



MULTIFAMILY RESIDENTIAL PARKING ORDINANCE

Project No. 2022-003630 (1-5)

Community Services Cluster Meeting Item 2H

Regional Planning

BACKGROUND

On May 17, 2022, the Board of Supervisors adopted the County Housing Element. Program 11 of the Housing Element called for a Residential Parking Study and Code Updates.

In 2022, LA County Planning commissioned a parking study to determine whether revisions to the Parking Chapter in Title 22 were needed to help spur production of affordable housing.

September 2022, Governor signed AB 2097, which prohibits local jurisdictions from imposing minimum parking requirements for development projects within a half mile radius of major transit stop or a high-quality transit corridor.

KEY TAKEAWAYS FROM PARKING STUDY



Minimum parking requirements for multifamily residential uses are higher than actual, observed parking demand, by as much as 25%.



More and more cities and counties around the country are reducing or eliminating parking requirements to meet policy goals including housing production.



Reducing requirements improves the financial feasibility of building housing, particularly missing middle housing on small sites.



Parking design standards in Title 22 exceed research findings and best-practices; more space and resources are required for parking than is needed in many cases.

ORDINANCE OBJECTIVES

Revise parking requirements in Title 22 to **reduce barriers to constructing housing**, thereby increasing housing availability and stabilizing or decreasing housing costs

Allow for the development of more **housing that is affordable to residents**, pursuant to the goals of the Housing Element.

Facilitate **multi-modal access in communities**, reducing reliance on driving and parking, consistent with broader County transportation and environmental goals.

COMMUNITY ENGAGEMENT

- Community survey received 894 responses
- Robust outreach process in two phases, with interactive digital exercises
 - **Phase 1** – Four community voices sessions between January – March 2022
 - **Phase 2** – One community voices session and three virtual community open houses in October 2022.
- Feedback directly informed the ordinance
 - Feedback about attention to local context
 - Lack of access to alternative transportation options should be considered and addressed in the ordinance
- Feedback also showed residents are experiencing housing affordability and availability challenges. Feedback also showed concerns over on-street parking impacts.
- Public comments at RPC meetings on March 1, May 24, and July 26, 2023

KEY PROVISIONS OF ORDINANCE

Consistency with State Law:

- Defines “Public Transit Areas” to include ½- mile radius of a major transit stop or high-quality transit corridor.
- Eliminates parking requirements for most land uses within Public Transit Areas per AB 2097
- Allows imposition of parking requirements with findings after a parking study has been submitted within 30 days of an application for a development project, with some exceptions, per AB 2097
- Updates parking standards to be consistent with State Density Bonus Law
- Shared parking to be consistent with AB 894.

EXISTING VS. PROPOSED ORDINANCE

Minor Local Policy	Existing Regulation	Proposed Ordinance
Separation of parking for residential and commercial uses	Separation required	No longer required
Ownership of parking spaces	Parking must be owned by the same entity as the land use	No longer required
Covered parking	Required (extra parking may be uncovered)	No longer required
Compact parking	40% Maximum for required parking	Clarifies excess parking can be compact Allows compact tandem by-right
Parking stall standards	Standard 8.5' x 18' Standard tandem 8.5' x 36' Back-up Aisle 26'	Standard 8.5' x 17.5' Standard tandem 8.5' x 35' Back-up Aisle 25' New parallel and tandem standards

EXISTING VS. PROPOSED ORDINANCE

Major Local Policy	Existing Regulation	Proposed Ordinance
Small housing projects (10 or less units)	Required parking: 1-3/ unit, based on # of bedrooms	Required parking: 1/unit
Large housing projects (11 or more units)	Required parking: 1-3/ unit, based on # of bedrooms	May be reduced by 25% & 50% with TDM
Guest parking	1 / 4 units	1 / 10 units No guest parking for small housing projects
Off-site and shared parking	Parking Permit required	Ministerially allowed Off-site up to 1,320 feet with agreement or covenant with 2 distance tiers
Transportation Demand Management	None	New TDM menu, up to 28 options
Parking Permit Chapter	Compact parking subject to Permit	Remove compact parking, add car-sharing

Questions?