

## APPENDIX C

### PROPOSED ORDINANCE FOR DISCUSSION

A proposed ordinance amending Sections 12.04, 12.24, 12.32, 13.00 and adding Section 13.15 of the Los Angeles Municipal Code (LAMC) to create a Modified Parking Requirement (MPR) District offering seven 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, and (7) maximum parking requirements.

### 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
"CPIO"	Community Plan Implementation Overlay District
"MPR"	<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, "CPIO" Community Plan Implementation Overlay District, or "MPR" Modified Parking Requirement District 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.

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 13.15.

**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:~~

~~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.** Subdivisions 2 and 3 of Subsection S of Section 12.32 of the Los Angeles Municipal Code is amended to read as follows:

**S. Supplemental Use Districts.**

2. **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 Planning 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
"CPIO"	Community Plan Implementation Overlay District
"HS"	Hillside Standards Overlay District
<u>"MPR"</u>	<u>Modified Parking Requirement District</u>

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.

3. **Establishment of Districts.**

(a) **Requirements.** The procedure for initiation or an application to establish, change the boundaries of or repeal a supplemental use district shall be as set forth in this section with the following additional requirements.

(b) **Additional Requirements for Application.** Except for CPIO Districts, which may not be established through the application procedure, one or more of the owners or lessees of property within the boundaries of the proposed district may submit a verified application for the establishment of a district. An application for the establishment of a Commercial and Artcraft District, a Pedestrian Oriented District, an Equinekeeping District, a Community Design Overlay District, a Mixed Use District, a Sign District, a Residential Floor Area District, a Neighborhood Stabilization Overlay District, ~~or a Hillside Standards Overlay District,~~ or a Modified Parking Requirement District shall contain the signatures of at least 75 percent of the owners or lessees of property within the proposed district. An application for the establishment of a Fence Height District shall contain the signatures of at least 50 percent of the owners or lessees of property within the proposed district. An application shall be accompanied by any information deemed necessary by the Department.

If establishment of a district is initiated by the City Council, City Planning Commission, or Director of Planning, the signatures of the property owners or lessees shall not be required.

(c) **Action on the Initiation or Application.**

(1) **Authority.** Notwithstanding the provisions of Subsection C., only the City Planning Commission is authorized to make recommendations regarding approval or disapproval in whole or in part on an application for or the initiation of the establishment of a supplemental use district to the Council.

(2) **Notice.** Notice of the public hearing shall also be given to the Bureau of Engineering and Department of Transportation for an application or initiation to establish a supplemental use district.

(3) **Time for Commission to Act on Application.** The City Planning Commission shall act on an application to establish an "O", "S", "G", "K", "CA", "POD", "CDO", "MU", "FH", "SN", "RFA", "NSO", "CPIO", ~~or "HS",~~ or "MPR" District within 75 days from the date of the filing of the application. The City Planning Commission shall act on an application to establish an "RPD" District within 75 days from receipt of the Subdivision Committee report and recommendation. The City Planning Commission shall act on proceedings initiated by the Council within 75 days of receipt of that action from the Council, or within the time that the Council may otherwise specify.

(4) **Disapproval - Appeal to Council.** If the City Planning Commission recommends disapproval of an application, in whole or in

part, any owner or lessee of property included in a proposed district may appeal that decision to the Council by filing an appeal with the City Planning Commission pursuant to the procedure set forth in Subsection D. of this section.

**Sec 6.** Article 3 of the Los Angeles Municipal Code is amended to read as follows:

Section

- 13.01 "O" Oil Drilling Districts.
- 13.02 "S" Animal Slaughtering Districts.
- 13.03 "G" Surface Mining Operations Districts.
- 13.04 "RPD" Residential Planned Development Districts.
- 13.05 "K" Equinekeeping Districts.
- 13.06 Commercial and Artcraft Districts.
- 13.07 Pedestrian Oriented District.
- 13.08 "CDO" Community Design Overlay District.
- 13.09 Mixed Use District.
- 13.10 Fence Heights District.
- 13.11 "SN" Sign District.
- 13.12 "NSO" Neighborhood Stabilization Overlay District.
- 13.13 "RFA" Residential Floor Area District.
- 13.14 "CPIO" Community Plan Implementation Overlay District.
- 13.15 "MPR" Modified Parking Requirement District.
- ~~13.15~~ 13.16 Violation.

**Sec. 7.** Section 13.15 of the Los Angeles Municipal Code is added:

**13.15 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. Reducing parking and providing flexibility in the location of off-street parking will ease traffic congestion and enable more affordable housing. Each MPR District will be designated by the City 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. With the exception of the Adaptive Reuse Incentives Areas Specific Plan and the South Central Alcohol Sales Specific Plan no MPR District shall be established over an area governed by a specific plan established on or before the effective date of this ordinance. 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 encompass a minimum of two entire block faces, one full city block, or five 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. **Initiation.** Initiation or amendment of an MPR District may be at the request of a private applicant, the Director of Planning, the City Planning Commission, or City Council.

E. **Findings.** In addition to the findings set forth in Section 12.32 C-2, the City Planning Commission must find that the District, and the strategies included in the District, are appropriate considering such factors as local transit dependency and automobile usage, traffic, available parking, and lever of transit service, and the goals, policies, and objectives set forth in the applicable community plan.

F. **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, guaranteed through a covenant agreement. The said distance is to be measured parallel to any street, alley, public walk, or private easement that allows public pedestrian travel from the parking area to the use it is to serve.

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 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.

#### Additional Findings.

a. The parking reduction, taking into account impacts such as parking overflow and increased traffic congestion and potential benefits such as enhanced mobility and neighborhood vitality, shall not adversely affect the surrounding neighborhood; and

b. 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

c. 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.

5. **Increased 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.

Additional 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.

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. **Maximum Parking Requirements.** Maximum parking limits may be set. Each use with maximum 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.

G. **Exception: Rent Stabilized and Restricted Affordable Units.** The Modified Parking Requirement District strategies described in Section F., with the exception of the strategies described in subsections F.5. and F.6., shall not be made available on any property with existing dwelling units or existing joint living and work quarters subject to the Rent Stabilization Ordinance or existing, restricted affordable units, as defined in Section 12.22 A 25(b) of this Code. Modified Parking Requirement District strategies, may however, be made available to properties if no such rent-stabilized or restricted units have been or will be converted, demolished, destroyed, or otherwise removed from the restrictions of the Ordinance or covenant. For purposes of this provision, "existing" shall mean units or quarters that existed on the property and were occupied subject to the Rent Stabilization Ordinance or as restricted affordable units anytime after June 30, 2006. Required parking on such properties may however be reduced by the Affordable Housing Incentives – Density Bonus (Ordinance 179,681) and other applicable affordable housing incentive programs.

H. **Affordable Housing Incentives.** No Modified Parking Requirement District shall have the effect of reducing the incentives provided under Section 12.22 A 25 (c) of this Code and other laws and ordinances to induce market-rate developers to produce affordable units in their projects.

**Sec. 8.** The City Clerk shall certify ...