

Goes on Division of Land Masthead

Date: March 1, 2006

To: Licensed Engineers, Surveyors and Subdivision Consultants

From: Emily Gabel Luddy
Deputy Advisory Agency

Subject: ADVISORY AGENCY POLICY NO. 2006-2
MULTI FAMILY PARKING POLICY

The following Parking Policy supercedes all prior Advisory Agency Policies on Parking for multi-family residential projects.

Introduction

The Advisory Agency has maintained long-standing parking standards with respect to the development of new multi family condominium units. Over the past 20 years, ~~several geographically-focused regulations have been adopted which did not exist~~ previously. In addition, a fixed rail or dedicated bus lane system has been constructed serving several parts of the City. The new Parking Policy is issued within the context of these new factors and recognizes that not all parts of the City should be considered with a "broad brush." Factors, such as local community collaboration as well as the completion of major infrastructure improvements afford a more tailored approach to parking. One size no longer fits all.

The new Policy recognizes primacy of other adopted City regulations – e.g., adopted Redevelopment Plans/Amendments, adopted Specific Plans – where those regulations specifically address parking standards for residential units. In some cases, these adopted regulations – which address limited geographic areas of the City, and were completed after extensive local input – may be less restrictive than the citywide Advisory Agency's policy. In other cases, the adopted regulations may be more restrictive.

Policy

A. Regulations adopted for specific geographic areas:

1. In adopted Redevelopment Plan Areas: Comply with the parking standard for residential development. This applies only where the Redevelopment Plan contains a specific standard.
2. In the designated Central City Area: Comply with the requirements of Section 12.21-A,4 (p). The minimum standard ranges from 1 to 1 1/4 per new dwelling unit.
3. In adopted Specific Plan areas: Comply with the parking standard for residential development. Some specific plans contain unique standards for condominiums. *Check the specific plan first.*

B. Other regulations

1. Affordable Housing Incentives Ordinance: Until and unless superceded by other regulations, any dwelling unit set aside consistent with Section _____ of the Zoning Code will require 1 parking space per.
2. Fixed rail/Major Bus Route: Within 1500 feet of a fixed rail or Major Bus line stop, reductions in on-site parking will be considered, utilizing the standards of the Los Angeles Municipal Code. The Orange Line, a rapid bus line, is considered under this policy to operate as a fixed rail because it travels on dedicated lanes.

C. New Condominiums:¹

	Up to Five Dwelling Units	Six D.U.s or more
Parking per DU	2	2
Guest Parking per DU		
Non-Congested Area	1/4	1/4
Congested Area	1/4	1/2
Congested Area with Side-By-Side parking in private garages with direct entries into units	1/4	1/4

D. Condominium Conversions:

1. Minimum 2 spaces per unit for projects if the building is more than 5 years old from a temporary issuance of its Certificate of Occupancy.
2. For projects where the building is five or less years old from the Certificate of Occupancy, standards for new condominiums shall apply.
3. The Advisory Agency may require up to one of the required resident parking spaces per dwelling unit to be covered, where it finds it reasonable, feasible and consistent with the purposes of Section 12.95.2-H (residential conversions).
4. Designated Historic/Cultural Monument: For designated National

¹Determinations on required parking by the Advisory Agency are not intended to supercede more restrictive requirements contained on other adopted City ordinances, including "Q" conditions. Further, additional guest parking will be considered in special areas of the City which are either subject to public access demands (such as beach areas) or where on-street parking is highly restricted (Major Highways, such a Barham Boulevard).

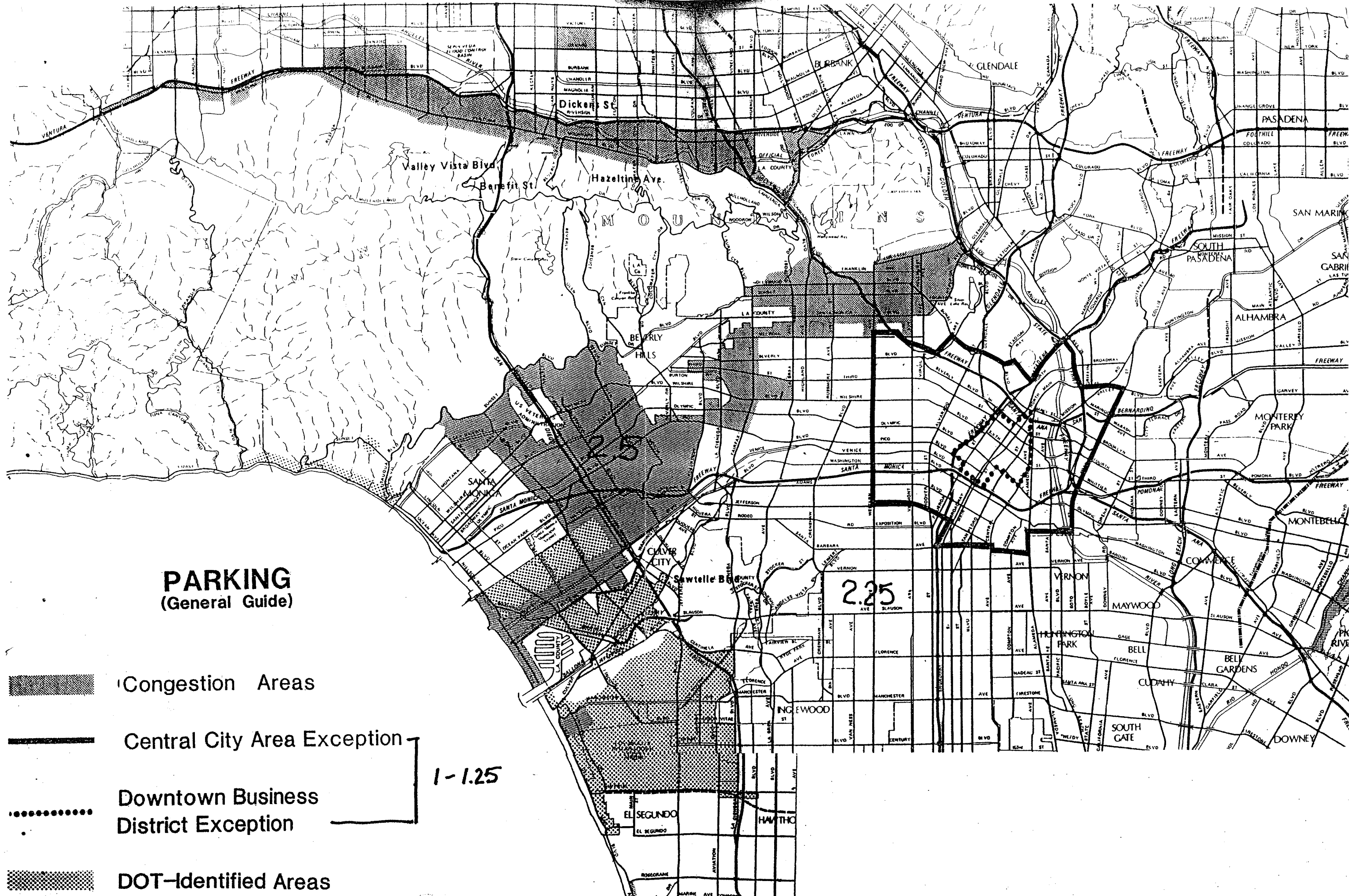
Register, State or City historic monuments, no additional on-site parking spaces need be provided (LAMC Section 12.21-A,4(x)).

E. Unique Considerations



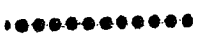

1. Parking stackers or automatic lifts which can accommodate two cars will be considered by the Advisory Agency for residential – not guest – parking. These require approval under the Building Code. Therefore, written approval from the Department of Building and Safety must be secured prior to the subdivision or parcel map public hearing.
2. Density bonus pursuant to SB1818, unless and until superceded by other state law: Projects that qualify for density bonuses pursuant to SB 1818 can comply with parking standards that are spelled out in the law itself. Condominium subdivisions may provide 1 space per unit for all one-bedroom units in the project (not just the restricted ones) inclusive of guest parking; 2 spaces per unit for all 2-3 bedroom units (not just the restricted ones) inclusive of guest parking; and 2-1/2 for all 4+ bedroom units (not just the restricted ones) inclusive of guest parking .

This policy will be reviewed July 1, 2007.

Aaparking.2006-2.01.05.06
Rev. 02.23.06



PARKING
(General Guide)

-  Congestion Areas
-  Central City Area Exception
-  Downtown Business District Exception
-  DOT-Identified Areas

1-1.25

2.25