



Los Angeles County Residential Parking Study

Developer Interviews
Winter 2022



Background and Study Goals

GOAL: Increase housing production

Unincorporated areas of Los Angeles County

- More than 2,600 square miles
- 2/3 of the County's total land area
- 1/10 of the County's population
- 11 Planning Areas
 - Ranging from small communities, areas with sparse populations and high deserts, to dense communities near transit and resources with 150,000 residents

Parking Requirements for Housing

- County Parking Ordinance (under the LA County Parking Ordinance in Title 22) establishes parking requirements in unincorporated areas
- Established in 1983
- One-size fits all except for some areas near transit or covered under specific plans and mixed-use zones
- Request for parking reduction requires discretionary review
 - Increases cost and uncertainty
- Los Angeles County 2035 General Plan establishes unique tools and approaches in the 11 Planning Areas to develop multi-family housing



Study Purpose

- Focus is the unincorporated areas of LA County
- Analyze parking policies and conditions that impact affordability and the production of multi-family housing and mixed-use developments
- Develop recommendations and strategies to reduce parking requirements and streamline procedures to increase the affordability and production of multi-family and mixed-use developments
- Amend parking requirements and other related provisions, reviews, and procedures in the County Code to:
 - Remove barriers and improve efficiencies for multi-family housing development
 - Reduce the cost of housing
 - Encourage more economical, green, and healthy travel
 - Reducing the need for driveways and curb cuts
 - Improving walkability and flexibility
 - Improving air quality

Planning Areas Framework

Figure 5.1



Discussion Questions: Current Regulations

1. How do the current parking regulations affect your ability to develop housing? Are there specific parcel types that are undevelopable (due to size or other constraints) because of required parking?
2. How do you feel the availability of off-street parking affects the attractiveness of an apartment/home to renters/buyers? Are there differences across the various unincorporated communities or other market demographics?
3. How do you feel the current parking regulations impact housing affordability, amount of product coming to market and type of product, within LA County's unincorporated communities? What is the associated costs on rents?
4. Are there potential cost savings that could be achieved by reducing parking requirements? Can you identify specific cost savings? How would those cost savings translate to either additional units, the size of units constructed per site or in making a non-viable site buildable?
5. If reduced parking is no longer an incentive for the density bonus program, does the density bonus lose value in terms of providing more units? Would the other density bonus options be attractive to build more units?



Discussion Questions: Shared Parking

Shared Parking:

- A “pool” of parking, shared among all residents of a multifamily development
- Typically necessitates a smaller number of parking spaces needed to accommodate residential or mixed-use parking demand than would spaces that were partially or entirely reserved on a land use or residential unit- by-unit basis
- Sharing parking between residential parking supply and another land use on the property (such as commercial or office). May be a partial sharing of spaces such as residential guest or second spaces.
- Sharing parking with a nearby/off-site location? Could they see doing that as an acceptable way to meet a requirement and address the market demand for resident parking?

1. In your experience, how effective is shared parking or off-site parking in mixed-use developments?
2. Can you foresee that any of the following could influence the number and/or size of the residential units you build?
 - a. Elimination of requirements for parking spaces that are effectively reserved or otherwise dedicated to a specific residential unit
 - b. Elimination of requirements for garaged or otherwise covered parking for residential units
3. Might lender, market or other “requirements” prevent you from incorporating this type of shared, uncovered, or tandem parking in the design of your project(s)?

Discussion Questions: Constraints

1. How do ADA requirements and guest parking requirements impact project designs?
2. Are there constraints outside of the parking requirements under the LA County Parking Ordinance that affect how much parking you must build on a site (i.e., lender requirements, the market, perception on the need for parking, other requirements)? or how that parking is provided (for example shared, or off site)?
 - a. Would parking maximums alleviate this constraint?
3. To what extent would nuance in the code to address different locations/circumstances threaten to add confusion for developers and the process?



Discussion Questions: Demand Management

1. What do you feel influences travel behaviors in LA County and the need for vehicle ownership and parking in residential areas? Are there differences across the various unincorporated communities?
2. Which design-related transportation demand management (TDM) and parking reduction strategies do you think have the most impact on reducing off-street residential parking demand? How do the cost of the measures determine what you implement?
3. Have you taken advantage of the bicycle parking incentive to reduce vehicle parking requirements? What was your experience with the reduction, could it be more impactful? How does the cost of vehicle parking factor in this decision?
4. What are the top three criteria we should consider in determining where to reduce off-street parking requirements?

For example:

- Proximity to transit
- Transportation demand management measures on property
- Walkability to places of interest
- High resource areas that are proximate to daily necessities (schools, daily necessities, employment)
- Proximity of transit to employment centers
- Nearby bicycle facilities
- On-street parking regulations that ensure parking availability on the street and minimize parking spillover impacts



Discussion Questions: Issues and Opportunities

1. Are you familiar with the concept of unbundling parking? Do you feel this would be beneficial in some or all unincorporated communities in LA County? Do you foresee any challenges with unbundling parking (e.g., lower rents, parking spaces that are do not get rented?)
2. Are you familiar with the concept of parking in-lieu fees? Do you feel this would be beneficial in LA County in terms of flexibility in how many parking spaces the developer could build? How would the cost of the in-lieu fee affect if you would take advantage of the program?
3. Could you be more supportive of an in lieu-fee policy or parking benefit district if revenue generated by in lieu fees went specifically for transportation improvements, amenities, or neighborhood improvements at or around the site of the proposed development?
4. Would a reduction in parking requirements influence your likelihood of utilizing the density bonus program and building affordable housing?
5. If parking requirements for multifamily housing were eliminated entirely or if there were parking maximums, do you envision that this could trigger a material increase in the number of residential units constructed? Why or why not? Does the answer to this question vary by community within unincorporated Los Angeles County? Why or why not?
6. What would you hope to see as the end result of this parking study?

Unbundling Parking:

Unbundling parking separates the cost to rent or buy a parking space from the cost to rent an apartment.

Parking spaces are sold or leased separately from the purchase of a home or apartment rent, which lowers overall housing costs.

When parking is included in rents:

Hides transportation cost burden in housing prices.

People are left without a choice. Increases the demand for on-site parking.



For more information contact:

For questions on the project schedule,
future outreach, and ordinance review
please contact:

Alyson Stewart
County of Los Angeles
Department of Regional Planning
astewart@planning.lacounty.gov

For questions related to today's discussion,
please contact:

Chrissy Mancini Nichols
Walker Consultants
cmancini@walkerconsultants.com

