance Studies Section at (213) 974-6432 or bdurbin@planning.lacounty.gov.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Amy Bodek', with a long horizontal flourish extending to the right.

Amy J. Bodek, AICP
Director

AJB:CC:BD:AS:ar

Enclosures

c: Executive Office, Board of Supervisors
Chief Executive Office
County Counsel

Executive Office, Board of Supervisors
Chief Executive Office
County Counsel
Public Works

**COUNTY OF LOS ANGELES
DEPARTMENT OF REGIONAL PLANNING**

PROJECT SUMMARY

PROJECT DESCRIPTION: Multifamily Residential Parking Ordinance (Advance Planning Case No. RPPL2023004576): Proposed amendment to the Los Angeles County Code (Title 22) to revise parking standards for multifamily residential development in the unincorporated areas of Los Angeles County.

REQUEST: Approval and adoption of the proposed Ordinance.

LOCATION: Countywide (unincorporated areas)

STAFF CONTACT: Mr. Bruce Durbin, Supervising Regional Planner at (213) 974-6432

RPC HEARING DATE: December 13, 2023

RPC RECOMMENDATION: Approval and recommendation to the Board to consider adoption of the proposed Ordinance.

MEMBERS VOTING AYE: Duarte-White, Moon, Louie

MEMBERS VOTING NAY: Hastings, O'Connor

MEMBERS ABSENT: None

MEMBERS ABSTAINING: None

KEY ISSUES: The proposed Ordinance amends Title 22 to revise parking standards, which includes updates for consistency with state law, reductions to parking minimums for small housing projects and guests, requirement of Transportation Demand Management measures with parking reduction requests for large housing projects, modifications to parking stall dimensions, removal of separation of residential and commercial parking requirement, removal of covered parking requirements, streamlining of shared and off-site parking arrangements, and removal of residential parking from the Parking Permit.

MAJOR POINTS FOR:

The proposed Ordinance implements Program 11 of the Housing Element to revise parking requirements that may act as barriers to construction of affordable housing. Modifications to parking requirements will yield considerable cost savings and greater flexibility to build housing.

MAJOR POINTS AGAINST:

The proposed Ordinance will reduce parking availability for residents in multifamily housing, forcing residents to utilize limited on-street parking, thereby exacerbating on-street parking issues.

ORDINANCE NO. _____

An ordinance amending the Los Angeles County Code, Title 22 – Planning and Zoning, to revise parking standards for multifamily residential development in order to remove barriers to construction of affordable multifamily housing in the unincorporated areas and improve access to a multimodal 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 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 that contains any of the following:

- (a) An existing rail or bus rapid transit station;
- (b) A ferry terminal served by either a bus or rail transit station; or
- (c) 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.

...

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

...

4. Parking. Shared parking for non-residential 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 Transportation Demand Management Measures Provided)

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. ~~Ø~~For non-residential 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 multifamily residential developments, ownership of any parking facility required by Subsection A, above, is not necessary if a legal written agreement or covenant guaranteeing that the leased spaces are available for the applicant's use is provided. 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 multifamily 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 that is in compliance with this Chapter 22.112, and recorded by the owner of the multifamily 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 Multifamily Developments) and/or Section 22.112.140 (Shared Parking for Multifamily 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 multifamily residential developments, when the owner of the multifamily 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 multifamily residential development.

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 multifamily residential development.

4. Off-site parking for multifamily residential developments, when the owner of the multifamily 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 multifamily 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 multifamily residential development.

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 multifamily 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 that are 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 Minimums 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 30 days of receiving a completed application, supported by substantial evidence, that not imposing or enforcing such requirements would have a substantially negative impact on any of the following:

- i. The County's ability to meet its share of the regional housing need for low-income and very low-income households;
- ii. The County's ability to meet any identified special housing needs for seniors or people with disabilities; or
- iii. Existing residential or commercial parking within one-half mile of a residential project.

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

- i. Set aside at least 20 percent of dwelling units for very low-, lower-, or moderate-income households, students, seniors, or persons with disabilities;
- ii. Contain fewer than 20 dwelling units; or
- iii. Are subject to parking reductions under any other law.

B. 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>	<u>1 standard space per dwelling unit.</u>
<u>Bachelor¹⁴</u>	<u>1 covered standard space per dwelling unit.</u>
<u>Efficiency and one-bedroom¹⁴</u>	<u>1.5 covered standard spaces per dwelling unit.</u>
<u>Junior accessory dwelling units</u>	<u>No spaces required.</u>
<u>Two or more bedrooms¹⁴</u>	<u>1.5 covered 2 standard spaces per dwelling unit and 0.5 covered or uncovered standard spaces per dwelling unit.</u>
<u>Guest parking for apartment houses with at least 11 units⁶</u>	<u>1 standard space for guests per 4-10 dwelling units of the total number of dwelling units.</u>
...	
<u>Joint live and work units¹⁴</u>	<u>2 uncovered standard spaces per joint live and work unit.</u>
<u>Junior accessory dwelling units</u>	<u>No spaces required.</u>
...	
<p>...</p> <p>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.</p> <p>...</p> <p>14. <u>Apartments with 11 or more dwelling units and all development 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></p>	

...

E. 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 E~~ 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 multifamily 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. Figure 22.112.080-B, below, illustrates these standards.

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.

3) A standard parallel end-space without direct access shall have a minimum length of 26 feet, or of 27 feet and nine inches if the maneuvering aisle does not continue beyond the space.

ii. Compact parallel parking spaces shall have a minimum width of 8 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.

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

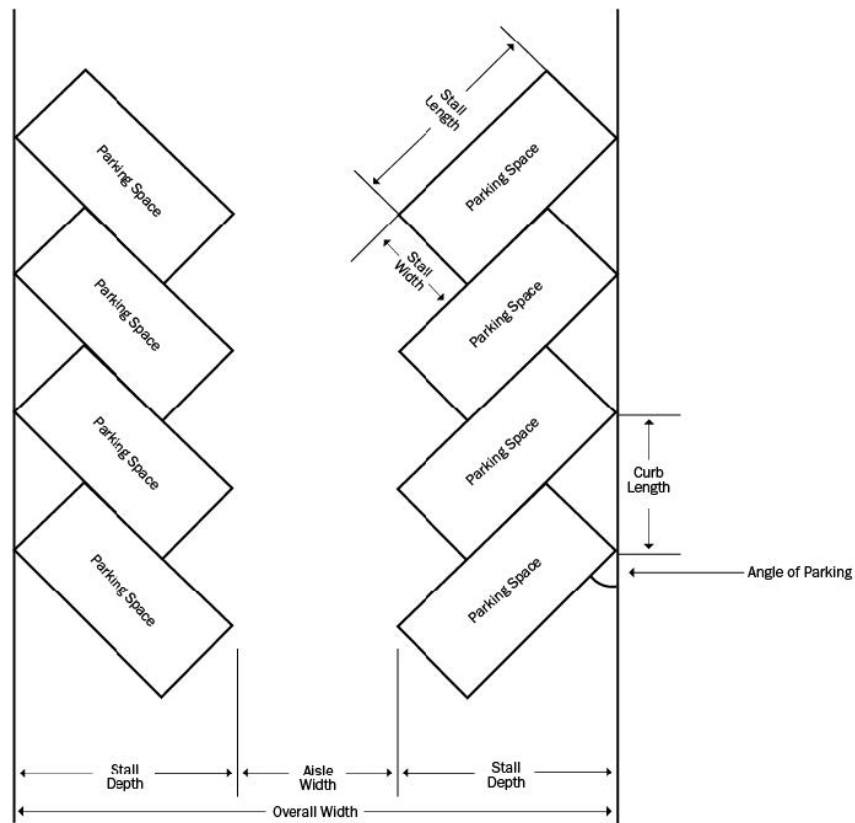
2. Maneuvering Aisles.

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

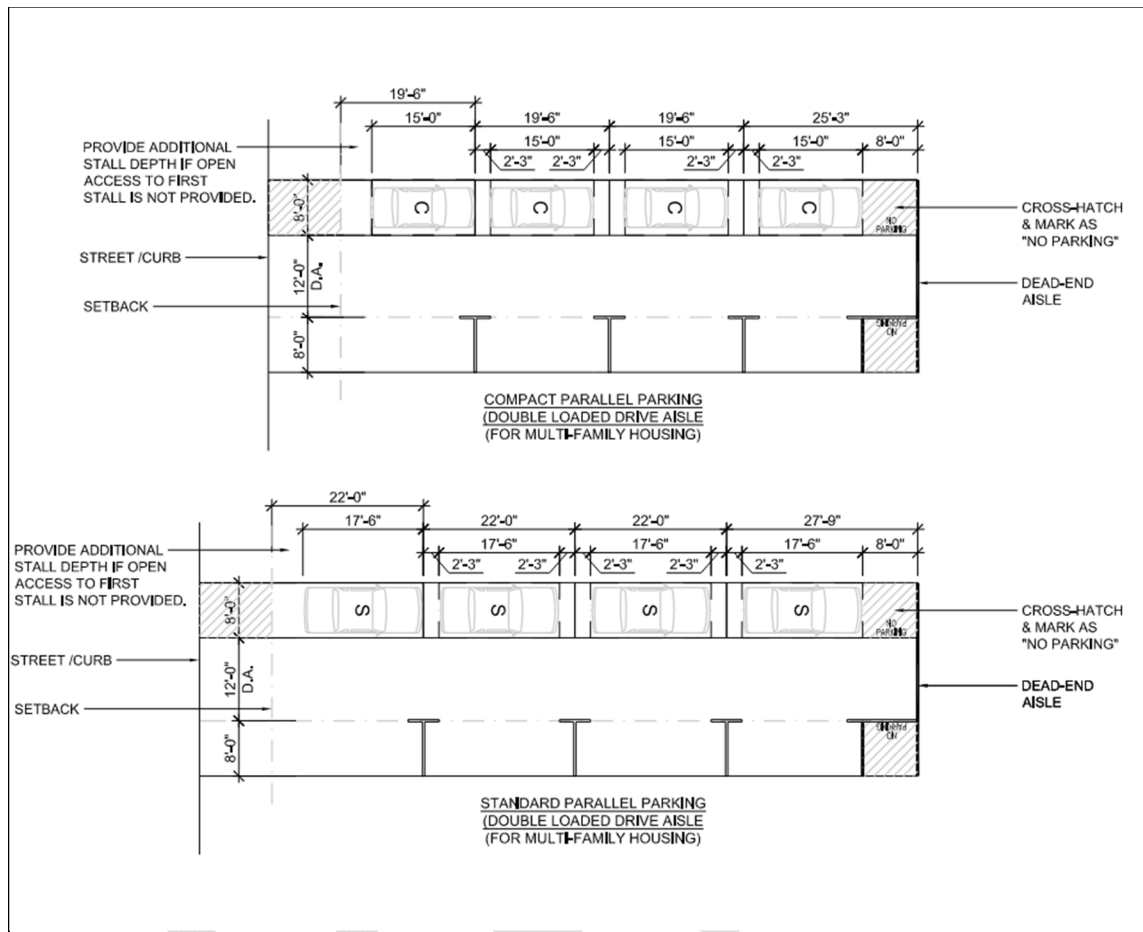
c. Parallel. Maneuvering aisles that provide access to only parallel parking spaces shall have a minimum width of 12 feet for one-way aisles or 24 feet for two-way aisles. Figure 22.112.080-B, Parallel Parking Dimensions, below, identifies the dimensions for maneuvering aisles and parallel parking spaces 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 Multifamily 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
...					
1. Two-way aisle. 2. One-way aisle, double-loaded parking.					

FIGURE 22.112.080-B: PARALLEL PARKING DIMENSIONS



F. Walls.

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-CD, 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 Multifamily Residential Developments.

A. Eligibility Requirements for a Parking Reduction. For multifamily 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 ten 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		
<u>TDM Measure</u>	<u>Metric</u>	<u>Point Value</u>
<u>Development Location</u>		
<u>Proximity to Transit</u>	<u>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.</u>	<u>3</u>
<u>Proximity to Commercial Uses</u>	<u>Less than 0.5 miles from:</u> <u>1. A commercial or retail development consisting of three or more retail or service uses, or</u> <u>2. Three separate retail/restaurant/service/public park/school/fitness center uses.</u>	<u>1</u>
	<u>Less than 0.5 miles from a supermarket or general merchandise retailer of at least 8,000 square feet that sells fresh food.</u>	<u>2</u>
<u>Proximity to Bicycle Facilities</u>	<u>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.</u>	<u>2</u>
<u>Development Design</u>		
<u>Provision of Affordable Housing Units</u>	<u>Provide a minimum 20% of the total units as affordable housing set-aside as defined in Section 22.14.010</u>	<u>2</u>

<u>Unreserved Resident and Guest Parking</u>	<u>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.</u>	<u>3</u>
	<u>Set aside at least 25% of parking spaces as unreserved.</u>	<u>1</u>
<u>Pedestrian Entrance</u>	<u>Orient the building such that the main building entrance faces the street/sidewalk and is at or within four feet of ground-level.</u>	<u>2</u>
<u>Location of Parking</u>	<u>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.</u>	<u>1</u>
<u>Pedestrian-Scale Lighting</u>	<u>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 that 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.</u>	<u>3</u>
<u>Pedestrian-Scale Amenities</u>	<u>Install and maintain pedestrian scale amenities on or adjacent the property consisting of no less than 3 benches of at least five feet in length and no less than 3 structures for the purpose of providing shade to pedestrians or seated individuals of no less than 8 feet in diameter or 64 square feet per structure.</u>	<u>2</u>
<u>Transparent Windows and Doors on the Ground Level</u>	<u>Provide transparent windows and doors on at least 50 percent of the building's ground floor facade oriented towards the street or highway with the greatest right-of-way width shall be composed of entrances</u>	<u>1</u>
<u>Public Art</u>	<u>Install and maintain a static public art piece, such as a mural or sculpture that is visible to the public.</u>	<u>1</u>
<u>Preferred Land Uses</u>		
<u>Healthy Food Retail</u>	<u>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</u>	<u>5</u>

	<u>food facility includes a facility that provides 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.</u>	
<u>On-Site Childcare Provider</u>	<u>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.</u>	<u>5</u>
<u>Fitness Center (resident-only)</u>	<u>Construct and maintain an indoor or outdoor fitness center at the property. The fitness center shall be available to residents at least 12 hours/day and 7 days/week and provide a minimum of 4 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.</u>	<u>2</u>
<u>Fitness Center (public)</u>	<u>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/day and 7 days/week and provide a minimum of 4 workout stations.</u>	<u>3</u>
<u>Public Art and Cultural Spaces</u>	<u>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.</u>	<u>3</u>
<u>Car Share</u>		
<u>Car Share Parking</u>	<u>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</u>	<u>2</u>

	<u>return the vehicle to the same location at the end of the trip. Car share space requirements shall be as follows:</u> <u>5-100 units – 1 car share space</u> <u>101-300 units – 2 car share spaces</u> <u>Each additional 200 units – 1 additional car share space</u> <u>A parking permit is not required to attain TDM points for providing car share parking.</u>	
<u>Bicycle Amenities</u>		
<u>Provision of Electric Bicycle Docking and Charging Stations</u>	<u>Provide and maintain an LA Metro or other shared electric bicycle docking and charging station on-site with a minimum of 5 publicly available electric bicycles.</u>	<u>2</u>
	<u>Provide electrical charging outlets within the parking facility or common area for at least ten percent of the required long-term bicycle parking spaces.</u>	<u>2</u>
<u>Provision of Required Bicycle Parking Spaces</u>	<u>Provide the required bicycle parking spaces (per Title 22):</u> <u>Short-term bicycle parking – 1 spaces/10 units (minimum 2 spaces)</u> <u>Long-term bicycle parking – 1 spaces/2 units</u>	<u>1</u>
<u>Provision of Bicycle Parking Spaces Beyond the Requirements</u>	<u>Provide at least 25 percent more bicycle parking spaces (long-term or short-term) than the minimum required (per Title 22).</u>	<u>1</u>
<u>Provision of an On-site Bicycle Repair Station</u>	<u>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.</u>	<u>1</u>
<u>Transportation Information Provision</u>		
<u>Transportation Information Center, Kiosk or Screen</u>	<u>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 located in a prominent location that will easily be seen by residents entering or exiting the development.</u>	<u>1</u>
<u>Real-Time Transportation Information Displays</u>	<u>Maintain a real-time information display (e.g., large television screens or computer monitors) in a prominent location that will easily be seen by residents entering or exiting the</u>	<u>2</u>

	development. The displays should include <u>real-time information which may include, but is 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.</u>	
<u>Storage and Delivery</u>		
<u>Child Transportation and Sports Equipment Storage</u>	<u>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:</u> <ol style="list-style-type: none"> <u>1. One secure storage location per every twenty dwelling units, with a minimum of two secure storage spaces.</u> <u>2. The secure storage spaces shall each have useable interior space that is at least 35 inches high, 25 inches wide and 30 inches deep.</u> 	<u>2</u>
<u>Delivery Support</u>	<u>Provide a secure area for receipt of deliveries that offers at least 1 of the following:</u> <ol style="list-style-type: none"> <u>1. Closed lockers</u> <u>2. Temporary storage for packages, laundry, and other deliverables.</u> <u>3. Temporary refrigeration for groceries.</u> 	<u>2</u>

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 that an approved TDM measure contributing to a multifamily property's achieving minimum TDM points no longer applies or is in effect, the owner of

the multifamily 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 Multifamily Residential Developments.

Shared parking requests shall be approved with a Ministerial Site Plan (Chapter 22.186) application if the applicant provides a parking study that demonstrates adequate parking availability (no deficit in the number of parking spaces available in the shared parking facility), 1) during typical peak times for the land uses which the shared parking facility is currently serving, and 2) during typical peak parking conditions for the multifamily development that the parking facility is being proposed to serve. Parking adequacy (the number of available spaces) will be defined methodologically by the most recent edition of *Shared Parking* by 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.

Notwithstanding any contrary provisions in this Title 22, Table 22.120.080-A, below, identifies the parking ratiosrequirements for projects multifamily residential developments subject to this Chapter:

TABLE 22.120.080-A: PARKING RATIOS <u>REQUIREMENTS</u> ¹		
Affordability and Project Type	Proximity to Transit	Number of Spaces
...		
All other projects subject to Chapter 22.120.		0-1 bedroom: 1 space per dwelling unit ^Z 2-3 bedrooms: 2 <u>1.5</u> spaces per dwelling unit ^Z 4 or more bedrooms: 2.5 spaces per dwelling unit ^Z
...		
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 that offers 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 that demonstrates how the rental vehicles will be accessible to the public.

H. If off-site parking facilities are proposed for non-residential 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.

...

**SUMMARY OF PUBLIC HEARING PROCEEDINGS
REGIONAL PLANNING COMMISSION
PROJECT NO. R2022-003630-(1-5)
ADVANCE PLANNING CASE NO. RPPL2023004576
ENVIRONMENTAL PLAN CASE NO. RPPL2023005132
MULTIFAMILY RESIDENTIAL PARKING ORDINANCE**

March 1, 2023

On March 1, 2023, the Regional Planning Commission (Commission) conducted a duly-noticed public hearing to consider the Multifamily Residential Parking Ordinance (Ordinance), Advance Planning Case No. RPPL2022009338. Regional Planning staff (staff) and the project consultant provided an overview of the Ordinance.

The Commission asked how the Ordinance will help or deter multifamily housing in very dense urban communities where the Housing Element will rezone to meet the County's regional housing needs. Staff noted that most of these communities would qualify under AB 2097. Staff also noted that many other jurisdictions have eliminated parking standards, and that the Ordinance takes a measured approach by eliminating just 25 percent of required parking.

The Commission pointed out that the utilization of small or odd-shaped lots makes sense, but in dense areas, there are buildable lots that can accommodate current parking requirements. Staff noted that the parking elimination will encourage building more middle housing.

The Commission raised concerns that in certain communities, a developer may choose to forgo parking, which could have a large impact on the community.

The Commission received testimony from seven speakers. One speaker spoke in favor of the Ordinance as the current parking requirements are too restrictive from allowing small lots from being built with housing, and pointed out that lower parking minimums, rather than parking eliminations, will provide flexibility to build small housing projects and still attract tenants who need parking. Six speakers spoke against the Ordinance due to potential impacts on street parking in their neighborhoods, potential pollution of adding more housing, the lack of effective parking enforcement, and the reality that many households own up to five cars, and that the Ordinance may exacerbate traffic around schools, hinder evacuations in neighborhoods that are within Very High Fire Hazard Severity Zones (VHFHSZ), and impact quality of life.

On a motion by Vice Chair O'Connor and seconded by Commissioner Moon, the Commission moved to close the public hearing and adopt the resolution to recommend that the Board of Supervisors consider and certify the Negative Declaration and adopt the proposed Ordinance, but the motion failed with a vote of 1-4.

Chair Hastings, in his no vote, stated that very few private lenders will approve housing projects that offer no parking, and that shrinking the lengths and widths of parking spaces and drive aisles is problematic as it does not accommodate current vehicle sizes. He also

stated that the County is not well served by safe, reliable mass transit. He also expressed concerns about shared parking agreements and parking enforcement. He stated that it is land cost that drives the affordability issues, and people in general will not stop driving, and do not want to park far from their homes. He also expressed concerns over AB 2097 usurping local land use authority. Vice Chair O'Connor pointed out that our current parking requirements were made over 40 years ago, in 1983, when the County was mostly auto-centric with no mass transit, and this change is long overdue. Our mass transit came only through Measures M and R passed by voters. Vice Chair O'Connor applauded the passage of AB 2097, and pointed out that the bill does not prohibit parking, just that it is no longer required. Developers may still build parking, and the Ordinance will allow greater flexibility and addresses the fiscal burdens of current parking requirements, and encourages gentle density rather than lot consolidation to build large-scale luxury development.

VOTE:

Concurring: O'Connor

Dissenting: Duarte-White, Moon, Louie, and Hastings

Abstaining: None

Absent: None

Action Date: March 1, 2023

November 29, 2023

On November 29, 2023, the Commission conducted a duly-noticed public hearing to consider Advance Planning Case No. RPPL2023004576, the Multifamily Residential Parking Ordinance, which included several revisions made to address concerns expressed at the March 1 public hearing, and received testimony from nine members of the public who were present in person.

Eight speakers spoke in general support of the Ordinance as an important step in getting more housing built, and all requested the Commission to consider amending the Ordinance to remove parking minimums for small housing developments of 10 or fewer dwelling units.

One speaker expressed concerns, asking that individual studies be conducted to assess the impact of eliminating parking in areas targeted for affordable housing, and address the parking needs of residents.

Due to a loss of quorum, the Commission did not receive testimony from four members of the public who joined virtually, and the Commission moved to continue the hearing to December 13, 2023.

December 13, 2023

Staff and the consultant provided an overview of the Ordinance to the Commission. Staff noted that the Ordinance addresses the concerns over parking policies that have been raised by the Commission and testifiers since the public hearing on March 1, 2023.

The Commission expressed concerns over the impact of state mandates on local projects. The consultant responded that the parking study was completed before AB 2097 and was conducted independently of the state's directives, focusing solely on areas outside of transit zones. The consultant also noted that the Ordinance includes parking reductions with Transportation Demand Management measures, as opposed to eliminating parking requirements entirely.

The Commission asked if the parking study considered the spillover of multifamily parking issues into single-family areas. The consultant acknowledged the community's concerns about on-street parking and mentioned the County's initiative to enhance enforcement and regulation of on-street parking. They also noted the role of the lack of housing affordability in exacerbating these problems.

The Commission questioned how the Ordinance, which recommends one parking space per dwelling unit for projects with 10 or fewer units, could incentivize the development of such housing. The Commission also asked if a building could be constructed on a 50-foot-wide lot, under the proposed requirement of one parking space per dwelling unit. The consultant affirmed that it is possible and that reducing parking requirements would increase the likelihood of such developments.

The Commission asked if the utilization of TDM strategies would lower the need for parking below what the market might demand. The consultant confirmed that it is possible, especially in buildings with nearby amenities like grocery stores, where not everyone feels the need for two cars. Staff also noted the County's intent for developing more TDM measures for Title 16, which would offer more comprehensive options for managing parking in the public right-of-way.

The Commission received testimony from five speakers. One speaker, who came in person, spoke in favor of the Ordinance generally and requested the Commission consider amending the Ordinance to remove parking minimums for small housing developments. Four speakers, who joined virtually, also spoke in favor and asked to remove parking requirements for small housing developments.

The Commission asked about the difference in rental rates for developments with limited parking. The consultant responded that reduced parking requirements lower construction costs for developers, which would result in more affordable housing, although this is not always the case. Furthermore, developers must consider whether they can find tenants for buildings with reduced parking.

On a motion by Commissioner Moon and seconded by Commissioner Louie, the Commission moved to close the public hearing and adopted the resolution to recommend

that the Board of Supervisors consider and certify the Negative Declaration and adopt the Ordinance in its entirety, with a vote of 3-2. Vice Chair O'Connor voted no and expressed a desire to eliminate parking minimums for smaller developments. Chair Hastings voted no and voiced reservations about modifying parking spaces and driveways that will not accommodate larger vehicle sizes.

VOTE:

Concurring: Duarte-White, Moon, and Louie

Dissenting: Hastings and O'Connor

Abstaining: None

Absent: None

Action Date: December 13, 2023

**RESOLUTION
COUNTY OF LOS ANGELES
REGIONAL PLANNING COMMISSION
MULTIFAMILY RESIDENTIAL PARKING ORDINANCE
PROJECT NO. 2022-003630-(1-5)
ADVANCE PLANNING CASE NO. RPPL2023004576
ENVIRONMENTAL PLAN NO. RPPL2023005132**

WHEREAS, the Regional Planning Commission ("Commission") of the County of Los Angeles ("County") conducted a duly noticed public hearing on November 29, 2023 to consider the Negative Declaration and the Multifamily Residential Parking Ordinance ("Ordinance"), an amendment to Title 22 (Planning and Zoning) of the Los Angeles County Code ("Title 22") to revise parking standards for multifamily residential development in the unincorporated areas of Los Angeles County;

WHEREAS, the Regional Planning Commission finds as follows:

1. The Ordinance is a countywide amendment to Title 22 to revise parking standards for multifamily residential development;
2. Parking has been regulated through the County's Zoning Ordinance since the 1940s, and a comprehensive parking ordinance update was adopted in 1983. Except for emergent land uses and affordable housing programs, including the Density Bonus Ordinance, parking minimums for multifamily residential development have not been updated since 1983;
3. An increasing number of local jurisdictions across the United States recently adopted parking reforms to reduce or eliminate parking minimums for certain land uses or for certain geographic areas, such as central business districts. There are varying reasons for parking reforms, which may include, but are not limited to, increasing housing supply and affordability, making more efficient uses of land, addressing air pollution and climate change, and promoting walkability or transit use;
4. The County has a severe housing affordability crisis, as the number of affordable housing produced over the past several decades has not kept pace with demand;
5. The County adopted the 2021-2029 Housing Element on May 17, 2022 that included multiple strategies to address the current housing crisis. The Housing Element was certified by the California Department of Housing and Community Development on May 27, 2022;
6. The Multifamily Housing Parking Study ("Parking Study"), listed as Program 11 in the County Housing Element, was initiated in 2021 to identify strategies that facilitate production of affordable housing in unincorporated LA County;
7. The Ordinance is informed by the Parking Study, including existing conditions and assessments on off-street parking utilization in multifamily housing, access to transit,

RPC RESOLUTION
ADVANCE PLANNING CASE NO. RPPL2023004576
ENVIRONMENTAL PLAN NO. RPPL2023005132

the effect of housing costs impacted by parking, community and stakeholder surveys and interviews, and parking reforms enacted by the State and other local jurisdictions. The Parking Study identifies areas of opportunity for reforms of existing parking standards for multi-family housing;

8. The Ordinance is also informed by feedback received during several public outreach events with approximately 150 community stakeholders participating and conducted in two phases during February and October 2022;
9. The Ordinance incorporates AB 2097 (Friedman), which became effective on January 1, 2023 to eliminate parking for residential and other development located within one-half mile of a transit stop or high-quality transit corridor and makes other minor changes for consistency with State law;
10. The Ordinance reduces parking minimums for multifamily housing of 10 or fewer units outside transit areas and for guests, establishes an incentive to permit a reduction in parking for other multifamily housing by up to 50 percent with the provision of Transportation Demand Management (TDM) measures on-site, modifies standards for parking stalls and driveways, modifies requirements for securing shared and off-site parking, and eliminates the requirement for a discretionary permit for alternative parking arrangements for multifamily housing;
11. The Ordinance is consistent with the surrounding areas in that parking reductions are mitigated with the provision of TDM measures to increase walkability, bicycle use, car sharing, use of transit, and other community benefits;
12. The Ordinance is in the interest of public health, safety, and general welfare and is consistent with other applicable provisions of this Title 22 by removing financial barriers to produce affordable housing, providing measures to reduce reliance on single-occupancy use of cars for daily trips, encourage use of other modes of transportation, and encourage a mix of residential and commercial land uses in close proximity;
13. The Ordinance is consistent with and supportive of the goals and policies of the General Plan, in that the Ordinance will encourage vibrant, livable and healthy communities with a mix of land use, services, and amenities, with access to active, efficient multi-modal transportation options, and will support land use planning and transportation management that facilitates the use of transit;
14. In accordance with Government Code Section 65352.3, California Native American Tribes traditionally and culturally affiliated with the project area that have requested project notification were notified and invited to request consultation regarding the Ordinance and the CEQA documentation;

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15. Three written correspondences were received from Fernandeno Tataviam Band of Mission Indians, Gabrielino Tongva Indians of California, and Yuhaaviatam of San Manuel Nation. The Tribes generally indicated that due to the nature of the Project, further consultation was not necessary at this time; however, they requested to be notified of future projects that may involve ground-disturbing activities in accordance with AB 52;
16. An Initial Study was prepared pursuant to CEQA reporting requirements to analyze the impacts of the Ordinance in its entirety. The Initial Study determined that there were no significant impacts to the environment pursuant to CEQA guidelines. Revisions made to the Ordinance were not substantial in nature that would result in any new, avoidable significant effect on the environment, so it did not require a new Initial Study or recirculation of the Initial Study. Therefore, a Negative Declaration is the appropriate environmental documentation under CEQA;
17. A Notice of Intent to Adopt a Negative Declaration was released for public review from December 2, 2022 to January 3, 2023 and no public comments were received;
18. Pursuant to Section 22.222.180 of the County Code, a public hearing notice was published in 14 local newspapers. The public hearing notice was sent by mail to interested persons who requested to be notified for all public hearings. The public hearing notice and materials were also posted on the Department of Regional Planning's website;
19. At a duly-noted public hearing held on March 1, 2023, the Commission reviewed a previous version of the Ordinance that proposed eliminating parking minimums for smaller multifamily developments, eliminating parking for guests and reducing parking minimums by 25 percent for larger multifamily residential development and joint live-work units, with allowance for an additional 25 percent reduction with provision of TDM measures. The Commission expressed concerns over the proposed eliminations and reductions due to potentially negative impacts to the communities and voted not to recommend the Ordinance to the Board;
20. The Ordinance is different from the previous version in a few key areas. Notably, elimination of parking is not proposed. Modest reductions are permitted with TDM measures. The Ordinance includes the following provisions:
 - a. Updates for consistency with State law;
 - b. Minor local policy changes:
 - i. Remove separation of residential and commercial parking spaces in commercial zones, mixed use zones, and in mixed use developments;
 - ii. Modify ownership requirements for parking spaces;
 - iii. Remove covered parking requirement;
 - iv. Streamline compact parking allowances; and

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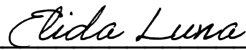
- v. Modify dimensions for parking spaces, parallel parking spaces, and driveways;
 - c. Major local policy changes:
 - i. Streamline allowance of required parking to be off-site;
 - ii. Modify parking requirement for apartments with 10 or fewer dwelling units to one parking space per dwelling unit;
 - iii. Modify guest parking requirement for apartments with 11 or more dwelling units to one parking space per 10 dwelling units;
 - iv. Establish a TDM program with a point system that allows reductions in parking for new multifamily housing and joint live-work development with a ministerial review;
 - v. Streamline shared parking programs with a ministerial review; and
 - vi. Modify the Parking Permit Chapter (Chapter 22.178) to remove residential parking from the permit requirement;
21. On December 13, 2023, the Commission conducted a duly-noticed public hearing to consider the Ordinance, took in testimony and asked questions, and moved to recommend the Ordinance to the Board of Supervisors with a vote of 3-2.

THEREFORE, BE IT RESOLVED THAT the Regional Planning Commission recommends the following to the Board of Supervisors of the County of Los Angeles:

1. That the Board hold a public hearing to consider the Multifamily Residential Parking Ordinance for Title 22 of the Los Angeles County Code;
2. That the Board adopt the Negative Declaration along with the required findings of fact pursuant to State and local CEQA guidelines and determine that the project will not have a significant impact upon the environment;
3. That the Board determine that the amendments are consistent with the goals and policies of the General Plan in the interest of public health, safety, and general welfare and consistent with other applicable provisions of Title 22; and
4. That the Board adopt the Multifamily Residential Parking Ordinance.


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I hereby certify that the foregoing resolution was adopted by a majority of the voting members of the Regional Planning Commission of the County of Los Angeles on November 29, 2023.



Elida Luna, Commission Services
Regional Planning Commission
County of Los Angeles

APPROVED AS TO FORM: OFFICE OF THE COUNTY COUNSEL

By 

Kathy Park
Deputy County Counsel
County of Los Angeles

NOTICE OF PUBLIC HEARING/NOTICE OF INTENT TO ADOPT A NEGATIVE DECLARATION

The Los Angeles County Regional Planning Commission will conduct a public hearing to consider the project described below. You will have an opportunity to testify, or you can submit written comments to the planner below or at the public hearing. If the final decision on this proposal is challenged in court, testimony may be limited to issues raised before or at the public hearing.

Hearing Date and Time: Wednesday, November 29, 2023 at 9:00 a.m.

Hearing Location: 313 N. Figueroa St (First Floor Auditorium), Los Angeles, CA 90012 and Online.

Visit <https://lacdrp.legistar.com/MeetingDetail.aspx?ID=1118067&GUID=B5504510-B36C-4CF9-BA54-0E42CC85D2C3&Options=&Search=> for more information.

Project & Permit(s): Project No. PRJ2022-003630-(1-5), Advance Planning Case No. RPPL2023004576, and Environmental Plan No. RPPL2023005132.

Project Location: Countywide

CEQA Determination: Negative Declaration; The 30-day CEQA document review period for the original Initial Study began on December 2, 2022 and ended on January 3, 2023. Changes made to the Project did not require any changes to the original findings made in the original Initial Study, so another review period was not required. Only the Project Description was updated.

Project Description: The County of Los Angeles is proposing an amendment to Title 22 – Planning and Zoning – of the Los Angeles County Code to revise parking standards for multifamily residential development in order to remove barriers to construction of affordable multifamily housing in the unincorporated areas and improve access to a multimodal transportation network for Los Angeles County residents. In general, the Project proposes changes to the County's residential parking requirements and development standards to include provisions of state law, provide opportunities to reduce the number of required parking spaces with the provision of Transportation Demand Management measures, provide flexibility in meeting parking requirements, reduce parking land area, and achieve consistency with County housing goals and State standards. The Project would not modify the Los Angeles County Zoning Map, zones, or other development standards. Further the Project would not modify the County's General Plan Land Use Element or land use map, and would not allow for multifamily residential development at greater densities than currently identified within the County's General Plan Land Use Element.

Case materials are available online at <https://planning.lacounty.gov/long-range-planning/multifamily-residential-parking-study/>

Contact: Alyson Stewart, Principal Regional Planner
Los Angeles County Department of Regional Planning (DRP)
320 West Temple Street, Los Angeles, CA 90012
Telephone: (213) 974-6432, E-mail: astewart@planning.lacounty.gov
All correspondence received by DRP shall be considered a public record.

If you need reasonable accommodations or auxiliary aids, contact the Americans with Disabilities Act (ADA) Coordinator at (213) 974-6488 (Voice) or (213) 617-2292 (TDD) with at least 3 business days' notice. Si necesita más información por favor llame al (213) 974-6427.

LOS ANGELES COUNTY
MULTIFAMILY RESIDENTIAL PARKING ORDINANCE
TITLE 22 – PLANNING AND ZONING AMENDMENT
ENVIRONMENTAL PLAN NO. RPPL2023005132

Public Review Draft

Initial Study/Negative Declaration

State Clearinghouse Number 2022120040

LEAD AGENCY: LOS ANGELES COUNTY

Department of Regional Planning

320 West Temple Street

Los Angeles, CA 90012

Contact: Alyson Stewart, Principal Planner

astewart@planning.lacounty.gov

PREPARED BY: DE NOVO PLANNING GROUP

180 E. Main Street, Suite 108

Tustin, California 92780

Contact: Starla Barker, AICP

sbarker@denovoplanning.com

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1 INTRODUCTION

1.1 STATUTORY AUTHORITY AND REQUIREMENTS

This Initial Study has been prepared in accordance with the California Environmental Quality Act (CEQA) (California Public Resources Code [PRC] Sections 21000, et seq.) and the State CEQA Guidelines (14 California Code of Regulations Title 14 Sections 15000, et seq.). This Initial Study is an informational document intended to be used as a decision-making tool for the Lead Agency and responsible agencies in considering and acting on the proposed Project.

Pursuant to CEQA Guidelines Section 15063, the County of Los Angeles (County), as Lead Agency, has prepared this Initial Study to determine if the proposed Multifamily Residential Parking Ordinance Title 22 – Planning and Zoning Amendment Project (Project) would have a significant effect on the environment. If, as a result of the Initial Study, the Lead Agency finds that there is evidence that mitigation cannot reduce the impact to a less than significant level for any aspect of the proposed Project, then the Lead Agency must prepare an Environmental Impact Report (EIR) to analyze project-related and cumulative environmental impacts. Alternatively, if the Lead Agency finds that there is no evidence that the proposed Project as proposed may cause a significant effect on the environment, the Lead Agency may prepare a Negative Declaration (ND). If the Lead Agency finds that there is evidence of a significant impact, but the impact can be reduced through mitigation, the Lead Agency may prepare a Mitigated Negative Declaration (MND). Such determination can be made only if “there is no substantial evidence in light of the whole record before the Lead Agency” that such significant environmental impacts may occur (PRC Section 21080(c)).

Pursuant to CEQA Guidelines Section 15063(c), the purposes of an Initial Study are to:

1. Provide the Lead Agency with information to use as the basis for deciding whether to prepare an EIR, MND or a ND;
2. Enable an applicant or Lead Agency to modify a project, mitigating adverse impacts before an EIR is prepared, thereby enabling the project to qualify for a ND;
3. Assist in the preparation of an EIR, if one is required, by;
 - a. Focusing the EIR on the effects determined to be significant,
 - b. Identifying the effects determined not to be significant,
 - c. Explaining the reasons for determining that potentially significant effects would not be significant, and
 - d. Identifying whether a program EIR, tiering, or another appropriate process can be used for analysis of the project’s environment effects.
4. Facilitate environmental assessment early in the design of a project;
5. Provide documentation of the factual basis for the finding in a MND or ND that a project will not have a significant effect on the environment;
6. Eliminate unnecessary EIRs; and
7. Determine whether a previously prepared EIR could be used with the project.

The environmental documentation, which is ultimately selected by the County in accordance with CEQA, is intended as an informational document undertaken to provide an environmental basis for subsequent discretionary actions upon the proposed Project. The resulting environmental documentation is not, however, a policy document and its approval and/or certification neither presupposes nor mandates any actions on the part of those agencies from whom permits and other discretionary approvals would be required.

1.2 SUMMARY OF FINDINGS

Pursuant to State CEQA Guidelines Section 15367, Los Angeles County, as the Lead Agency, has the authority for environmental review and adoption of the environmental documentation, in accordance with CEQA. As set forth in State CEQA Guidelines Section 15070, an Initial Study leading to a Negative Declaration (IS/ND) or Mitigated Negative Declaration (IS/MND) can be prepared when:

- The Initial Study shows that there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment (resulting in a Negative Declaration), or
- The Initial Study identifies potentially significant effects, but:
 - Revisions in the project plans or proposals made by, or agreed to by the applicant before a proposed mitigated negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and
 - There is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment (resulting in a Mitigated Negative Declaration).

Based on the Environmental Checklist Form and supporting environmental analysis provided in Section 4.0, Environmental Analysis, the proposed Project would have no impact or a less than significant impact concerning all environmental issue areas.

1.3 PUBLIC REVIEW PROCESS

The Notice of Intent (NOI) to Adopt a Negative Declaration has been provided to the Clerk of the County of Los Angeles and mailed to responsible agencies and trustee agencies concerned with the Project and other public agencies with jurisdiction by law over resources affected by the Project. A 30-day public review period has been established for the IS/ND in accordance with State CEQA Guidelines Section 15073. During the public review period, the IS/ND was made available for review at the following location:

- Los Angeles County Website:

<https://planning.lacounty.gov/long-range-planning/multifamily-residential-parking-study>

In reviewing the IS/ND, affected public agencies and interested members of the public should focus on the document's adequacy in identifying and analyzing the potential environmental impacts and the ways in which the Project's potentially significant effects can be avoided or mitigated.

Written comments on this IS/ND may be sent to:

Alyson Stewart, Principal Planner
Los Angeles County
Department of Regional Planning
320 West Temple Street
Los Angeles, CA 90012
Email: astewart@planning.lacounty.gov

Following receipt and evaluation of comments from agencies, organizations, and/or individuals, the County will determine whether any substantial new environmental issues have been raised, and if further documentation may be required. If no new environmental issues have been raised or if the issues raised do not provide substantial evidence that the Project would have a significant effect on the environment, the IS/ND will be considered for adoption and the Project for approval.

1.4 INCORPORATION BY REFERENCE

Pursuant to State CEQA Guidelines Section 15150, a ND may incorporate by reference all or portions of another document which is a matter of public record or is generally available to the public. Where all or part of another document is incorporated by reference, the incorporated language shall be set forth in full as part of the ND's text.

The documents outlined below, which were utilized during preparation of this Negative Declaration and are a matter of public record, are hereby incorporated by reference.

Los Angeles County 2035 General Plan

The Los Angeles County Board of Supervisors adopted the Los Angeles County 2035 General Plan on October 6, 2015. The General Plan is the guide for long-term physical development and conservation through a framework of goals, policies, and implementation programs. The General Plan contains policies to guide land use and development and is organized into ten "elements" in accordance with California Government Code Section 65302: Land Use, Mobility, Air Quality, Conservation and Natural Resources, Parks and Recreation, Noise, Safety, Public Services and Facilities, Economic Development, and Housing.

Los Angeles County General Plan EIR

On October 6, 2015, the County certified the Final EIR and adopted the Los Angeles County 2035 General Plan. The Final EIR analyzed potential environmental impacts associated with future development in the County allowed under the proposed 2035 General Plan. With the implementation of General Plan policies and programs, the Final EIR concluded that all impacts, with the exception of agriculture and forestry resources, air quality, biological resources, cultural resources, greenhouse gas emissions, mineral resources, noise, transportation/traffic, and utilities and service systems, can be mitigated to insignificant levels. A Statement of Overriding Considerations was adopted for the significant impacts. The environmental review undertaken for the 2035 General Plan does not eliminate the requirements for any subsequent environmental review for development arising from the General Plan's implementation.

Los Angeles County Code

The Los Angeles County Code consists of the regulatory, penal and administrative ordinances of a general nature of Los Angeles County. The Los Angeles County Code Title 22, *Planning and Zoning*, contains the

County's Zoning Ordinance. The stated purpose of the Zoning Ordinance is: in the creation of the respective zones to give due and special consideration to the peculiar suitability of each and every such zone created for the particular uses, the area requirements, density of land occupancy, and the necessary, proper, and comprehensive groupings and arrangements of the various industries, businesses, and population of the unincorporated area of the County and in relation with established plans in the incorporated areas of the County in accordance with a well-considered master plan of land use for the development of the entire County, paying particular attention to those areas in said unincorporated area in which more densely populated communities have arisen, giving to such communities urban characteristics. Title 22 is applicable to all properties within the unincorporated area of Los Angeles County.

2 PROJECT DESCRIPTION

2.1 BACKGROUND

The Los Angeles County 2035 General Plan (General Plan) Land Use Element identifies the distribution, location, and intensity of all land use types throughout the County. The Element also contains goals and policies to guide community form and design, and the provision of community facilities and urban services. The General Plan establishes a Planning Areas Framework with eleven planning areas based on geographical factors and diverse characteristics of the unincorporated areas. The unique qualities of each planning area require different tools and approaches to maximize housing production. The Land Use Element is primarily implemented by Title 22, *Planning and Zoning*, which specifies zones and performance standards for various types of land uses described in the General Plan.

The Housing Element is one of the required elements of the General Plan. In May 2022, the County adopted the Revised County of Los Angeles Housing Element, covering the planning period of October 15, 2021 through October 15, 2029. The Housing Element serves as a policy guide to address the comprehensive housing needs of the unincorporated Los Angeles County. The primary focus of the Housing Element is to ensure decent, safe, sanitary, and affordable housing for current and future residents, including those with special needs.

The Housing Element includes programs to implement the County’s housing goals. Program 11, Residential Parking Program Analysis and Code Update, acknowledges that parking requirements contribute to the high cost of housing and can be a barrier to sustainable goals, such as development of infill housing. Implementation of this program includes studying existing parking conditions in residential areas, testing the success of existing parking reduction strategies, and examining the feasibility of alternate parking regulations, with the goal of identifying those which would be most effective for unincorporated communities. This effort entails the development of a comprehensive parking study for all unincorporated Los Angeles County, as well as best practices in parking regulation, resulting in an ordinance to update residential parking requirements in the Planning and Zoning Code (Title 22), as discussed below.

The Los Angeles County Parking Ordinance (Chapter 22.112 in Title 22, *Planning and Zoning*) establishes parking requirements applicable in all unincorporated areas, with a few exceptions such as specific plans and local implementation plans, as well as procedures to authorize parking reductions. The current parking space requirements were established through a comprehensive Parking Ordinance update in 1983. Since then, the requirements have been updated sporadically.

The one-size-fits-all parking requirements for multifamily housing and mixed-use developments are applicable to all unincorporated communities countywide regardless of location, with exceptions in areas covered by Transit Oriented District (TOD) Specific Plans and Mixed Use Zones, where fewer parking spaces are required. Currently, requests for reductions in parking requirements require the filing of a Housing Permit, Minor Parking Deviation, or Parking Permit. With the exception of Administrative Housing Permits, these applications require discretionary review and public hearing, which contribute to increased costs and uncertain outcomes for the production of multifamily housing.

In 2021, the County initiated a parking study for multifamily housing that included recommendations to amend Title 22, *Planning and Zoning*, for parking standards for multifamily housing; community outreach

to present and receive input on the proposed recommendations; and written reports on the parking study and recommended amendments to Title 22. The purpose of the parking study is to revise the parking standards for multifamily residential development to remove barriers to construction of affordable multifamily housing in the unincorporated areas and improve Los Angeles County resident access to a multimodal transportation network. The proposed amendments to Title 22, *Planning and Zoning*, as described below, are the subject of this Negative Declaration.

2.2 PROJECT LOCATION AND SETTING

Los Angeles County is geographically one of the largest counties in the country. Los Angeles County stretches along 75 miles of the Pacific Coast of Southern California, and is bordered to the east by Orange County and San Bernardino County, to the north by Kern County, and to the west by Ventura County; refer to [Figure 2-1, *Regional Location*](#). Los Angeles County also includes two offshore islands, Santa Catalina Island and San Clemente Island.

Los Angeles County Code Title 22, *Planning and Zoning*, covers all unincorporated areas of Los Angeles County. The unincorporated areas cover more than 2,600 square miles and represent two-thirds of Los Angeles County's land area and one-tenth of its population, unofficially grouped into 139 communities and 11 planning areas. Some of these unincorporated communities are as small as a few blocks surrounded by adjacent cities. Other communities are larger in scale, with as many as 150,000 residents, and others cover hundreds of square miles with sparse populations in the high desert.

For the purpose of this Project, "multifamily housing" includes duplexes and triplexes, apartment houses, condominiums, townhouses, mixed-use developments with residential components, and other residential developments containing two or more dwelling units. Single family housing, including those in subdivisions, are not considered for this Project. Multifamily housing is typically concentrated in the urban and suburban communities in six planning areas in the southern half of Los Angeles County (Westside, Metro, West San Gabriel, East San Gabriel, Gateway, and South Bay).

2.3 PROJECT CHARACTERISTICS

Los Angeles County is proposing an update to its existing Zoning Ordinance (Title 22, *Planning and Zoning*, of the Los Angeles County Code) to revise parking standards for multifamily residential development in order to remove barriers to construction of affordable multifamily housing in the unincorporated areas and improve access to a multimodal transportation network for Los Angeles County residents. In general, the Project proposes changes to the County's parking requirements and development standards by providing opportunities to reduce the number of required parking spaces, provide flexibility in meeting parking requirements, reduce parking land area, and achieve consistency with County housing goals and State standards, as summarized below; refer to Table 1. The detailed amendments to the Zoning Ordinance are included in [Appendix A](#).

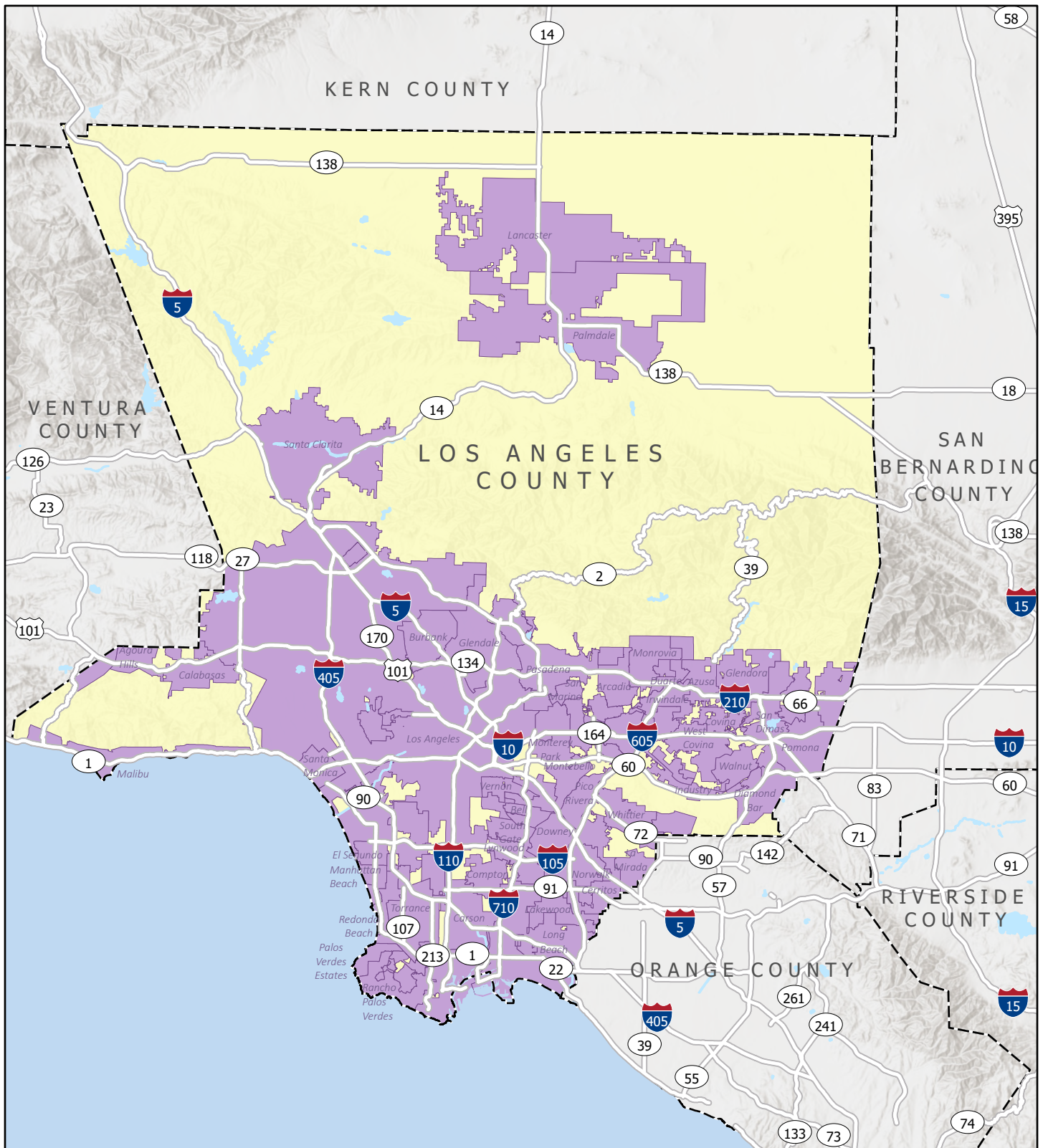
The proposed Zoning Ordinance amendments would not modify the Los Angeles County Zoning Map, zones, or other development standards not specifically identified in [Appendix A](#). Further the proposed Project would not modify the County's General Plan Land Use Element or land use map, and would not allow for multifamily residential development at greater densities than currently identified within the County's General Plan Land Use Element.

TABLE 1: SUMMARY OF PROPOSED AMENDMENTS

<i>Title 22 Section</i>	<i>Proposed Amendment</i>
22.14.130	Adds a definition for Major Transit Stop, based on definition in state law.
22.14.160	Adds a definition for Public Transit Area, derived from state law.
22.20.070	Applies to Major Commercial Zone (Zone C-MJ). Eliminates requirement that commercial and residential parking be provided separately; clarifies only non-residential uses need a Minor Conditional Use Permit to share parking; the residential shared parking approval process would be ministerial.
22.26.030	Applies to Mixed Use Development Zone (MXD Zone). Eliminates requirement that commercial and residential parking be provided separately.
22.112.020	Specifies that parking requirements could be reduced under a new section created for this ordinance (refer to Section 22.112.130).
22.112.050	Clarifies only non-residential developments must obtain a Parking Permit to include leased parking in meeting the parking requirements; clarifies the owner of multi-family property does not have to own the parking facility, allowing for leased parking with a legal written agreement or covenant. Establishes measures for remaining in compliance with parking requirements in the event of a dissolution of the written agreement or covenant.
22.112.060	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 property, 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.
22.112.070	Incorporates new provisions from state law on zero parking minimums within Public Transit Areas, along with findings for exemption from state law. Modifies minimum parking requirements for apartments with 10 or fewer dwelling units to one space per dwelling unit, and modifies guest parking requirement for apartments with 11 or more dwelling units to 1 space per 10 dwelling units. Removes requirement that parking be covered. Allows for provision of compact parking spaces in residential developments by right. Removes the requirement that one space is assigned to each apartment dwelling unit.
22.112.080	Changes parking dimension standards for multifamily and mixed-use developments; reduces depth of standard tandem parking space; eliminates need for Parking Permit to allow for compact tandem parking spaces. Adds standards and a section for parallel parking spaces.
22.112.130	Allows for reduction in required parking for multifamily developments meeting eligibility requirements specific to the provision of Transportation Demand Management (TDM) measures; provides development standards for residential developments providing TDM measures to qualify for a parking reduction.
22.112.140	Allows for ministerial approval of shared parking through the provision of a parking study.
22.120.080	Updates minimum parking requirements in accordance with State Density Bonus law.
22.140.350	Eliminates requirement that commercial and residential parking be provided separately (applies to mixed-use development in Commercial Zones).

22.140.360	Eliminates requirement that commercial and residential parking be provided separately (applies to vertical mixed-use developments in the Mixed Use Development Zone).
22.178.010	Removes compact parking from the Parking Permit Chapter to allow compact spaces by-right; adds car share or 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.
22.178.050	Amends Parking Permits Findings and Decision for consistency with amendments to the Purpose section in 22.178.010.
22.178.060	Amends Parking Permits Conditions of Approval for consistency with amendments to the Purpose section in 22.178.010; removes off-site parking for residential development from the Parking Permit Chapter.

Figure 2-1: Regional Location

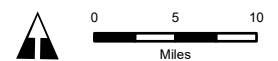


Legend

- County Boundary
- Unincorporated Los Angeles County
- Incorporated Areas of Los Angeles County
- Adjacent County

LOS ANGELES COUNTY TITLE 22 - PLANNING AND ZONING AMENDMENT

Figure 2-1. Regional Location



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3 ENVIRONMENTAL CHECKLIST FORM

3.1 BACKGROUND

1. Project Title: Los Angeles County Multifamily Residential Parking Ordinance Title 22 – Planning and Zoning Amendment
2. Lead Agency Name and Address: County of Los Angeles Department of Regional Planning 320 West Temple Street Los Angeles, CA 90012
3. Contact Person and Address: Alyson Stewart, Principal Planner Los Angeles County 320 West Temple Street Los Angeles, CA 90012 astewart@planning.lacounty.gov
4. Project Location: Los Angeles County (unincorporated areas)
5. Project Sponsor's Name and Address: County of Los Angeles 320 West Temple Street Los Angeles, CA 90012
6. General Plan Designation: Various
7. Zoning: Various
8. Description of the Proposed Project: See Section 2.3.
9. Surrounding Land Uses and Setting: See Section 2.2.
10. Other public agencies whose approval is required: None.
11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.? In compliance with AB 52, the County distributed letters to applicable Native American tribes informing them of the Project on October 6, 2022. At the time this Initial Study was made available for public review, the County received correspondence from the Fernandeano Tataviam Band of Mission Indians, Gabrielino Tongva Indians of California, and Yuhaaviatam of San Manuel Nation; refer to Response 4.18.

3.2 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this Project, involving at least one impact that is a “Potentially Significant Impact” or “Less Than Significant With Mitigation Incorporated” as indicated by the checklist on the following pages.

	Aesthetics		Agriculture and Forestry Resources		Air Quality
	Biological Resources		Cultural Resources		Energy
	Geology and Soils		Greenhouse Gas Emissions		Hazards and Hazardous Materials
	Hydrology and Water Quality		Land Use and Planning		Mineral Resources
	Noise		Population and Housing		Public Services
	Recreation		Transportation		Tribal Cultural Resources
	Utilities and Service Systems		Wildfire		Mandatory Findings of Significance

3.3 DETERMINATION

On the basis of this initial evaluation:

x	I find that the proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
	I find that although the proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the Project have been made by or agreed to by the Project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
	I find that the proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
	I find that the proposed Project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
	I find that although the proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed Project, nothing further is required.

COUNTY OF LOS ANGELES

Alyson Stewart
Principal Planner

Date

3.4 EVALUATION OF ENVIRONMENTAL IMPACTS

The environmental analysis in this section is patterned after CEQA Guidelines Appendix G. An explanation is provided for all responses with the exception of “No Impact” responses, which are supported by the cited information sources. The responses consider the whole action involved, including on- and off-site project level and cumulative, indirect and direct, and short-term construction and long-term operational impacts. The evaluation of potential impacts also identifies the significance criteria or threshold, if any, used to evaluate each impact question. If applicable, mitigation measures are identified to avoid or reduce the impact to less than significant. There are four possible responses to each question:

- Potentially Significant Impact. This response is appropriate when there is substantial evidence that an effect is significant. If there are one or more "Potentially Significant Impact" entries, upon completion of the Initial Study, an EIR is required.
- Less than Significant With Mitigation Incorporated. This response applies when the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact". The Lead Agency must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level.
- Less than Significant Impact. A less than significant impact is one which is deemed to have little or no adverse effect on the environment. Mitigation measures are, therefore, not necessary, although they may be recommended to further reduce a minor impact.
- No Impact. These issues were either identified as having no impact on the environment, or they are not relevant to the project.

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4 ENVIRONMENTAL ANALYSIS

4.1 AESTHETICS

<i>Except as provided in Public Resources Code Section 21099, would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?				X
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?				X
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?				X

- a) Have a substantial adverse effect on a scenic vista?**
- b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?**
- c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?**
- d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?**

No Impact. Los Angeles County is a vast and visually diverse area. The visual setting of Los Angeles County is comprised of both the built and natural environments, including urbanized areas, coastlines, beaches, foothills, mountains and ridgelines, forests, as well as desert environments. Scenic resources within the County include designated scenic highways and corridors (or routes), hillsides, scenic viewsheds, and ridgelines. Within the Project area, there are three adopted state scenic highways: Angeles Crest Highway Route-2, from 2.7 miles north of I-210 to the San Bernardino County line; Mulholland Highway (two

sections), from SR-1 to Kanan Dume Road, and from west of Cornell Road to east of Las Virgenes Road; and Malibu Canyon–Las Virgenes Highway, from SR-1 to Lost Hills Road. There are also eight highways in the Project area identified with an “Eligible for State Scenic Highway” designation.

The Project proposes amendments to the County’s existing Zoning Ordinance, which covers all unincorporated areas of Los Angeles County. The Project would update the County Zoning Ordinance to revise parking standards for multifamily residential development in order to remove barriers to construction of affordable multifamily housing in the unincorporated areas and improve access to a multimodal transportation network for Los Angeles County residents. Multifamily housing is typically concentrated in the urban and suburban communities in six planning areas in the southern half of Los Angeles County (Westside, Metro, West San Gabriel, East San Gabriel, Gateway and South Bay).

The proposed amendments to the County Zoning Ordinance would not result in any physical environmental changes, as defined by CEQA, and would not result in any impact related to aesthetics. The Project does not propose site-specific development, but is rather a Zoning Ordinance amendment. The proposed Zoning Ordinance amendments would not modify the Los Angeles County Zoning Map, zones, or other development standards not specifically identified in [Appendix A](#). Further, the proposed Project would not modify the County General Plan Land Use Element or land use map, and would not allow for multifamily residential development at greater densities or additional locations than currently identified within the County General Plan Land Use Element. Any future development within the Project area would be required to comply with the County’s established regulatory framework, which would be verified through the County’s plan review process. No impacts to aesthetics resources would occur as a result of the proposed Project.

Mitigation Measures: No mitigation is required.

4.2 AGRICULTURE AND FORESTRY RESOURCES

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				X
d. Result in the loss of forest land or conversion of forest land to non-forest use?				X
e. Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				X

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

c) Result in the loss of forest land or conversion of forest land to non-forest use?

d) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No Impact. Based on data from the California Department of Conservation, the Planning area includes lands that are mapped by the Farmland Mapping and Monitoring Program (FMMP) as Prime Farmland,

Unique Farmland, or Farmland of Statewide Importance.¹ As indicated in the County General Plan, mapped Important Farmland exists in three of the County’s 11 Planning Areas—Antelope Valley, Santa Clarita Valley, and Santa Monica Mountains Planning Areas. The County General Plan’s primary tool for conservation of agricultural resources is the establishment of Agricultural Resource Areas (ARAs) in the Santa Clarita and Antelope valleys, where farming in unincorporated Los Angeles County is generally concentrated. ARAs include Prime Farmland, Farmland of Statewide Importance, Unique Farmland, Farmland of Local Importance, and other areas identified in the General Plan. In addition to ARAs, the County has two agricultural zones: A-1 (Light Agriculture) and A-2 (Heavy Agriculture) where agricultural uses are permitted. The only Williamson Act contracts in effect in the County are for land on Catalina Island; there is no mapped Important Farmland on the Island. The County Zoning Ordinance does not have any land that is zoned exclusively for forest or timberland uses. However, the Los Padres and Angeles National Forests are within the boundaries of Los Angeles County, and forests exist along creeks and other watercourses and in the highest elevations of the San Gabriel Mountains. Forest land within Los Angeles County is protected through the County’s Significant Ecological Area (SEA) Ordinance. The County does not have any zone that is strictly used for forest uses or timberland production.

The Project proposes amendments to the County’s existing Zoning Ordinance, which covers all unincorporated areas of Los Angeles County. The Project would update the County Zoning Ordinance to revise parking standards for multifamily residential development in order to remove barriers to construction of affordable multifamily housing in the unincorporated areas and improve access to a multimodal transportation network for Los Angeles County residents. Multifamily housing is typically concentrated in the urban and suburban communities in six planning areas in the southern half of Los Angeles County (Westside, Metro, West San Gabriel, East San Gabriel, Gateway and South Bay).

The proposed amendments to the County Zoning Ordinance would not result in any physical environmental changes, as defined by CEQA, and would not result in any impact to agriculture or forestry resources. The Project does not propose site-specific development, but is rather a Zoning Ordinance amendment. The proposed Zoning Ordinance amendments would not modify the Los Angeles County Zoning Map, zones, or other development standards not specifically identified in Appendix A. Further, the proposed Project would not modify the County General Plan Land Use Element or land use map, and would not allow for multifamily residential development at greater densities or additional locations than currently identified within the County General Plan Land Use Element. Therefore, the Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use; conflict with existing zoning for agricultural use or a Williamson Act contract; result in the loss of forest land or conversion of forest land to non-forest use; or involve any other changes that would impact agricultural or forest use. No impacts to agriculture and forestry resources would occur as a result of the proposed Project.

Mitigation Measures: No mitigation is required.

¹ California Department of Conservation, *California Important Farmland Finder*, <https://maps.conservation.ca.gov/DLRP/CIFF/>, accessed October 7, 2022.

4.3 AIR QUALITY

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?				X
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?				X
c. Expose sensitive receptors to substantial pollutant concentrations?				X
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?				X

- a) Conflict with or obstruct implementation of the applicable air quality plan?**
- b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?**
- c) Expose sensitive receptors to substantial pollutant concentrations?**
- d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?**

No Impact. The Project area is located within two air basins: the Mojave Desert Air Basin (MDAB) and South Coast Air Basin (SCAB), which are within the jurisdictional boundary of the Antelope Valley Air Quality Management District (AVAQMD) and South Coast Air Quality Management District (SCAQMD), respectively. The AVAQMD and SCAQMD are responsible for monitoring air quality as well as planning, implementing, and enforcing programs designed to attain and maintain State and federal ambient air quality standards in the region. The County is classified as a non-attainment area for several pollutants, including ozone and particulate matter, which exceed State and/or federal ambient air quality standards.²

The Project proposes amendments to the County's existing Zoning Ordinance, which covers all unincorporated areas of Los Angeles County. The Project would update the County Zoning Ordinance to revise parking standards for multifamily residential development in order to remove barriers to

² California Air Resources Board, *Maps of State and Federal Area Designations*, <https://ww2.arb.ca.gov/resources/documents/maps-state-and-federal-area-designations>, accessed October 7, 2022.

construction of affordable multifamily housing in the unincorporated areas and improve access to a multimodal transportation network for Los Angeles County residents.

The proposed amendments to the County Zoning Ordinance would not result in any physical environmental changes, as defined by CEQA, and would not result in any impact related to air quality. The Project does not propose site-specific development, but is rather a Zoning Ordinance amendment. The proposed Zoning Ordinance amendments would not modify the Los Angeles County Zoning Map, zones, or other development standards not specifically identified in Appendix A. Further, the proposed Project would not modify the County General Plan Land Use Element or land use map, and would not allow for multifamily residential development at greater densities or additional locations than currently identified within the County General Plan Land Use Element. The Project would not violate any air quality standard or contribute to an existing air quality violation, would not result in a cumulatively considerable increase of any criteria pollutant, would not expose sensitive receptors to pollutant concentrations, and would not create objectionable odors. Any future development within the Project area would be required to comply with the established regulatory framework specific to air quality, which would be verified through the County's plan review process. Therefore, no impacts to air quality would occur as a result of the proposed Project.

Mitigation Measures: No mitigation is required.

4.4 BIOLOGICAL RESOURCES

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				X
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X

- a) ***Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?***

- b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?***
- c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?***
- d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?***
- e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?***
- f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?***

No Impact. A number of local plans and ordinances regulate biological resources within the unincorporated areas of Los Angeles County, including the Significant Ecological Areas (SEA) Ordinance, Hillside Management Area (HMA) Ordinance, Oak Tree Ordinance, Oak Woodlands Conservation Management Plan, Santa Monica Mountains North Area Plan, Santa Catalina Island Local Coastal Program, Marina del Rey Local Coastal Program, and Malibu Local Coastal Land Use Plan. The General Plan EIR (Figure 5.4-1 and Figure 5.4-2) shows the locations of special-status plant and wildlife species occurrences and critical habitat for federally-listed plant and wildlife species within the County Planning areas. The County General Plan Conservation and Natural Resources Element contains policies to preserve and protect biological resources, including special status species, habitat linkages, forests, coastal zone, riparian habitats, streambeds, wetlands, woodlands, alpine habitat, chaparral, shrublands, and SEAs.

The Project proposes amendments to the County's existing Zoning Ordinance, which covers all unincorporated areas of Los Angeles County. The Project would update the County Zoning Ordinance to revise parking standards for multifamily residential development in order to remove barriers to construction of affordable multifamily housing in the unincorporated areas and improve access to a multimodal transportation network for Los Angeles County residents. Multifamily housing is typically concentrated in the urban and suburban communities in six planning areas in the southern half of Los Angeles County (Westside, Metro, West San Gabriel, East San Gabriel, Gateway and South Bay).

The proposed amendments to the County Zoning Ordinance would not result in any physical environmental changes, as defined by CEQA, and would not result in any impact related to biological resources. The Project does not propose site-specific development, but is rather a Zoning Ordinance amendment. The proposed Zoning Ordinance amendments would not modify the Los Angeles County Zoning Map, zones, or other development standards not specifically identified in [Appendix A](#). Further, the proposed Project would not modify the County General Plan Land Use Element or land use map, and would not allow for multifamily residential development at greater densities or additional locations than currently identified within the County General Plan Land Use Element. The Project would not affect any special-status species or its habitat, or have a substantial effect on riparian habitat or other sensitive natural community; would not adversely affect wetlands, interfere with wildlife movement or wildlife

corridors, or impede the use of native wildlife nursery sites; would not conflict with local policies or ordinances protecting biological resources, and would not conflict with an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan. Any future development within the Project area would be required to comply with the established regulatory framework relative to biological resources, which would be verified through the County's plan review process. No impacts to biological resources would occur as a result of the proposed Project.

Mitigation Measures: No mitigation is required.

4.5 CULTURAL RESOURCES

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?				X
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?				X
c. Disturb any human remains, including those interred outside of dedicated cemeteries?				X

- a) **Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?**
- b) **Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?**
- c) **Disturb any human remains, including those interred outside of formal cemeteries?**

No Impact. According to CEQA Guidelines Section 15064.5, a historical resource is a resource listed in, or determined to be eligible for listing in, the California Register of Historical Resources (CRHR); a resource included in a local register of historical resources; or any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant. A resource is considered historically significant if it meets at least one of the following criteria:

- Associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States;
- Associated with the lives of persons important to local, California or national history;
- Embodies the distinctive characteristics of a type, period, region or method of construction or represents the work of a master or possesses high artistic values; or
- Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation.

As indicated in the General Plan EIR, Los Angeles County contains a variety of historic resources. Approximately 31 historical resources in the unincorporated areas have been designated, and there may be other potential resources that have not been identified, researched, or evaluated for historical significance as defined in CEQA.

Archaeological resources are the physical remains of past human activities and can be either prehistoric or historic in origin. As indicated in the General Plan EIR, over 3,979 archaeological sites have been

recorded in Los Angeles County and the Project area is considered potentially sensitive for archaeological resources. The potential exists for previously unknown archeological resources and/or human remains to be discovered/disturbed during future ground disturbing activities.

The Project proposes amendments to the County's existing Zoning Ordinance, which covers all unincorporated areas of Los Angeles County. The Project would update the County Zoning Ordinance to revise parking standards for multifamily residential development in order to remove barriers to construction of affordable multifamily housing in the unincorporated areas and improve access to a multimodal transportation network for Los Angeles County residents.

The proposed amendments to the County Zoning Ordinance would not result in any physical environmental changes, as defined by CEQA, and would not result in any impact related to cultural resources. The Project does not propose site-specific development, but is rather a Zoning Ordinance amendment. The proposed Zoning Ordinance amendments would not modify the Los Angeles County Zoning Map, zones, or other development standards not specifically identified in [Appendix A](#). Further, the proposed Project would not modify the County General Plan Land Use Element or land use map, and would not allow for multifamily residential development at greater densities or additional locations than currently identified within the County General Plan Land Use Element. Any future development within the Project area would be required to comply with the established regulatory framework relative to cultural resources, which would be verified through the County's plan review process. No impacts to cultural resources would occur as a result of the proposed Project.

Mitigation Measures: No mitigation is required.

4.6 ENERGY

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?				X
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?				X

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

No Impact. Title 31 of the Los Angeles County Code contains the Green Building Standards Code, which encourages sustainable construction practices and requires applicable projects to provide energy saving features. Additionally, the County’s Renewable Energy Ordinance, adopted in 2016, amended the County Zoning Ordinance for the review and permitting of solar and wind energy projects. The ordinance helps California meet its goals for renewable energy generation and greenhouse gas reduction, while minimizing environmental and community impacts.

The Project proposes amendments to the County’s existing Zoning Ordinance, which covers all unincorporated areas of Los Angeles County. The Project would update the County Zoning Ordinance to revise parking standards for multifamily residential development in order to remove barriers to construction of affordable multifamily housing in the unincorporated areas and improve access to a multimodal transportation network for Los Angeles County residents.

The proposed amendments to the County Zoning Ordinance would not result in any physical environmental changes, as defined by CEQA, and would not result in any impact related to energy. The Project does not propose site-specific development, but is rather a Zoning Ordinance amendment. The proposed Zoning Ordinance amendments would not modify the Los Angeles County Zoning Map, zones, or other development standards not specifically identified in [Appendix A](#). Further, the proposed Project would not modify the County General Plan Land Use Element or land use map, and would not allow for multifamily residential development at greater densities or additional locations than currently identified within the County General Plan Land Use Element. Any future development within the Project area would be required to comply with the County’s established regulatory framework, which would be verified through the County’s plan review process. Any future development within the Project area would be required to comply with the established regulatory framework relative to energy resources, which would be verified through the County’s plan review process. The Project would not result in any potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy

resources and would not conflict with a state or local plan for renewable energy or energy efficiency. Therefore, no impacts to energy would occur as a result of the proposed Project.

Mitigation Measures: No mitigation is required.

4.7 GEOLOGY AND SOILS

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
1) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				X
2) Strong seismic ground shaking?				X
3) Seismic-related ground failure, including liquefaction?				X
4) Landslides?				X
b. Result in substantial soil erosion or the loss of topsoil?				X
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?				X
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?				X
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X

- a) ***Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:***
- 1) ***Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.***
 - 2) ***Strong seismic ground shaking?***
 - 3) ***Seismic-related ground failure, including liquefaction?***
 - 4) ***Landslides?***
- b) ***Result in substantial soil erosion or the loss of topsoil?***
- c) ***Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?***
- d) ***Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?***
- e) ***Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?***
- f) ***Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?***

No Impact. The Project area is typified by diverse landforms and topography, ranging from flat-lying areas of very little relief, to rugged mountain terrain with prevailing slopes in excess of 50 percent. As indicated in the General Plan and General Plan EIR, Los Angeles County is part of the seismically active region of Southern California and contains numerous faults. As shown in Figure 12.1 of the General Plan, the Project area includes areas susceptible to seismically-induced landslides and liquefaction, and several areas of the Project Area are within designated Alquist-Priolo Zones.³

Most parts of the Project area are typified by gentle to moderate topography and slopes and are less susceptible to erosion and/or the loss of topsoil. However, areas with steep slopes, particularly those where grading has taken place, may be susceptible to erosion and/or loss of topsoil. Potential erosion impacts are mitigated through the County Hillside Management Areas Ordinance's regulation of areas with a natural slope gradient of 25 percent or steeper. Additionally, the County's Low Impact Development (LID) Ordinance provides post-construction requirements for the management of storm runoff. Storm water mitigation measures are required for new development and redevelopment projects, in accordance with the Regional Water Quality Control Board's (RWQCB) National Pollutant Discharge Elimination

³ Los Angeles County, *General Plan Update - Figures*, <https://planning.lacounty.gov/generalplan/figures2015>, accessed October 10, 2022.

System (NPDES) Permit. Compliance with the LID Ordinance and NPDES permit is required for development projects to reduce the quantity and improve the quality of rainfall runoff that leaves the site.

As indicated in the General Plan EIR, the Project area contains significant, nonrenewable, paleontological resources and are considered to have high sensitivity.

The Project proposes amendments to the County's existing Zoning Ordinance, which covers all unincorporated areas of Los Angeles County. The Project would update the County Zoning Ordinance to revise parking standards for multifamily residential development in order to remove barriers to construction of affordable multifamily housing in the unincorporated areas and improve access to a multimodal transportation network for Los Angeles County residents. Multifamily housing is typically concentrated in the urban and suburban communities in six planning areas in the southern half of Los Angeles County (Westside, Metro, West San Gabriel, East San Gabriel, Gateway and South Bay).

The proposed amendments to the County Zoning Ordinance would not result in any physical environmental changes, as defined by CEQA, and would not result in any impact related to geology and soils. The Project does not propose site-specific development, but is rather a Zoning Ordinance amendment. The proposed Zoning Ordinance amendments would not modify the Los Angeles County Zoning Map, zones, or other development standards not specifically identified in [Appendix A](#). Further, the proposed Project would not modify the County General Plan Land Use Element or land use map, and would not allow for multifamily residential development at greater densities or additional locations than currently identified within the County General Plan Land Use Element. Any future development within the Project area would be required to comply with the established regulatory framework relative to geology and soils, which would be verified through the County's plan review process. The Project would not result in any impact related to risks to people or property associated with seismic hazards; would not result in substantial soil erosion; would not result in impacts related to soils susceptible to landslide, lateral spreading, subsidence, liquefaction or collapse; and would not require the construction of any wastewater disposal systems. Therefore, no impacts to geology and soils would occur as a result of the proposed Project.

Mitigation Measures: No mitigation is required.

4.8 GREENHOUSE GAS EMISSIONS

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?				X
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?				X

a) *Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*

b) *Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?*

No Impact. Various gases in the Earth’s atmosphere, classified as atmospheric greenhouse gases (GHGs), play a critical role in determining the Earth’s surface temperature. Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors. The Community Climate Action Plan (CCAP) is the County’s plan to reduce GHG emissions and is an implementing component of the Air Quality Element in the General Plan. The County is in the processing of updating the CCAP and will be incorporating additional new actions that will further reduce GHG emissions.

The Project proposes amendments to the County’s existing Zoning Ordinance, which covers all unincorporated areas of Los Angeles County. The Project would update the County Zoning Ordinance to revise parking standards for multifamily residential development in order to remove barriers to construction of affordable multifamily housing in the unincorporated areas and improve access to a multimodal transportation network for Los Angeles County residents. Multifamily housing is typically concentrated in the urban and suburban communities in six planning areas in the southern half of Los Angeles County (Westside, Metro, West San Gabriel, East San Gabriel, Gateway and South Bay).

The proposed amendments to the County Zoning Ordinance would not result in any physical environmental changes, as defined by CEQA, and would not result in any impact related to GHG emissions. The proposed Project does not propose site-specific development, but is rather a Zoning Ordinance amendment. The proposed Zoning Ordinance amendments would not modify the Los Angeles County Zoning Map, zones, or other development standards not specifically identified in [Appendix A](#). Further, the proposed Project would not modify the County General Plan Land Use Element or land use map, and would not allow for multifamily residential development at greater densities or additional locations than currently identified within the County General Plan Land Use Element. The Project is consistent with the CCAP, as it enables a denser, more efficient land use pattern and improves access to multimodal transportation for County residents. Any future development within the Project area would be required

to comply with the established regulatory framework, including the CCAP. The Project would not directly or indirectly generate GHG emissions and would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the GHG emissions. Therefore, no impacts to greenhouse gas emissions would occur as a result of the proposed Project.

Mitigation Measures: No mitigation is required.

4.9 HAZARDS AND HAZARDOUS MATERIALS

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				X
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?				X
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?				X
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				X

a) **Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?**

- b) *Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?***
- c) *Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?***
- d) *Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?***
- e) *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?***
- f) *Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?***
- g) *Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?***

No Impact. The General Plan EIR indicates that numerous sites within the Project area are listed on hazardous materials databases compiled pursuant to Government Code Section 65962.5. There are land uses in the Project area that typically involve the use, storage, disposal and transportation of hazardous materials, such as fuels, lubricants, solvents and degreasers, and paints. Los Angeles County faces major wildland fire threats due to its hilly terrain, dry weather conditions, and the nature of its plant coverage. As shown in Figures H.1 and H.2 of the General Plan, much of the unincorporated County is within designated Very High Fire Hazard Severity Zones. As indicated in the General Plan EIR, Agua Dulce Airport in Santa Clarita Valley and Catalina Airport are located within the unincorporated County, while Los Angeles International Airport, Palmdale Regional Airport, and the William J. Fox Airfield also have airport influence areas that include portions of the unincorporated County.

The General Plan Safety Element contains policies and programs to protect residents from hazards and hazardous materials. Additionally, the County's All-Hazards Mitigation Plan sets strategies for coping with the natural and man-made hazards faced by residents and serves as the County's disaster response plan. The Office of Emergency Management is responsible for organizing and directing the preparedness efforts of the Emergency Management Organization of Los Angeles County. The emergency response plan for the unincorporated areas of the County is the Operational Area Emergency Response Plan, which strengthens short and long-term emergency response and recovery capability and identifies emergency procedures and emergency management routes in the County. According to the General Plan EIR, the County Department of Public Works also maintains a "Disaster Routes with Road Districts" Map.

The Project proposes amendments to the County's existing Zoning Ordinance, which covers all unincorporated areas of Los Angeles County. The Project would update the County Zoning Ordinance to revise parking standards for multifamily residential development in order to remove barriers to construction of affordable multifamily housing in the unincorporated areas and improve access to a multimodal transportation network for Los Angeles County residents. Multifamily housing is typically

concentrated in the urban and suburban communities in six planning areas in the southern half of Los Angeles County (Westside, Metro, West San Gabriel, East San Gabriel, Gateway and South Bay).

The proposed amendments to the County Zoning Ordinance would not result in any physical environmental changes, as defined by CEQA, and would not result in any impact related to hazards and hazardous materials. The proposed Project does not propose site-specific development, but is rather a Zoning Ordinance amendment. The proposed Zoning Ordinance amendments would not modify the Los Angeles County Zoning Map, zones, or other development standards not specifically identified in Appendix A. Further, the proposed Project would not modify the County General Plan Land Use Element or land use map, and would not allow for multifamily residential development at greater densities or additional locations than currently identified within the County General Plan Land Use Element. Any future development within the Project area would be required to comply with the established regulatory framework relative to hazards and hazardous materials, which would be verified through the County's plan review process. No impacts to hazards and hazardous materials would occur as a result of the proposed Project.

Mitigation Measures: No mitigation is required.

4.10 HYDROLOGY AND WATER QUALITY

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?				X
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin				X
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				X
1) result in substantial erosion or siltation on- or off-site;				X
2) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;				X
3) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or				X
4) impede or redirect flood flows?				X
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				X
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?				X

- a) ***Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?***
- b) ***Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?***
- c) ***Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:***
 - 1) ***result in substantial erosion or siltation on- or off-site;***
 - 2) ***substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;***
 - 3) ***create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or***
 - 4) ***impede or redirect flood flows?***
- d) ***In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?***
- e) ***Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?***

No Impact. According to the General Plan EIR, Los Angeles County spans parts of three hydrologic regions: the South Coast Region, extending from Ventura County to the border of Mexico; the South Lahontan Region, from San Bernardino County and northern Los Angeles County on the south to Mono County on the north; and a small portion of the County is in the Tulare Lake Hydrologic Region, which consists of the southern half of the San Joaquin Valley. The County includes part or all of six major watersheds: the Antelope Valley Watershed, the Los Angeles River Watershed, the Dominguez Channel and Los Angeles Harbor Watershed, the San Gabriel River Watershed, the Santa Clara River Watershed, and the Santa Monica Bay Watershed (Malibu Creek and Ballona Creek). The County overlays numerous groundwater basins and subbasins.

There are nine water quality control boards statewide. Each regional board prepares and maintains a Water Quality Control Plan (Basin Plan), which establishes water quality standards for the ground and surface waters of the region. The Basin Plans include an implementation plan describing the actions by the Regional Board and others that are necessary to achieve and maintain the water quality standards. The Los Angeles Regional Water Quality Control Board, Lahontan Regional Water Quality Control Board, and Central Valley Regional Water Quality Board are responsible for implementing the federally-mandated NPDES program in Los Angeles County through the adoption of Orders, which are effectively the NPDES Permits for that region. The County's Stormwater Ordinance requires that the discharge, deposit, or disposal of any stormwater and/or runoff to storm drains must be covered by an NPDES Stormwater Permit. Additionally, the County's LID Ordinance provides post-construction requirements for the management of storm runoff.

As shown in Figure 12.2a, which is based on Federal Emergency Management Agency (FEMA) National Flood Insurance Program maps, most of the unincorporated County is in an area of minimal flood hazard; however, some unincorporated land is within FEMA-designated flood hazard zones (i.e., 1 Percent Annual Chance of Flood and 0.2 Percent Annual Chance of Flood).

Los Angeles County is located adjacent to the Pacific Ocean. Figure 12.3 in the General Plan identifies Tsunami Hazard Areas in Los Angeles County, which include Marina del Rey, Santa Catalina Island, and portions of the Santa Monica Mountains Coastal Zone. Additionally, there are numerous dams within the County and the Project area includes dam inundation areas.

The Project proposes amendments to the County's existing Zoning Ordinance, which covers all unincorporated areas of Los Angeles County. The Project would update the County Zoning Ordinance to revise parking standards for multifamily residential development in order to remove barriers to construction of affordable multifamily housing in the unincorporated areas and improve access to a multimodal transportation network for Los Angeles County residents. Multifamily housing is typically concentrated in the urban and suburban communities in six planning areas in the southern half of Los Angeles County (Westside, Metro, West San Gabriel, East San Gabriel, Gateway and South Bay).

The proposed amendments to the County Zoning Ordinance would not result in any physical environmental changes, as defined by CEQA, and would not result in any impact related to hydrology and water quality. The Project does not propose site-specific development, but is rather a Zoning Ordinance amendment. The proposed Zoning Ordinance amendments would not modify the Los Angeles County Zoning Map, zones, or other development standards not specifically identified in [Appendix A](#). Further, the proposed Project would not modify the County General Plan Land Use Element or land use map, and would not allow for multifamily residential development at greater densities or additional locations than currently identified within the County General Plan Land Use Element. Any future development within the Project area would be required to comply with the established regulatory framework relative to hydrology and water quality, which would be verified through the County's plan review process. The Project would not result in any impact related to water quality standards, groundwater supplies or recharge, or alter existing drainage conditions which would impact erosion, drainage patterns, and storm water runoff and pollution. Further, the Project would not risk release of pollutants due to project inundation as a of flood hazards, tsunamis, or seiche, and would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. Therefore, no impacts to hydrology and water quality would occur as a result of the proposed Project.

Mitigation Measures: No mitigation is required.

4.11 LAND USE AND PLANNING

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Physically divide an established community?				X
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?				X

a) Physically divide an established community?

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

No Impact. Los Angeles County is one of the largest counties in the country and contains a number of communities with residential and non-residential uses. Geographic features such as the Santa Monica and San Gabriel mountains, and streets and highways traverse the County.

The Project proposes amendments to the County’s existing Zoning Ordinance, which covers all unincorporated areas of Los Angeles County. The Project would update the County Zoning Ordinance to revise parking standards for multifamily residential development in order to remove barriers to construction of affordable multifamily housing in the unincorporated areas and improve access to a multimodal transportation network for Los Angeles County residents. Multifamily housing is typically concentrated in the urban and suburban communities in six planning areas in the southern half of Los Angeles County (Westside, Metro, West San Gabriel, East San Gabriel, Gateway and South Bay).

The proposed amendments to the County Zoning Ordinance would not result in any physical environmental changes, as defined by CEQA, and would not result in any impact related to land use and planning. The Project does not propose site-specific development, but is rather a Zoning Ordinance amendment specific to parking standards for multifamily residential development. The proposed Zoning Ordinance amendments would not modify the Los Angeles County Zoning Map, zones, or other development standards not specifically identified in Appendix A. Further, the proposed Project would not modify the County General Plan Land Use Element or land use map, and would not allow for multifamily residential development at greater densities or additional locations than currently identified within the County General Plan Land Use Element. The Project would not result in any impact related to physically dividing an established community, nor would it conflict with any adopted land use or other related plans, policies, or regulations for the purpose of avoiding or mitigating an environmental effect. Any future development within the Project area would be required to comply with the County’s established regulatory framework, which would be verified through the County’s plan review process. No impacts to land use and planning would occur as a result of the proposed Project.

Mitigation Measures: No mitigation is required.

4.12 MINERAL RESOURCES

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact. The Surface Mining and Reclamation Act of 1975 (SMARA) requires classification of land into mineral resource zones (MRZs) according to the area’s known or inferred mineral potential. Lands classified MRZ-2 are areas that contain identified mineral resources. According to the General Plan, four major MRZ-2s are identified in, or partially within the unincorporated areas: Little Rock Creek Fan, Soledad Production Area, Sun Valley Production Area, and Irwindale Production Area.

The Project proposes amendments to the County’s existing Zoning Ordinance, which covers all unincorporated areas of Los Angeles County. The Project would update the County Zoning Ordinance to revise parking standards for multifamily residential development in order to remove barriers to construction of affordable multifamily housing in the unincorporated areas and improve access to a multimodal transportation network for Los Angeles County residents. Multifamily housing is typically concentrated in the urban and suburban communities in six planning areas in the southern half of Los Angeles County (Westside, Metro, West San Gabriel, East San Gabriel, Gateway and South Bay).

The proposed amendments to the County Zoning Ordinance would not result in any physical environmental changes, as defined by CEQA, and would not involve the loss of availability of a known mineral resource or locally-important mineral resource recovery site. The proposed Project does not propose site-specific development, but is rather a Zoning Ordinance amendment. The proposed Zoning Ordinance amendments would not modify the Los Angeles County Zoning Map, zones, or other development standards not specifically identified in Appendix A. Further, the proposed Project would not modify the County General Plan Land Use Element or land use map. Any future development within the Project area would be required to comply with the established regulatory framework, which would be verified through the County’s plan review process. No impacts to land use and planning would occur as a result of the proposed Project.

Mitigation Measures: No mitigation is required.

4.13 NOISE

<i>Would the project result in:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?				X
b. Generation of excessive groundborne vibration or groundborne noise levels?				X
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X

- a) ***Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?***
- b) ***Generation of excessive groundborne vibration or groundborne noise levels?***
- c) ***For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?***

No Impact. The General Plan Noise Element contains goals and policies to reduce and limit the exposure of the general public to excessive noise levels. Los Angeles County Code Title 12, Chapter 12.08, *Noise Control*, contains the County’s Noise Control Ordinance. Section 12.08.390 of the County Code provides standards for exterior noise levels. Title 12, Chapter 12.12, *Building Construction Noise*, provides standards for noise generated by construction. As indicated in the General Plan EIR, of the 15 airports within Los Angeles County, Agua Dulce Airport in Santa Clarita Valley and Catalina Airport are located within the unincorporated County, while Los Angeles International Airport, Palmdale Regional Airport, and the William J. Fox Airfield also have airport influence areas that include portions of the unincorporated County.

The Project proposes amendments to the County’s existing Zoning Ordinance, which covers all unincorporated areas of Los Angeles County. The Project would update the County Zoning Ordinance to revise parking standards for multifamily residential development in order to remove barriers to

construction of affordable multifamily housing in the unincorporated areas and improve access to a multimodal transportation network for Los Angeles County residents. Multifamily housing is typically concentrated in the urban and suburban communities in six planning areas in the southern half of Los Angeles County (Westside, Metro, West San Gabriel, East San Gabriel, Gateway and South Bay).

The proposed amendments to the County Zoning Ordinance would not result in any physical environmental changes, as defined by CEQA, and would not result in any impact related to noise or modifications to the County's Noise Control Ordinance. The Project does not propose site-specific development, but is rather a Zoning Ordinance amendment. The proposed Zoning Ordinance amendments would not modify the Los Angeles County Zoning Map, zones, or other development standards not specifically identified in Appendix A. Further, the proposed Project would not modify the County General Plan Land Use Element or land use map, and would not allow for multifamily residential development at greater densities or additional locations than currently identified within the County General Plan Land Use Element. Any future development within the Project area would be required to comply with the County's established regulatory framework relative to noise, which would be verified through the County's plan review process. No impacts to noise would occur as a result of the proposed Project.

Mitigation Measures: No mitigation is required.

4.14 POPULATION AND HOUSING

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				X
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				X

- a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?**
- b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?**

No Impact. The Project proposes amendments to the County’s existing Zoning Ordinance, which covers all unincorporated areas of Los Angeles County. The Project would update the County Zoning Ordinance to revise parking standards for multifamily residential development in order to remove barriers to construction of affordable multifamily housing in the unincorporated areas and improve access to a multimodal transportation network for Los Angeles County residents. Multifamily housing is typically concentrated in the urban and suburban communities in six planning areas in the southern half of Los Angeles County (Westside, Metro, West San Gabriel, East San Gabriel, Gateway and South Bay).

The proposed amendments to the County Zoning Ordinance would not result in any physical environmental changes, as defined by CEQA, and would not result in any impact related to population and housing, including displacement of existing people or housing. The Project does not propose site-specific development, but is rather a Zoning Ordinance amendment. The proposed Zoning Ordinance amendments would not modify the Los Angeles County Zoning Map, zones, or other development standards not specifically identified in [Appendix A](#). Further, the proposed Project would not modify the County General Plan Land Use Element or land use map, and would not allow for multifamily residential development at greater densities or additional locations than currently identified within the County General Plan Land Use Element. Any future development within the Project area would be required to comply with the County’s established regulatory framework, which would be verified through the County’s plan review process. No impacts to population and housing would occur as a result of the proposed Project.

Mitigation Measures: No mitigation is required.

4.15 PUBLIC SERVICES

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
1) Fire protection?				X
2) Police protection?				X
3) Schools?				X
4) Parks?				X
5) Other public facilities?				X

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

- i) Fire protection?**
- ii) Police protection?**
- iii) Schools?**
- iv) Parks?**
- v) Other public facilities?**

No Impact. Fire suppression services in unincorporated Los Angeles County are provided by the Los Angeles County Fire Department (LACoFD) and law enforcement services are provided by the Los Angeles County Sheriff's Department (LACSD). A number of school districts operate in the unincorporated portions of the County. The County owns and operates parks and recreational facilities in both unincorporated areas and cities in Los Angeles County. As specified in the General Plan Parks and Recreation Element, the County standard for the provision of parkland is four (4) acres of local parkland per 1,000 residents of the

population in the unincorporated areas, and six (6) acres of regional parkland per 1,000 residents of the total population of Los Angeles County. Library services in the County are provided by the County of Los Angeles Public Library.

The Project proposes amendments to the County's existing Zoning Ordinance, which covers all unincorporated areas of Los Angeles County. The Project would update the County Zoning Ordinance to revise parking standards for multifamily residential development in order to remove barriers to construction of affordable multifamily housing in the unincorporated areas and improve access to a multimodal transportation network for Los Angeles County residents. Multifamily housing is typically concentrated in the urban and suburban communities in six planning areas in the southern half of Los Angeles County (Westside, Metro, West San Gabriel, East San Gabriel, Gateway and South Bay).

The proposed amendments to the County Zoning Ordinance would not result in any physical environmental changes, as defined by CEQA, and would not result in any impact related to public services, including fire, police, and emergency services, schools, parks, or other public facilities. The Project does not propose site-specific development, but is rather a Zoning Ordinance amendment. The proposed Zoning Ordinance amendments would not modify the Los Angeles County Zoning Map, zones, or other development standards not specifically identified in [Appendix A](#). Further, the proposed Project would not modify the County General Plan Land Use Element or land use map, and would not allow for multifamily residential development at greater densities or additional locations than currently identified within the County General Plan Land Use Element. Any future development within the Project area would be required to comply with the County's established regulatory framework, which would be verified through the County's plan review process. No impacts to public services would occur as a result of the proposed Project.

Mitigation Measures: No mitigation is required.

4.16 RECREATION

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X

a) *Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?*

b) *Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?*

No Impact. The County owns and operates parks and recreational facilities in both unincorporated areas and cities in Los Angeles County. As specified in the General Plan Parks and Recreation Element, the County standard for the provision of parkland is four (4) acres of local parkland per 1,000 residents of the population in the unincorporated areas, and six (6) acres of regional parkland per 1,000 residents of the total population of Los Angeles County

The Project proposes amendments to the County’s existing Zoning Ordinance, which covers all unincorporated areas of Los Angeles County. The Project would update the County Zoning Ordinance to revise parking standards for multifamily residential development in order to remove barriers to construction of affordable multifamily housing in the unincorporated areas and improve access to a multimodal transportation network for Los Angeles County residents. Multifamily housing is typically concentrated in the urban and suburban communities in six planning areas in the southern half of Los Angeles County (Westside, Metro, West San Gabriel, East San Gabriel, Gateway and South Bay).

The proposed amendments to the County Zoning Ordinance would not result in any physical environmental changes, as defined by CEQA, and would not result in any impact related to recreation. The Project does not propose site-specific development, but is rather a Zoning Ordinance amendment. The proposed Zoning Ordinance amendments would not modify the Los Angeles County Zoning Map, zones, or other development standards not specifically identified in [Appendix A](#). Further, the proposed Project would not modify the County General Plan Land Use Element or land use map, and would not allow for multifamily residential development at greater densities or additional locations than currently identified within the County General Plan Land Use Element. Any future development within the Project area would be required to comply with the County’s established regulatory framework, which would be verified

through the County’s plan review process. No impacts to recreation would occur as a result of the proposed Project.

Mitigation Measures: No mitigation is required.

4.17 TRANSPORTATION

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?				X
b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?				X
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X
d. Result in inadequate emergency access?				X

- a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?**
- b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?**
- c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?**
- d. Result in inadequate emergency access?**

No Impact. The General Plan Mobility Element provides an overview of the transportation infrastructure and strategies for developing an efficient and multimodal transportation network for all users of a road or street, including pedestrians, bicyclists, users of public transit, motorists, children, seniors, and persons with disabilities. The Highway Plan and the Bicycle Master Plan are sub-components of the Mobility Element.

The Project proposes amendments to the County's existing Zoning Ordinance, which covers all unincorporated areas of Los Angeles County. The Project would update the County Zoning Ordinance to revise parking standards for multifamily residential development in order to remove barriers to construction of affordable multifamily housing in the unincorporated areas and improve access to a multimodal transportation network for Los Angeles County residents. Multifamily housing is typically concentrated in the urban and suburban communities in six planning areas in the southern half of Los Angeles County (Westside, Metro, West San Gabriel, East San Gabriel, Gateway and South Bay).

The proposed amendments to the County Zoning Ordinance would not result in any physical environmental changes, as defined by CEQA, and would not result in any impact related to transportation.

The Project does not propose site-specific development, but is rather a Zoning Ordinance amendment. The proposed Zoning Ordinance amendments would not modify the Los Angeles County Zoning Map, zones, or other development standards not specifically identified in [Appendix A](#). Further, the proposed Project would not modify the General Plan Mobility Element, Land Use Element or land use map, and would not allow for multifamily residential development at greater densities or additional locations than currently identified within the General Plan Land Use Element. The Project supports several goals within the Mobility Element, particularly Goals M-2, M-4, and M-5, by improving access to multimodal transportation. The Project would not conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities; conflict with or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b); increase hazards due to a geometric design feature or incompatible use; or propose any changes to the County's existing roadway system that would result in inadequate emergency access. Any future development within the Project area would be required to comply with the County's established regulatory framework, which would be verified through the County's plan review process. No impacts to transportation would occur as a result of the proposed Project.

Mitigation Measures: No mitigation is required.

4.18 TRIBAL CULTURAL RESOURCES

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
1) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or				X
2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.				X

a) *Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or*

b) *A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.*

No Impact. As described above in Section 4.5, *Cultural Resources*, the County contains numerous cultural resources and the potential exists for previously unknown archeological resources and/or human remains to be discovered/disturbed during future ground disturbing activities.

The Project proposes amendments to the County’s existing Zoning Ordinance, which covers all unincorporated areas of Los Angeles County. The Project would update the County Zoning Ordinance to

revise parking standards for multifamily residential development in order to remove barriers to construction of affordable multifamily housing in the unincorporated areas and improve access to a multimodal transportation network for Los Angeles County residents. Multifamily housing is typically concentrated in the urban and suburban communities in six planning areas in the southern half of Los Angeles County (Westside, Metro, West San Gabriel, East San Gabriel, Gateway and South Bay).

Assembly Bill (AB) 52 requires that lead agencies evaluate a project’s potential impact on “tribal cultural resources”, which include “[s]ites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources”. AB 52 also gives lead agencies the discretion to determine, based on substantial evidence, whether a resource qualifies as a “tribal cultural resource.” AB 52 applies whenever a lead agency adopts an environmental impact report, mitigated negative declaration, or negative declaration.

In compliance with AB 52, the County provided formal notification to California Native American Tribal representatives regarding the project. At the time this Initial Study was made available for public review, the County received correspondence from the Fernandeano Tataviam Band of Mission Indians, Gabrielino Tongva Indians of California, and Yuhaaviatam of San Manuel Nation. The Tribes generally indicated that due to the nature of the proposed Project, further consultation was not necessary at this time; however, they requested to be notified of future projects that may involve ground-disturbing activities in accordance with AB 52.

The proposed amendments to the County Zoning Ordinance would not result in any physical environmental changes, as defined by CEQA, and would not result in any impact related to tribal cultural resources. The Project does not propose site-specific development, but is rather a Zoning Ordinance amendment. The proposed Zoning Ordinance amendments would not modify the Los Angeles County Zoning Map, zones, or other development standards not specifically identified in [Appendix A](#). Further, the proposed Project would not modify the County General Plan Land Use Element or land use map, and would not allow for multifamily residential development at greater densities or additional locations than currently identified within the County General Plan Land Use Element. Any future development within the Project area would be required to comply with the established regulatory framework relative to tribal cultural resources including compliance with AB 52, as appropriate, which would be verified through the County’s plan review process. No impacts to tribal cultural resources would occur as a result of the proposed Project.

Mitigation Measures: No mitigation is required.

4.19 UTILITIES AND SERVICE SYSTEMS

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Require or result in the relocation or construction of new or expanded water, or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?				X
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?				X
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				X
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?				X
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?				X

- a) *Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?***
- b) *Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?***
- c) *Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?***
- d) *Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?***

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

No Impact. According to the General Plan EIR, water agencies that serve portions of unincorporated Los Angeles County include: the Metropolitan Water District; Antelope Valley-East Kern Water Agency; Castaic Lake Water Agency; Littlerock Creek Irrigation District; and Palmdale Water District. Water supplies come from a variety of sources, including imported water from the State Water Project and Colorado River Aqueduct, groundwater, surface water, recycled water, desalination, and stormwater capture and direct use.

The Los Angeles County Sanitation Districts provides wastewater treatment to many areas of unincorporated Los Angeles County as well as to 78 cities in Los Angeles County.⁴ Other wastewater treatment providers that serve parts of unincorporated Los Angeles County include LA Sanitation & Environment and Las Virgenes Municipal Water District.

A variety of solid waste collection providers serve Los Angeles County. In 2019, based on a total disposal of 10.5 million tons (excluding inert waste and imports) and the 65-percent diversion rate, the County generated approximately 30.1 million tons of solid waste or an average of 96,500 tons per day.⁵ According to the Solid Waste Information System database, there are 208 active solid waste facilities, operations, and/or disposal sites in Los Angeles County.⁶

Southern California Edison (SCE) provides electricity to the County and Southern California Gas Company (SoCalGas) provides gas service to the County.^{7, 8} Telecommunications services are provided by a variety of service providers, including AT&T, Verizon, and Spectrum.

The Project proposes amendments to the County's existing Zoning Ordinance, which covers all unincorporated areas of Los Angeles County. The Project would update the County Zoning Ordinance to revise parking standards for multifamily residential development in order to remove barriers to construction of affordable multifamily housing in the unincorporated areas and improve access to a multimodal transportation network for Los Angeles County residents. Multifamily housing is typically concentrated in the urban and suburban communities in six planning areas in the southern half of Los Angeles County (Westside, Metro, West San Gabriel, East San Gabriel, Gateway and South Bay).

The proposed amendments to the County Zoning Ordinance would not result in any physical environmental changes, as defined by CEQA, and would not result in any impact related to utilities and

⁴ Los Angeles County Sanitation Districts, *Who We Are: Our Agency*, <https://www.lacsd.org/about-us/who-we-are/our-agency>, accessed October 17, 2022.

⁵ Los Angeles County Public Works, 2019 Countywide Integrated Waste Management Plan, <https://dpw.lacounty.gov/epd/swims/ShowDoc.aspx?id=14372&hp=yes&type=PDF>, accessed October 17, 2022.

⁶ CalRecycle, *SWIS Facility/Site Search*, <https://www2.calrecycle.ca.gov/SolidWaste/Site/Search>, accessed October 17, 2022.

⁷ Southern California Edison, *Southern California Edison's Service Area*, https://download.newsroom.edison.com/create_memory_file/?f_id=5cc32d492cfac24d21aecf4c&content_verified=True, accessed October 17, 2022.

⁸ Southern California Gas Company, *List of Cities and Communities Served*, <https://tariff.socalgas.com/regulatory/tariffs/tm2/pdf/CITIES.pdf?ga=2.260165455.312924021.1639588899-1879876423.1636571672>, accessed October 17, 2022.

service systems. The Project does not propose site-specific development, but is rather a Zoning Ordinance amendment. The proposed Zoning Ordinance amendments would not modify the Los Angeles County Zoning Map, zones, or other development standards not specifically identified in Appendix A. Further, the proposed Project would not modify the County General Plan Land Use Element or land use map, and would not allow for multifamily residential development at greater densities or additional locations than currently identified within the County General Plan Land Use Element. Any future development within the Project area would be required to comply with the established regulatory framework, which would be verified through the County's plan review process. No impacts to utilities and service systems would occur as a result of the proposed Project.

Mitigation Measures: No mitigation is required.

4.20 WILDFIRE

<i>If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?				X
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				X
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				X
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				X

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No Impact. As discussed in Section 4.9, *Hazards and Hazardous Materials*, Los Angeles County faces major wildland fire threats due to its hilly terrain, dry weather conditions, and the nature of its plant coverage. As shown in Figures H.1 and H.2 of the General Plan, much of the unincorporated County is within designated Very High Fire Hazard Severity Zones. The County's All-Hazards Mitigation Plan serves as the County's disaster response plan. The Office of Emergency Management is responsible for organizing and directing the preparedness efforts of the Emergency Management Organization of Los Angeles County.

The emergency response plan for the unincorporated areas of the County is the Operational Area Emergency Response Plan, which strengthens short and long-term emergency response and recovery capability and identifies emergency procedures and emergency management routes in the County. According to the General Plan EIR, the County Department of Public Works also maintains a “Disaster Routes with Road Districts” Map.

The Project proposes amendments to the County’s existing Zoning Ordinance, which covers all unincorporated areas of Los Angeles County. The Project would update the County Zoning Ordinance to revise parking standards for multifamily residential development in order to remove barriers to construction of affordable multifamily housing in the unincorporated areas and improve access to a multimodal transportation network for Los Angeles County residents. Multifamily housing is typically concentrated in the urban and suburban communities in six planning areas in the southern half of Los Angeles County (Westside, Metro, West San Gabriel, East San Gabriel, Gateway and South Bay).

The proposed amendments to the County Zoning Ordinance would not result in any physical environmental changes, as defined by CEQA, and would not result in any impact related to wildfire. The Project does not propose site-specific development, but is rather a Zoning Ordinance amendment. The proposed Zoning Ordinance amendments would not modify the Los Angeles County Zoning Map, zones, or other development standards not specifically identified in Appendix A. Further, the proposed Project would not modify the County General Plan Land Use Element or land use map, and would not allow for multifamily residential development at greater densities or additional locations than currently identified within the County General Plan Land Use Element. Any future development within the Project area would be required to comply with the County’s established regulatory framework relative to wildfires, as applicable, which would be verified through the County’s plan review process. No impacts to wildfire would occur as a result of the proposed Project.

Mitigation Measures: No mitigation is required.

4.21 MANDATORY FINDINGS OF SIGNIFICANCE

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?				X
b. Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals.				X
c. Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?				X
d. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?				X

- a) ***Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?***
- b) ***Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?***
- c) ***Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable***

when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

- d) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?**

No Impact. The proposed amendments to the County Zoning Ordinance would not result in any physical environmental changes, as defined by CEQA. As discussed throughout this Initial Study, the Project does not have the potential to substantially degrade the quality of the environment or result in significant environmental impacts. The Project does not propose site-specific development and would not substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory. Additionally, the Project would not result in significant short-term or long-term environmental impacts. Thus, the Project would not achieve short-term environmental goals to the disadvantage of long-term environmental goals. Based on the analysis contained in this Initial Study, the proposed Project would not have cumulatively considerable impacts. Previous sections of this Initial Study reviewed the proposed Project's potential impacts to human beings related to several environmental topical areas. As determined throughout this Initial Study, the proposed Project would not result in any potentially significant impacts.

5 REFERENCES

California Air Resources Board, *Maps of State and Federal Area Designations*, <https://ww2.arb.ca.gov/resources/documents/maps-state-and-federal-area-designations>, accessed October 7, 2022.

California Department of Conservation, *California Important Farmland Finder*, <https://maps.conservation.ca.gov/DLRP/CIFF/>, accessed October 7, 2022.

Los Angeles County, *2035 General Plan*, October 2015 (updated July 2022).

Los Angeles County, *General Plan Update - Figures*, <https://planning.lacounty.gov/generalplan/figures2015>, accessed October 10, 2022.

Placeworks, *Los Angeles County General Plan Update Draft EIR*, June 2014.

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6 REPORT PREPARATION PERSONNEL

Los Angeles County (Lead Agency)

320 West Temple Street
Los Angeles, CA 90012

Alyson Stewart, Senior Planner

De Novo Planning Group (Environmental Consultant)

180 East Main Street, Suite 108
Tustin, California 92780
949-396-8193

Starla Barker, AICP, Principal Planner, Project Manager

Erik Anderson, Assistant Planner

Jennifer DeMartino, GIS

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Summaries of Multifamily Residential Parking Study
2022

Research performed by urban planners and developers of affordable housing demonstrates that zoning regulations result in higher housing prices, with parking requirements being a key regulation. More studies that have come to this conclusion exist than can be included in this summary, but below are a few key findings (numbers in parentheses refer to citations listed below the summary):

- Economists Edward L. Glaeser and Joseph Gyourko, in their 2003 research paper for the Federal Reserve Bank of New York, (1) suggests that **zoning strictness is highly correlated with high housing prices.**
- Housing economist Brian Bertha, in 1964 (2), discovered the effects of parking minimums where they had not previously existed in Oakland, CA. **With the introduction of parking requirements in 1961, the construction cost per apartment increased by 18 percent, and the number of apartments on a typical lot fell by 30 percent.**
- UCLA professor Michael Manville's 2014 article (3), highlights the impact that parking requirements have on housing development in Los Angeles:
 - The article states that **when on-site parking is required for each housing unit, developers cannot build housing for people without a car.**
 - The article mentions the City of Los Angeles' Adaptive Reuse Ordinance (ARO) and concludes **that, by allowing for a more localized and context-specific approach to parking requirements, the City was successful in converting underutilized buildings into a significant number of residential housing units.**
 - The article clarifies that **removing parking requirements is not the same thing as prohibiting parking from being built.** Because many housing buyers want parking, developers will still provide parking to meet the market demand and rent for as much as they can. Eliminating parking minimums allows developers to provide parking in the way they think is best, rather than a one-size-fits-all requirement.
- A 2017 research study (4), conducted by C.J. Gabbe (University of Santa Clara) and Gregory Pierce (UCLA) concludes that the **costs of providing garage parking are high, and these costs are passed on to renters in the form of higher rents. "Today, we are in the midst of an urban housing affordability crisis, and outdated municipal parking requirements are partly to blame."** Their study found that structured parking adds \$35,945 per residential unit.
- A 2021 article by Anthony Dedousis, Mott Smith, and Michael Manville (5) featured on *Streetsblog Cal* highlights how the elimination of parking requirements for multifamily residential developments near transit could bolster the production of housing. Citing research in San Diego, CA, **parking reform helped make affordable housing developments more economically viable, thus proving that parking requirements in some cases add a considerable cost to housing development and preclude its development.**
- Jeffrey Spivak's 2018 article in *Planning Magazine* (6) discusses the City of Minneapolis' parking reform which included reducing multi-family parking requirements by half for larger apartment projects and eliminating requirements for developments with 50 or fewer units near transit. **As a result of Minneapolis' parking reform, developers proposed projects with fewer parking spaces, which in turn lowered the cost of construction, and lowered rents.** The article states "New studio apartments, which typically went for \$1,200 per month, were being offered for less than \$1,000 per month."

As more jurisdictions explore off-street parking reform, it is important to understand and acknowledge the overwhelming empirical evidence that supports that reform. Examples of this evidence, based on data Walker has collected at actual residential developments in Southern California:



- Based on a study of actual parking demand in Vista, CA, Walker Consultants concluded that **the actual parking demand generated by multifamily residential developments** (1.20 to 187 spaces per unit) was **lower than the code requirement** of 2.33 to 3.0 parking spaces per unit.
- Based on a study Walker conducted for the City of Orange, CA, Walker found that the demand for parking generated by multifamily developments with one or two units was less than code requirements (by 0.32 to 0.96 spaces per bedroom). Additionally, Walker concluded that **demand for parking can vary and depends on many factors, such as neighborhood context, location, and on-street parking policies and availability**. This suggests that a one-sized fits all parking requirement is likely inappropriate and can cause developers to devote more resources to parking and less to building housing on the parcels where they build.
- Since the completion of this study, Henry Grabar (7) introduces the subject by highlighting a developer who, after ten years, failed in her efforts to build eighteen Affordable housing units in Solana Beach because minimum parking requirements resulted in a need for a multilevel parking garage, making the project economically unfeasible.

List of Citations:

- (1) Glaeser, Edward L and Gyourko, Joseph. 2003. *The Impact of Building Restrictions on Housing Affordability*. Federal Reserve Bank of New York.
- (2) Bertha, Brian. 1964. "Appendix A." In *The Low-Rise Speculative Apartment*, by Wallace Smith. Berkeley: Center for Real Estates and Urban Economics, Institute of Urban and Regional Development, University of California.
- (3) Manville, Michael. 2014. *Parking Requirements and Housing Development: Regulation and Reform in Los Angeles*. Access Magazine Spring 2014 Edition.
- (4) Gabbe, C.J. and Price, Gregory. 2017. *The Hidden Cost of Bundled Parking*. Access Magazine Spring 2017 Edition.
- (5) Smith, Mott, Dedousis, Anthony, and Manville, Michael. 2021. *Parking Requirements Are Not a Useful Bargaining Chip for Increasing Affordable Housing*. Streetsblog Cal.
- (6) Spivak, Jeremy. 2018. *People Over Parking*. American Planning Association Planning Magazine October 2018.
- (7) Grabar, Henry. 2023. *Paved Paradise: How Parking Explains the World*. Penguin Press.

Walker Consultants (“Walker”) analyzed 2019 American Community Survey 5-Year Estimate data to present the socioeconomic and demographic data for the unincorporated areas of Los Angeles County.

In general, Walker found that while car reliance is high for residents of unincorporated communities regardless of housing tenure (i.e., owner vs. renter), there are slight differences. For example, **home ownership is slightly more correlated with driving alone than is renting**. When looking at all commute modes, homeowners are more likely to drive alone and work from home, while renters are more likely to utilize public transportation, walk, taxi, motorcycle, bike, or use other means, indicating that where other (non-single occupancy vehicle) commuting options are available, such as near high-frequency transit, residents of multifamily properties (typically renters) are more inclined to utilize those modes than owners. This may translate into less demand for parking as compared to owner-occupied units.

Walker found a strong relationship between housing tenure (home ownership versus renting) and vehicles available (vehicles kept at the home for use by members of the household). Based on the correlation analysis that Walker conducted, Walker infers in general terms that **homeowners typically have more vehicles available than renters**.

Despite these observed patterns that home ownership is slightly more correlated with driving alone than is renting and homeowners typically have more vehicles available than renters, **current Title 22 parking requirements for single-family homes (two spaces per single family home) are actually less than they are for apartments containing two or more bedrooms (two spaces plus one-fourth guest parking per dwelling unit)**. This finding indicates that **currently Title 22 parking requirements over-require parking for multifamily housing, impeding the production of much-needed housing units**.

Walker Consultants (“Walker”) studied existing parking demand by counting the number of cars parked and the number of dwelling unit per development at multifamily properties in a number of unincorporated communities within seven Planning Areas across Los Angeles County in order to calculate actual parking demand ratios in current multifamily developments. In analyzing the data, Walker found the following at market-rate multifamily developments:

- Demand for parking varied by Planning Area.
 - The lowest demand for vehicles per dwelling unit ratio was found in the West San Gabriel Valley Planning Area with a weighted average of 1.15 parked vehicles per dwelling unit. The lowest demand for vehicles per bedroom ratio was in East San Gabriel Valley Planning Area with 0.65 parked vehicles per bedroom, closely followed by 0.76 parked vehicles per bedroom found in the Metro Planning Area.
 - The highest demand for vehicles per dwelling unit ratio was found in the Gateway Planning Area with a weighted average of 1.80 parked vehicles per dwelling unit. The highest demand per bedroom ratio was found in the Santa Clarita Valley Planning Area with 1.33 parked vehicles per bedroom.
- In comparing the current parking requirements for multifamily developments per Title 22 (Planning and Zoning) of the Los Angeles County Code to the data that were collected at survey sites throughout the seven Planning Areas, Walker notes that **Title 22 requirements are higher than the current demand observed for all seven Planning Areas in the study.**
- In Walker’s evaluation of parking demand, Walker included parking demand generated by the multifamily developments that was observed in on-street parking spaces.
- In looking at the weighted¹ average of unincorporated LA County as a whole, Walker notes that **Title 22 requires 0.47 more parking spaces per unit (25 percent more parking spaces) than the actual observed demand.** Based on these findings, Title 22 typically requires more parking than is being used, and there are significant differences observed across the different Planning Areas. With these findings, Walker determined that a one-size-fits all approach to parking requirements was found to be inflexible, and not the most suitable standard to apply unilaterally to all unincorporated communities, especially given the County, regional and State goals and priorities currently placed on housing production.

Walker also carried out a similar study on parking demand for Affordable, mixed Affordable and market-rate, and senior Affordable multifamily housing developments. These properties are subject to Title 22 density bonus parking requirements (as required by the State of California), which are lower than Title 22 parking requirements for non-Affordable developments. Based on the data collected, Walker did not find evidence that parking demand was lower than the density bonus requirements, so does not recommend changes to current Title 22 parking minimums for Affordable housing developments.

¹ Weighted average was used as it is a more accurate measure of central tendency for this study. For example, if a survey site has 400 units and a demand ratio of 1.5, and a second site has 100 units and a demand ratio of 1.2., a simple average results in a ratio of 1.35, while the weighted average results in a ratio of 1.44. The latter is more accurate as there are more units (“weight”) in the first survey site, thus that should be a factor in the calculation.

Walker conducted eight one-on-one interviews with developers of multifamily housing and County staff, with a focus on their experiences with existing LA County parking requirements for market-rate, Affordable multi-family housing, and mixed-use developments. Interviewees discussed challenges and solutions for streamlining site plan reviews related to parking to facilitate the production of housing units.

Challenges to Existing Parking Requirements:

The following key challenges were identified for current Title 22 parking requirements:

- Particularly for market-rate development projects, **parking requirements are an impediment to development and often result in fewer residential units being built.**
- **Parking requirements increase the amount of land needed to build housing.** Small development projects can become economically infeasible if a parking deck or multi-story configuration is needed.
- One of the most **significant cost impacts of parking requirements is when requirements result in the need to build additional levels of parking.** The need for one additional parking space can result in the need to build an additional parking level, resulting in an increase of millions of dollars to the project budget.
- **Project site constraints**, especially on infill sites, have a **significant impact on the extent to which projects can meet the parking requirements** on-site and the cost of meeting the requirements on-site.
- **Parking requirements impact housing affordability** because they often result in the need to build at the high end of the market, thus resulting in the need to charge higher rents.
- **Parking requirements can lengthen the amount of time projects are reviewed in the development process.** Zoning-related parking issues can result in lengthy reviews and more staff time to conduct the reviews.
- Title 22 currently has options to reduce parking requirements, but those options are discretionary approval processes. **Discretionary approvals often take longer and have less predictability for developers.**

Key Considerations

The following considerations were cited by interviewees:

- Criteria cited to reduce parking demand included **proximity to transit, walkability to neighborhood amenities (e.g. grocery store, pharmacy, etc.), and provision of bicycle parking or nearby bicycle facilities.**
- **Flexibility is important to developers in how they satisfy the parking requirement.** At the same time, the parking ordinance should be clearly articulated, defined, understood, and applied.
- The development market impacts the amount of parking that is required to serve a development. Developments in certain locations are marketed toward clientele that would be willing to have their parking unbundled and to use car share or other transportation options. Developments in other locations may need to be built with more parking spaces to accommodate the needs of the potential residents who may prefer to keep their personal cars. **Even if parking requirements are lowered or eliminated, developers may still elect to build parking or provide beyond the minimum to ensure that they can rent out all residential units they build.**

Walker identified and analyzed eight municipalities that have enacted parking reforms and where residents experience high housing costs that are similar to Los Angeles County. The eight municipalities that Walker evaluated included Santa Monica, CA, San Francisco, CA, Berkeley, CA, Los Angeles, CA, San Diego, CA, Oakland, CA, Portland, OR, and Minneapolis, MN. From the list of eight municipalities, four municipalities were selected that were determined by Walker and County staff to have the most relevance to LA County, which are Minneapolis, Berkeley, Oakland, and San Diego.

The following summarizes the key parking reform for each of the four selected municipalities:

- **Minneapolis:** The City has enacted several parking policy reforms that have had impacts on the production of multifamily residential uses. In 2021, the City eliminated parking minimums on all new developments citywide to align with the City's goals outlined in the Minneapolis 2040 Plan and the Transportation Action Plan. The City also expanded residential parking maximums.
 - Producing more housing units and reducing the cost of housing were major factors that informed the City's decision to eliminate parking minimums.
 - Along with the elimination of parking minimums, the City expanded its transportation demand management (TDM) program, which requires residential developments of at least 50 units to implement TDM measures designed to reduce automobile trips and increase walking, cycling, and transit trips.
- **Berkeley:** In 2021, the City eliminated parking minimums for residential properties citywide, with a few exceptions on hillside properties. The City also implemented parking maximums (restrictions on the number of parking spaces that can be built per residential unit) in transit-rich areas.
 - This parking policy is in support of the City's long-standing interest in reducing parking requirements to stimulate housing production and reduce greenhouse gas emissions.
 - Along with the elimination of parking minimums, the City established a TDM program which requires all residential developments with 10 or more units to implement certain TDM measures to address potential spillover of parking demand to on-street spaces and give people choices beyond driving and parking in their building.
- **Oakland:** The City updated its parking requirements in 2016, which included eliminating residential parking minimums in Downtown Oakland, implementing parking maximums for residential uses Downtown and near transit, and allowed for a reduction in parking minimums for multifamily developments by 50 percent with the provision of TDM measures.
 - The City's Equitable Climate Action Plan was the primary impetus behind the City's parking requirements update.
- **San Diego:** In 2019, the City eliminated parking minimums for residential units in close proximity to transit.
 - Increasing housing affordability and supply was a key impetus for the City's decision to enact the parking policy.
 - Along with the elimination of parking minimums, the City requires residential developments near transit to provide transportation amenities that reduce vehicle trips and inform, educate, and incentivize on transit use, biking, walking, and ridesharing.

The following key findings emerged from the case study analysis:

- Addressing **housing and/or climate goals** were key reasons cities enacted parking reforms.
- For two cities (Berkeley and Oakland), **having quantitative data helped municipalities to justify parking reforms.**
- Parking reform typically was **accompanied by transportation demand management (TDM) policies** that encourage people to use modes of transportation other than driving, such as walking, biking, or taking transit.