Department of City Planning · Code Studies Section

NOTICE OF PUBLIC HEARING

Citywide Proposed Zoning Code Amendment

CASE: CPC-2007-2216-CA
ENV-2011-308-ND

Modified Parking Requirement District
Council District: All

This notice is to inform you of a public hearing for case number CPC-2007-2216-CA, a proposed zoning code amendment that has been initiated by the Department of City Planning. All interested persons are invited to attend the public hearing at which you may listen, speak, or submit written information relating to the environmental determination and the proposed project.

PLACE: Los Angeles City Hall
Room 1010
200 N. Spring St, Los Angeles, CA 90012

TIME: **Wednesday, March 30, 2011 at 2:00 p.m.**

STAFF: Tom Rothmann, tom.rothmann@lacity.org, 213-978-1370

PROPOSED PROJECT: A proposed ordinance (Appendix B) amending Sections 12.04, 12.24, 12.32, and 13.16 of the Los Angeles Municipal Code (LAMC) to create a Modified Parking Requirement (MPR) District offering eight optional parking requirement modification tools including (1) change of use parking standards, (2) use of a new Parking Reduction Permit, (3) off-site parking within 1500 feet, (4) decreased parking requirements, (5) increased parking requirements, (6) commercial parking credits, (7) universal valet, and (8) municipal garage proximity relief; and create a Parking Reduction Permit to be used exclusively within the MPR District.

PURPOSE: The purpose of the hearing is to obtain testimony from affected and/or interested persons regarding this project. The hearing will be conducted by a Hearing Officer who will consider all the testimony presented at that time and any written communication received prior to or at the hearing from affected and/or interested persons regarding this Project, as well as the merits of the proposed ordinance as it relates to existing environmental and land use regulations. The environmental document will be among the matters considered at the hearing. After the hearing, Code Studies staff will prepare a report, including a final recommendation, which will be considered by the City Planning Commission at a later date.

EXHAUSTION OF ADMINISTRATIVE REMEDIES: If you challenge a City action in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence on these matters delivered to the Department before the action on this matter. Any written correspondence delivered to the Department before the action on this matter will become a part of the administrative record. Note: This may not be the last hearing on this matter.

ADVICE TO PUBLIC: The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda.

WRITTEN COMMUNICATION: Written communications should cite the Case Number indicated at the top of this notice and may be mailed to the Attention of the Staff Contact identified above at the Los Angeles Department of City Planning, Community Planning Bureau, City Hall - Room 621, 200 North Spring Street, Los Angeles CA 90012.

REVIEW OF THE FILE: The complete file including application and an environmental assessment is available for public review at the Department of City Planning, City Hall - Room 621, 200 North Spring Street, Los Angeles CA 90012 between the hours of 8:00 AM to 5:00 PM, Monday through Friday. Please call the Staff Contact indicated at the top of this notice several days in advance to assure its availability. Case files will not be available for inspection on the day of the hearing.

ACCOMMODATIONS: As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability. The hearing facility and its parking are wheelchair accessible. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or services may be provided upon request. *Como entidad cubierta bajo el Título II del Acto de los Americanos con Desabilidades, la Ciudad de Los Angeles no discrimina. La facilidad donde la junta se llevará a cabo y su estacionamiento son accesibles para sillas de ruedas. Traductores de Lengua de Muestra, dispositivos de oído, u otras ayudas auxiliaries se pueden hacer disponibles si usted las pide en avance.*

Other services, such as translation between English and other languages, may also be provided upon request. *Otros servicios, como traducción de Inglés a otros idiomas, también pueden hacerse disponibles si usted los pide en avance.*

To ensure availability or services, please make your request no later than three working days (72 hours) prior to the hearing by calling the staff person referenced in this notice. *Para asegurar la disponibilidad de éstos servicios, por favor haga su petición al mínimo de tres días (72 horas) antes de la reunión, llamando a la persona del personal mencionada en este aviso.*

Q&A: Modified Parking Requirement (MPR) District

Q: What is the MPR District?

A: The Modified Parking Requirement (MPR) District is a type of supplemental use district intended to provide parking flexibility for individual neighborhoods. It offers a menu of 8 parking options that can be chosen individually or in combination, based upon the parking concerns facing that specific area.

Q: What are parking requirements and why would we change them for a specific community only?

A: The City requires different amounts of automobile parking spaces for different types of land uses. A one-size-fits-all approach to parking and the City's increasingly complex and location-specific parking problems necessitate that the City be able to regulate parking on a community basis. The MPR is intended to provide flexibility to address parking on a community basis by allowing one or more changes to the citywide parking standards within the district.

Q: How might these tools benefit certain neighborhoods?

A: Below are some examples for each of the 8 tools:

1. **Decreased Parking Requirements:** Recently expired CRA districts that had offered parking reductions to incentivize development can continue to provide reduced parking.

2. **Increased Parking Requirements:** Areas with an abundance of outdoor dining and limited street parking could benefit. Since the Zoning Code does not require parking for outdoor dining, this tool could exempt certain areas from that provision.

3. **Off-site parking:** Denser areas with ample public transit could benefit from allowing a use to provide parking across the street or down the block. Often projects cannot be built since smaller, irregularly shaped parcels cannot accommodate a building and its required parking.

4. **Change of Use Parking Standards:** Varying parking requirements for different uses can be an obstacle when one type of business is being replaced by another. Grandfathering in the existing parking for a new use would alleviate this problem.

5. **Commercial Parking Credits:** Areas with older buildings without off-street parking but ample on-street parking would benefit from the use of city-owned parking credits. Allowing business operators to use parking credits would allow new businesses to open more quickly.

6. **Universal Valet:** Popular nighttime destinations could benefit from regulated valet services.

7. **Proximity to Municipal Garages:** Areas that are located near public garages might require less parking for individual projects.

8. **Parking Reduction Permit:** Areas with ample transit could permit parking reductions for individual projects when they incorporate transportation alternatives.

Q: Will I have any say in whether my neighborhood would benefit from an MPR District?

A: Yes. This ordinance merely establishes the ability to enable a district in the future. It does not change any existing parking requirements. To establish a district in the future, a public process must take place which includes a public hearing and an environmental review.

APPENDIX B

PROPOSED ORDINANCE FOR DISCUSSION

A proposed ordinance amending Sections 12.04, 12.24, 12.32 and adding Section 13.16 of the Los Angeles Municipal Code (LAMC) to create a Modified Parking Requirement (MPR) District offering eight optional parking requirement modification tools including (1) change of use parking standards, (2) use of a new Parking Reduction Permit, (3) off-site parking within 1500 feet, (4) decreased parking requirements, (5) increased parking requirements, (6) commercial parking credits, (7) universal valet, and (8) municipal garage proximity relief; and create a Parking Reduction Permit to be used exclusively within the MPR District.

THE PEOPLE OF THE CITY OF LOS ANGELES
DO HEREBY ORDAIN AS FOLLOWS:

Section 1. Subsection D of Section 12.04 of the Los Angeles Municipal Code is amended to read:

D. Certain portions of the City are also designated as being in one or more of the following districts, by the provisions of Article 3 of this chapter.

"O"	Oil Drilling District
"S"	Animal Slaughtering
"G"	Surface Mining District
"RPD"	Residential Planned Development District
"K"	Equinekeeping District
"CA"	Commercial and Artcraft District
"POD"	Pedestrian Oriented District
"CDO"	Community Design Overlay District
"MU"	Mixed Use District
"FH"	Fence Height District
"SN"	Sign District
"RFA"	Residential Floor Area District
"NSO"	Neighborhood Stabilization Overlay District
<u>"MPR"</u>	<u>Modified Parking Requirement District</u>

The "**Zoning Map**" is amended to indicate these districts and the boundaries of each district.

Land classified in an "O" Oil Drilling District, "S" Animal Slaughtering District, "G" Surface Mining District, "RPD" Residential Planned Development District, "K" Equinekeeping District, "CA" Commercial and Artcraft District, "POD" Pedestrian Oriented District, "CDO" Community Design Overlay District, "MU" Mixed Use District, "FH" Fence Height District, "SN" Sign District, "RFA" Residential Floor Area District, ~~or~~ "NSO" Neighborhood Stabilization Overlay District, <u>or "MPR" Modified Parking Requirement District</u> is also classified in one or more zones, and land classified in the "P" Automobile Parking Zone may also be classified in an "A" or "R" Zone.

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These classifications are indicated on the "**Zoning Map**," with a combination of symbols, e.g., **R2-2-O**, **C2-4-S**, **M1-3-G**, **M1-1-P** and **R2-O**, **C2-G**, etc., where height districts have not been established.

Sec. 2. New Subdivision 28 of Subsection X of Section 12.24 of the Los Angeles Municipal Code is added:

28. Reduced Parking in a Modified Parking Requirement (MPR) District. A Zoning Administrator may, upon application, permit a reduction in the number of off-street parking spaces required by Section 12.21A.4 for a project located within a Modified Parking Requirement (MPR) District as set forth in Section 13.14.

Sec. 3. Subsection K of Section 12.32 of the Los Angeles Municipal Code is deleted:

~~**K. Parking Restriction District.**~~

~~1. An area may be designated by the Council by ordinance adopted in the manner required for a change of zone or height district as a Parking Restrictions District and provide parking requirements more restrictive than those otherwise required in Paragraph 12.21 A 4 (c) of this Code for the same use, if it meets one or more of the following criteria. In adopting the ordinance the Council shall make the following findings:~~

~~(a) There is a lack of transit service; or~~

~~(b) There is a high potential for spillover parking impacts on adjacent residential areas; or~~

~~(c) There is a low probability that parking management programs, transportation demand management programs, or public parking facilities will be available.~~

~~2. The boundaries of the area shall be accurately defined as a Parking Standards District (PSD) by ordinance, adopted in the same manner as required for a change of zone or height district.~~

~~3. Within a Parking Standards District, the minimum or maximum spaces required for commercial uses and commercial uses within industrial buildings, shall be established in the text of the ordinance.~~

Sec. 4. Subsection L of Section 12.32 of the Los Angeles Municipal Code is deleted:

~~**L. Parking Reduction District.** An area may be designated by the Council by ordinance as a Parking Reductions District and provide parking requirements less restrictive than those otherwise required in Paragraph 12.21 A 4 (c) of this Code for the same use. In adopting the ordinance the Council shall make the following findings:~~

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~~1. A parking overflow impact on residential neighborhoods will not be created nor will traffic congestion increase; and~~

~~2. There exists a combination of parking management programs, transportation alternatives, or other infrastructure improvements, and commercial building access programs, along with a method for City monitoring and ensuring compliance therewith, that negate the need for higher parking requirements; and~~

~~3. Flexible transportation approaches and parking management programs instead of a higher number of fixed parking space requirements are more consistent with the region's air quality goals, community character and general plan of the area than the accommodation of additional automobiles.~~

Sec. 5. Subsection S of Section 12.32 of the Los Angeles Municipal Code is amended to read as follows:

S. Supplemental Use Districts.

1. **Establishment of Districts**.

(a) **Purpose**. The purpose of this article is to regulate and restrict the location of certain types of uses whose requirements are difficult to anticipate and cannot adequately be provided for in the "**Comprehensive Zoning Plan**". These uses, the boundaries of the districts where they are permitted, the limitations governing their operations, and the procedure for the establishment of new districts, are provided for in this article. Except for the "**Supplemental Uses**" permitted by this article, all property within the districts hereby established is subject to the provisions of the "**Comprehensive Zoning Plan**".

(b) **Districts.** In order to carry out the provisions of this article, the following districts are established:

"O"	Oil Drilling District
"S"	Animal Slaughtering District
"G"	Surface Mining District
"RPD"	Residential Planned Development District
"K"	Equinekeeping District
"CA"	Commercial and Artcraft District
"POD"	Pedestrian Oriented District
"CDO"	Community Design Overlay District
"MU"	Mixed Use District
"FH"	Fence Height District
"SN"	Sign District
"RFA"	Residential Floor Area District
"NSO"	Neighborhood Stabilization Overlay District
<u>"MPR"</u>	<u>Modified Parking Requirement District</u>

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These districts and their boundaries are shown on portions of the "Zoning Map" as provided for in Section 12.04 and made a part thereof by a combination of the zone and district symbols. This map and the notations, references and other information shown on it, which pertain to the boundaries of these districts are made a part of this article as if fully described here. Reference is hereby made to those maps, notations, references and other information for full particulars.

Sec. 6. Section 13.14 of the Los Angeles Municipal Code is added:

13.16 MODIFIED PARKING REQUIREMENT (MPR) DISTRICT.

A. **Purpose.** This section sets forth procedures and guidelines for the establishment of Modified Parking Requirement (MPR) Districts to supplement areas of the City that have been identified as having unique parking issues. Such issues can be mitigated through various parking amount and location modification strategies identified in Subsection D of this Section. Each MPR District will be designated by the Council by ordinance adopted in the manner required for a change of zone.

B. **Establishment of Districts.** The procedures set forth in Section 12.32 S of the code shall be followed to establish a Modified Parking Requirement (MPR) District. Within a MPR District, one or more of the strategies listed in Subsection D shall be clearly established within the text of the ordinance.

C. **Size and Boundaries.** An MPR District shall contain at least three acres in area and the boundaries shall be accurately defined by ordinance and adopted in the same manner as required for a change of zone or height district.

D. **Optional Modified Parking Requirement (MPR) District Strategies.** One or more of the seven strategies listed in this subsection shall be enumerated in the MPR District.

1. **Change of Use Parking Standards.** The required number of parking spaces shall be the same as the number of spaces that existed on the site on the date the Parking Space Modification District is established.

2. **Off-site Parking.** The automobile parking spaces required by Section 12.21 A.4 shall be provided either on the same lot as the use for which they are intended to serve or on another lot within 1500 feet therefrom; said distance to be measured horizontally along the streets between the two lots, except that where the parking area is located adjacent to an alley, public walk or private easement which is easily usable for pedestrian travel between the parking area and the use it is to serve, the 1500-foot distance may be measured along said alley, walk, or easement.

3. **Parking Reduction Permit.** A Parking Reduction Permit, per Section 12.24 X.28, may be initiated to request reductions in parking for individual projects.

4. **Decreased Parking Requirements.** Parking requirements may be more restrictive than those otherwise required in Paragraph 12.21 A 4 of this Code. Each use with

modified parking requirements must be itemized with its new parking requirement within the MPR District; otherwise the number of spaces shall be governed by Section 12.21 A 4.

5. **Increased Parking Requirements.** Parking requirements may be less restrictive than those otherwise required in Paragraph 12.21 A.4 of this Code. Each use with modified parking requirements must be itemized with its new parking requirement within the MPR District; otherwise the number of spaces shall be governed by Section 12.21 A.4.

6. **Commercial Parking Credits.** Parking requirements may be satisfied by the purchase of parking credits. The number of available parking credits shall be established by a survey that denotes the number of underutilized public parking spaces available within the MPR at various times of the day. The parameters of which shall be delineated in the individual MPR District.

7. **Universal Valet.** The number of required off-site parking spaces may be satisfied by Universal Valet parking credits. The parameters of the transfer of Universal Valet parking credits shall be delineated in the individual MPR District.

8. **Municipal Garage Proximity Relief.** Up to a 50 percent parking space reduction may be granted for non-residential uses within 1500 feet of a municipal parking garage.

Sec. 7. The City Clerk shall certify …

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