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Agenda
WRAC Mobility and Transportation Committee
Wednesday, November 20, 2024 – 7:00 to 8:30 PM
<https://westsidecouncils.com/meetings>

Join Zoom Meeting:

<https://us02web.zoom.us/j/85493452587?pwd=RDNzZ0ZFVW95UEg2S1NZbJlVcUhhHUT09>
Meeting ID: 854 934 52587 | Password: 230002 | Dial by your location: +1 669 900 9128

1. **Call to Order and Committee Member Roll Call** – Chair Selena Inouye presiding
2. **Public Comment for Items Not on the Agenda**
3. **Adoption of the Agenda & Approval of Minutes** – July, August, September 2024
4. **Special Orders**
 - a. Mobility and Transportation reports – Jeff Khau/Sean Silva CD11 and Jarrett Thompson CD 5 (when available)
5. **Committee housekeeping items**
6. **Old Business:** for updates, further discussion and possible action
 - a. [Previously passed MTC motions](#): Metro TCN 405 Freeway motion [here](#); Disabled Parking and EV Charging motion sent back to committee for clarification (attached); reconsideration of Bus Lane Violations Enforcement Pilot Program motion (attached)
 - b. Digital billboards: [Metro TCN](#), [STAP](#) and [IKE](#) programs
 - c. Metro projects: [Sepulveda Transit Corridor](#), [I-405 ExpressLanes](#) and the [Traffic Reduction Study](#) project
 - d. [LADOT Westside Mobility Projects](#)
 - e. 2028 Olympics Transportation Planning
 - f. Motion regarding incidents/street takeovers involving e-bike and scooter users (Tropp)
 - i. [LA Municipal Code Sec. 56.15](#). Bicycle Riding – Sidewalks
 - ii. [LA Municipal Code Sec. 71.31](#). Restrictions On Electric Bicycle, Motorized Scooter, And Other Mobility Device Rentals At Venice Beach.
 - iii. For consideration: [San Diego e-bike safety pilot program](#) (CA [Assembly Bill 2234](#))
7. **New Business:** for discussion and possible action
 - a. City Council mobility/transportation motions and [CFMS](#) updates since the last MTC meeting (all committee members)
8. **Reports** – including topics for discussion/possible action
 - a. Metro (Steve Lantz)
 - b. Neighborhood Council Sustainability Alliance Transportation Committee (any attendees)
 - c. Co-Motion Los Angeles conference, November 12-14, 2024 (any attendees)
9. **Future Meetings and Agenda Items**
 - a. Next meeting: Wednesday, December 18, 2024 at 7:00 PM via Zoom
 - b. Upcoming guests: Archer Aviation – TBD, LAPD West Traffic Division – TBD, SkyRail and Sepulveda Transit Corridor Partners - TBD
10. **Public Comment and Announcements**
11. **Adjournment**

**OPPOSES COUNCIL FILE: 24-1151: BUS LANE VIOLATION
ENFORCEMENT PILOT PROGRAM / CITY REVENUE /
SPENDING PLAN PROPOSAL / CORE SERVICES AND
PROGRAMS**

WRAC Mobility and Transportation Committee
Broide/Lantz, passed 6-1-3

“The _____ NC/CC, a member of the Westside Regional Alliance of Councils (WRAC), opposes Council File: 24-1151: Bus Lane Violation Enforcement Pilot Program / City Revenue / Spending Plan Proposal / Core Services and Programs, passed by the City Council on October and believes that the revenue from bus lane violation enforcement pilot program should be used for public transit-related purposes only.

RE: Motion passed on Council File 24-1151 - Bus Lane Violation Enforcement Pilot Program

Selena Inouye <selenainouye@gmail.com>

Thu, Oct 17, 2024 at 7:17 AM

To: Barbara Broide <wncluc@gmail.com>, Alex Caryotakis <alex@westlasawtelle.org>, Lauren Cole <lauren@colemiala.com>, Kelsey Figone <kfigone531@gmail.com>, Lou Kamer <mrlou@me.com>, Stephen Lantz <lantzsh10@gmail.com>, Andrew Lewis <andrewlewiswnc@gmail.com>, Doug Mark <doug@epitaph.com>, Nancy Matson <nancyloum@gmail.com>, Nicole Miner <nlbminer@aol.com>, Debbie Nussbaum <nussbaum3@earthlink.net>, Vic Pacheco <vic@westlasawtelle.org>, April Peterson <azpazp@yahoo.com>, Jason Plummer <jasonplummer@soronc.org>, Joseph Roth <wncseat18@gmail.com>, Irene Sandler <isandler@babnc.org>, Steve Sann <stevesann2001@yahoo.com>, Michael Shaw <mshaw3748@gmail.com>, Jeffrey Tropp <jeffrey.tropp@delreync.org>, Thelma Waxman <thelma.waxman@gmail.com>, Connor Web <connorwwnc@gmail.com>, Christopher Wienberg <christopher.wienberg@gmail.com>
Cc: Robin Greenberg <robin@robingreenberg.com>, Chris Spitz <ppfriends3@hotmail.com>

Hello WRAC MTC members,

Last night we discussed [Council File 24-1151 - Bus Lane Violation Enforcement Pilot Program / City Revenue / Spending Plan Proposal / Core Services and Programs](#) under the Old Business item for the 2028 Olympics. It was shared that this motion allocated revenue from the LADOT Bus Lane Violations Enforcement Pilot Project to:

- "a. Restoration of traffic officer positions deleted in the Fiscal Year (FY) 2024-25 Budget, or a set aside for overtime, in order to conduct parking enforcement.
- b. Full or partial restoration of services and programs that were curtailed in the FY 2024-25 Budget, including but not limited to the Speed Hump Program; Paint and Sign Maintenance; as well as safe street and pedestrian safety improvements, including but not limited to infrastructure, to prevent intersection takeovers and street racing as previously instructed in Council File No. 22-1019.
- c. Transportation improvements and temporary staffing related to the 2028 Olympic and Paralympic games.
- d. Allocation of a percentage of the revenue to implement safety and mobility initiatives in Council Districts with bus lines participating in the Bus Lane Enforcement Pilot Program, in addition to recommendations as further lines and bus lanes are incorporated."

A motion was made opposing the allocation of revenues from the pilot project to items that were not specifically public transit-related. It passed by a vote of 6-1-3.

As I was writing up the motion we passed, I found another Council File on the same subject, [Council File: 21-1224 - Bus Lane Violations Enforcement / Los Angeles](#)

The report from LADOT attached to this Council File references the Memorandum of Understanding between Metro and LADOT regarding this project as follows (see attached):

"Cost recovery and revenue

Per the MOU, both LADOT and Metro may recover capital, operations, maintenance, and labor costs from revenue generated by citations issued through the program. All revenue collected and costs incurred will be reported and reimbursed quarterly and fully reconciled annually. LADOT expenses include two fully burdened, full-time traffic officers totaling \$289,109 in combined salaries and benefits annually.

LADOT's parking services contractor will provide set-up and maintenance for the new violations in both the existing software management program, eTIMS, and an additional software management program, Citeweb, which is their proprietary photo enforcement application. The costs are \$38,000 for eTIMS set-up and customization, and \$92,000 for Citeweb set-up that includes programming/development, full end-to-end testing, and deployment of new applications. The costs include building the integration with Metro's contractor, configuration of metadata, and set-up of a new notice type with eTIMS business rules and program logic. These costs were spread over three years to align with Metro's anticipated cost projections.

The ratio of program expenses is 75.92% Metro and 24.08% LADOT. To simplify matters, the MOU agrees to a 75/25 revenue split, with 75% going to Metro and 25% to the City. In the event there are excess funds after the annual reconciliation is complete and both parties have been reimbursed for all costs, LADOT shall retain the excess funds. Metro and the City will continue discussions for the possible reinvestment of net revenues to transportation enhancements within the City. Once those discussions have been completed, LADOT will report back to the Mayor and City Council for approval. Based on the anticipated number of citations issued through the program, recoverable program costs, and the 75/25 revenue split, LADOT anticipates \$5,472,596 in annual net revenue."

I have reviewed Robert's Rules of Order. In my role as Chair of our committee, I believe this information is critical and is grounds for a full reconsideration by the committee before the motion is forwarded to the WRAC Board for their consideration and vote. Therefore, I'm taking the following action:

- 1) I'm not forwarding the motion to the WRAC Board for their consideration at their Monday, October 21, 2024 meeting, and
- 2) I'm putting this item on the agenda for our November 20, 2024 meeting for full reconsideration by the committee and an opportunity to reopen the vote.

Let me know if you have any questions or concerns.

Kind regards,

Selena Inouye
Chair, Mobility and Transportation Committee
Westside Regional Alliance of Councils
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(424) 209-8678

SUPPORT THE PROVISION OF DISABLED PARKING AND EV CHARGING SPACES IN ALL NEW CONSTRUCTION UNDER AB 2097 AND LOS ANGELES CITY EXECUTIVE DIRECTIVE 1 (ED1)

WRAC Mobility and Transportation Committee

October 16, 2024

Broide/Inouye, passed 9-1-0

“The _____ NC/CC, a member of the Westside Regional Alliance of Councils (WRAC), requests that the Department of City Planning (DCP) reconsider their position stated in their memorandum SUBJECT: IMPLEMENTATION OF AB 2097 (2022), dated October 23, 2023, with regard to Disabled Parking and EV charging spaces. This memorandum is in conflict with the language of AB 2097, which allows cities to provide EV charging and parking for the disabled even if no other parking is voluntarily provided. We respectfully request that DCP review the language in AB 2097 within the context of disabled rights and the City of Los Angeles’ active support for EV vehicles, and reconsider the decision not to implement the exemption language in AB 2097, which provides for disabled parking and EV charging in new construction. Furthermore, we request that EV charging and parking for the disabled be included in all Executive Directive 1 (ED1) projects as well.”

<https://planning.lacity.gov/project-review/assembly-bill-2097>

https://planning.lacity.gov/odocument/ecf69160-4a89-4078-a0b6-15ad6fdfbc33/AB2097_Memo_Oct_2023.pdf

[Council File 22-0002-S117 \(expired\)](#)

BACKGROUND

California Assembly Bill 2097 (AB 2097) Residential, commercial, or other development types: parking requirements.

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202120220AB2097

AB 2097 was signed into law in September 2022, and prohibits cities and counties from enforcing parking mandates within 1/2 mile of high-quality transit service.

After the passage of AB 2097, the City of Los Angeles Department of City Planning (DCP) released a memorandum on October 23, 2023, with the Subject: *Implementation of AB 2097 (2022)*(attached.) DCP's interpretation of how AB 2097 should be implemented in Los Angeles states:

"Since EV and Disabled Access requirements apply to parking spaces otherwise "provided" by the development project, if any parking spaces are voluntarily provided, EV and Disabled Access standards should be complied with when applicable."

In other words, if no parking spaces are voluntarily provided, then no EV or Disabled parking needs to be provided either.

However, upon closer analysis of the Legislative Counsel's digest and the text of AB 2097 at the [California Legislative Information website](#), it appears that DCP's interpretation of this law is not correct. The digest states:

The bill would prohibit these provisions from reducing, eliminating, or precluding the enforcement of any requirement imposed on a housing development project that is located within 1/2 mile of public transit to provide electric vehicle supply equipment installed parking spaces or parking spaces that are accessible to persons with disabilities.

In other words, AB 2097 does not negate requirements for Electric Vehicle Charging Stations (EVCS) or Disabled Parking Spaces.

The members of the WRAC Mobility and Transportation Committee believe that EV charging and Disabled parking should always be provided, whether parking spaces are voluntarily provided or not, for the following reasons:

- 1) if the City of Los Angeles is serious about its commitment to encouraging EV use - which it has stated as a commitment to increase

the percentage of zero-emission vehicles on city roads to 25% by 2025, 80% by 2035, and 100% by 2050 - then it should include EV charging stations in every new construction and Executive Directive 1 (ED1) project to increase the inventory of EV chargers in the City,

and

- 2) if the City of Los Angeles is committed to full access for persons with disabilities to housing, then Disabled parking should be a requirement in every new construction and ED1 project, as it makes the housing project accessible and disabled-friendly, which increases the chances that a person with a vehicle with a disabled placard/plate and/or an adaptive vehicle can live there.

EV CHARGING

According to the white paper [Los Angeles Electric Vehicle Charging Infrastructure Needs And Implications For Zero-Emission Area Planning](https://theicct.org) from the International Council on Clean Transportation (<https://theicct.org>), most electric vehicle charging happens at home. This is because home EV charging is less expensive and more convenient than public options. Home chargers make up 90% of charger needs and are 60% of total EV energy demand.

To meet the increase in EVs, Los Angeles will need roughly 536,000 home chargers by 2030, which will accommodate 1.3 million electric vehicles. It remains to be seen if people living within ½ mile of high-quality transit will give up their vehicles. If they do keep a vehicle, it makes sense to encourage them to drive a clean air EV. And since most charging happens at home, providing EV chargers in new construction, including Executive Directive 1 (ED1) projects, helps the City of Los Angeles meet their EV use goals.

DISABLED PARKING

The non-profit Disability Rights California (DRC) (<https://www.disabilityrightsca.org>) wrote a detailed section about the need for disabled parking in housing projects in their article [Letter: \[Docket No. FR-6257-A-01\] Nondiscrimination on the Basis of Disability: Updates to HUD's Section 504 Regulations. RIN 2529-AB03](#). This is under the heading Question 8: Public and Common Areas and Advances in Technology, 2. Parking and transportation access is a major challenge.


These are the main points brought up by DRC:

- 1) A major problem for people with disabilities is parking and transportation access. Buildings with adequate accessible parking spaces are rare. DRC recommends that there should be one disabled parking space for every mobility unit, plus parking spaces for their guests and service providers.
- 2) People with disabilities have difficulty accessing public transit, and paratransit is both unreliable and scarce. Many people with disabilities rely instead on vehicles, including adaptive vehicles. And as cities and counties move towards EVs, accessible EV charging stations/parking stations should be required.
- 3) The fact is that newer developments built with limited or no parking make it extremely challenging for people with disabilities who need their vehicles. It is critical that regulations require accessible parking, even when no other parking is on site.
- 4) And because not all individuals with disabilities own a vehicle, equal consideration needs to be given to the transportation needs of those who do not own a car. For some people with disabilities, traveling ½ mile to transit is too far. For some people with disabilities, transit is simply not accessible. To help these persons, housing projects need pick up/drop off zones for accessible ride shares and paratransit, and parking spaces for their service providers who are able to come to them.

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

DATE: October 23, 2023

TO: Interested Parties
Department of City Planning Staff

FROM: Vincent P. Bertoni, AICP 
Director of Planning
Department of City Planning

Osama Younan, P.E. *o.y.*
General Manager
Department of Building and Safety

SUBJECT: **IMPLEMENTATION OF AB 2097 (2022)**

On September 22, 2022, the Governor signed Assembly Bill (AB) 2097, which added Government Code Section (§) 65863.2. AB 2097 prohibits a public agency from imposing or enforcing any minimum automobile parking requirement on any residential, commercial, or other development project that is within one-half mile of a major transit stop, with minor exceptions detailed below. A development project, for purposes of this bill, includes any project requiring a discretionary entitlement or building permit to allow the construction, reconstruction, alteration, addition, or change of use of a structure or land.

This updated memorandum supersedes the memorandum dated December 29, 2022 and will serve as guidance for staff and project applicants on the implementation of AB 2097 for discretionary and ministerial projects until the time this memo is superseded. Staff and interested parties are encouraged to refer to state law in Government Code §65863.2 for additional information as this memo is not exhaustive.

AB 2097 Eligibility and Restrictions

AB 2097 prohibits a public agency from imposing minimum automobile parking requirements on most types of development within half a mile of a major transit stop. AB 2097 specifies that the parking reductions in this bill do not apply to projects that designate (i.e., create or expand) any portion of the project as a hotel, motel, bed and breakfast inn or other transient lodging use, or reduce parking spaces designated for this use. A residential hotel as defined in Section 50519 of the Health and Safety Code is not considered transient lodging and can use AB 2097. Furthermore the parking reductions do not apply to employee parking for an event center, or publicly accessible commercial parking, that is not obligated to specific use, in a contractual agreement with a public agency executed before January 1, 2023.

In addition, a public agency has the option to impose minimum parking requirements if it can make written findings within 30 days of receipt of a completed application (e.g., a complete application for an entitlement was filed and fees were paid to DCP) for a discretionary development project. These findings may not be made against the following housing development projects that:

- Include a minimum of 20 percent of the total dwelling units for very low, low, or moderate income households, students, the elderly, or persons with disabilities.
- Contain fewer than 20 dwelling units.
- Are subject to parking reductions of any other applicable law (by satisfying the applicable eligibility requirements).

Any public agency findings to impose parking minimums must be supported by a preponderance of evidence in the record, showing that not imposing or enforcing minimum automobile parking requirements on the development would have a substantially negative impact, on any of the following:

1. The City's ability to meet its share of the Regional Housing Needs Assessment (RHNA) for low and very low income households.
2. The City's ability to meet any special housing needs for the elderly or persons with disabilities.
3. Existing residential or commercial parking within one-half mile of the housing development project (defined in Govt. Code Sec. 65589.5).

As part of the implementation of AB 2097, the Department of City Planning will be collecting data during the first year of implementation of the statute, and will be evaluating whether invoking either of the two housing-related findings is appropriate after such time. This will include tracking the number of projects utilizing the parking relief, the number of affordable and senior/disabled units proposed, as well as the utilization of affordable housing incentive programs. This data is critical to determine the impacts of the legislation on affordable and special needs housing production as well as to gather the data needed to determine whether or not the City sees evidence and a future rationale to invoke the exception findings related to housing production for the City's share of RHNA numbers or special needs housing. The utilization of these findings will be based on the information collected by the City and be based on the development trends shown by this data and other City collected housing production data.

In regards to the general finding that a project may create substantial negative impacts on "existing residential or commercial parking within one-half mile of the housing development project," members of the public and other interested parties may submit evidence to the record within 25 days of the project being accepted by the Department (the earlier the better) by emailing planning.ab2097@lacity.org, with the subject line including "Evidence" followed by the project case number, or if not available the street address of the project. Evidence submitted by the general public will only be considered for discretionary development projects processed by the Department of City Planning and will be considered alongside other citywide policy priorities around equity, housing, mobility and sustainability, as well as opportunities for other mitigation strategies and the state legislative intent. The intent of the bill, as described in § 65863.2(i) states:

(i) The Legislature finds and declares that the imposition of mandatory parking minimums can increase the cost of housing, limit the number of available units, lead to an oversupply of parking spaces, and increase greenhouse gas emissions. Therefore, this section shall be interpreted in favor of the prohibition of the imposition of mandatory parking minimums as outlined in this section.

A parking study must be provided by the public or other interested parties as part of the evidence of a parking impact for a given project. The parking impact evidence must conform to the following industry standards utilized by LADOT for review of a parking study or analysis. To provide a complete picture of overall usage and whether a consistent parking impact is present, the analysis should include the total amount of parking supply within the study area using the following parameters:

- Parking Study Area
 - Minimum radius of 1,000 feet or two city blocks, whichever is greater, around the project
 - The study area should be enlarged proportionally to the size of the project
- Parking Inventory
 - Counts of both on-street and off-street parking spaces
 - Counts of both public and restricted parking spaces
- Parking Duration
 - Monitor occupancy at three 4-hour intervals between 8am and 8pm on both weekends and weekdays
 - Record both occupancy duration and turnover of parking spaces during intervals
- Parking Analysis
 - Areas with more than 85% utilization throughout the day should be highlighted
 - Mitigation measures should be recommended

Parking studies should be reviewed and stamped by a licensed traffic engineer, though they are not required to be completed by one. LADOT will determine whether evidence for parking impacts exists, in collaboration with the Department of City Planning. Substantial negative impacts will be weighed alongside potentially positive impacts on a variety of citywide policy priorities, as well as individual circumstances. Any findings under section 65863.2(b) must be made in writing within 30 days of a completed application and supported by a preponderance of evidence in the record.

In line with state and local objectives, such as reduced Vehicle Miles Traveled (VMT) and Greenhouse Gas (GHG) policy goals as well as housing equity goals, projects located in the following areas will be accorded substantial consideration against imposing or enforcing parking minimum standards on these projects:

1. Projects located within one-half mile of a fixed rail or bus rapid transit (BRT) line
2. Projects located in high and highest resource areas in the Tax Credit Allocation Committee ([TCAC](#)) Opportunity [Maps](#)

Electric Vehicle Charging Stations (EVCS) and Disabled Access Parking Spaces

Government Code Section 65863.2(f) of the law states that AB 2097 does not invalidate any otherwise applicable requirements regarding the provision of electric vehicle (EV) supply and charging equipment installed in parking spaces or to provide parking spaces that are accessible to persons with disabilities. The EV requirements are stated in the LAMC section beginning with Section [99.04.106.4.2](#) and Disabled Access requirements are found in Chapter 11A or 11B of the Los Angeles Building Code (LABC). Since EV and Disabled Access requirements apply to parking spaces otherwise "provided" by the development project, if any parking spaces are voluntarily provided, EV and Disabled Access standards should be complied with when applicable.

Additional Standards for Voluntarily Provided Vehicle Parking

When a project provides parking voluntarily, the state law specifies that the City may impose certain other applicable requirements, including that the voluntary parking require spaces for car share vehicles, require spaces to be shared with the public (e.g., not obligated to a specific use or business), or require parking owners to charge for parking. A public agency may not require that voluntarily provided parking is provided to residents free of charge.

If parking is not required but voluntarily provided, AB 2097 does not preclude the application of standards relating to accessing those spaces, their size, design and similar standards designed to ensure safety. (e.g. LAMC Section 12.21 A.5 - Design of Parking Facilities). Those standards are not affected by AB 2097 and shall remain in effect. However, restrictions on the number or percentage of compact stalls per LAMC 12.21 A.5(c), shall not be enforced. A project may provide any combination of standard or compact stalls for non-required, voluntarily provided parking as long as they also meet EV and Disabled Access requirements.

Bike Parking

AB 2097 addresses automobile parking in areas near transit, and does not affect required bicycle parking. Therefore, the City will continue to require bicycle parking for residential and non-residential uses pursuant to the bicycle parking provisions in LAMC Section 12.21 A.16.

Offsite Parking Affidavits, Offsite Parking Lease Agreements and Valet Parking

For an existing offsite parking affidavit, if the project site for which the parking is to be provided for is eligible to use AB 2097, the affidavit may be terminated by contacting Building and Safety for review and permitting. For an existing offsite parking lease agreement approved by City Planning, if the project site for which the parking is to be provided for is eligible to use AB 2097, the lease agreement requirement may be removed by contacting DCP and Building and Safety for review and permitting. While offsite and valet parking can not be imposed or enforced if qualified under the law, any volunteered valet parking system must follow the provisions of LAMC 103.203 including the requirement for a Valet Parking Operator permit.

Coastal Zone

For properties located in the Coastal Zone, please refer to the [June 30, 2023 memo](#) by the California Coastal Commission. It acknowledges that minimum automobile parking requirements may not be imposed or enforced but that all other Coastal Act provisions remain, including those protecting, enhancing, and maximizing public access and recreation.

Commercial Parking Subject to Existing Contractual Agreements

AB 2097's ban on imposing or enforcing parking minimums does not apply to any commercial parking requirements that are subject to an existing contractual agreement of the public agency that was executed before January 1, 2023, so long as the required commercial parking is shared with all members of the public.

Event Center

The bill provides that an event center is not subject to all of the parking reductions permitted in this bill and is required to provide automobile parking required by local ordinance for employees and other workers. Since the LAMC does not currently have separate parking requirements for employees or other workers, this provision does not apply. AB 2097 does not define "event center" nor does the LAMC. California Health and Safety Code Section 40717.8 defines the term to mean "a community center, activity center, auditorium, convention center, stadium, coliseum, arena, sports facility, racetrack, pavilion, amphitheater, theme park, amusement park, fairgrounds, or other building, collection of buildings, or facility which is used exclusively or primarily for the holding of sporting events, athletic contests, contests of skill, exhibitions, conventions, meetings, spectacles, concerts, or shows, or for providing public amusement or entertainment." The City will use this definition until it creates its own.

Implementation

On January 1, 2023, the AB 2097 provisions became effective and available to any qualified project, provided it meets the criteria in state law. The City's Zone Information and Map Access System (ZIMAS) identifies parcels within a one-half mile radius of a major transit stop under the Planning and Zoning tab within the table of contents.

For Planning projects that intend to utilize AB 2097, the applicant will need to print the ZIMAS AB 2097 Eligibility map with a date-stamp that is within 180 days of the date of submission of a City Planning application, along with a written request to utilize AB 2097, preferably at the time of application. Please note that the ZIMAS AB 2097 Eligibility map printout includes an automatic date stamp. AB 2097 may also be requested after a City Planning application has been filed but prior to issuance of a letter of determination. This may result in the need for a revised application and/or plans to be submitted to the Project Planning team. In this instance, a written request is required along with the printed ZIMAS AB 2097 Eligibility map showing a date within 180 days of the date of a revised submission. Furthermore, staff verification of AB 2097 eligibility may be required to ensure accuracy with current transit and bus line data. ZIMAS is provided as a public service, and due to the dynamic nature of zoning and transportation information verification of information may be required.

For projects with an approved entitlement, the applicant shall submit the following: revised plans showing the changes made as a result of reducing automobile parking spaces; a date-stamped ZIMAS AB 2097 Eligibility map (dated within 180 days of the submission date); and, a written request to utilize AB 2097, to the Senior Planner of the Project Planning team that processed the entitlement. Project modifications may require additional review and payment of fees. For projects that are already existing and operating, please contact the Los Angeles Department of Building and Safety for instructions on how to implement AB 2097.

For a project which is submitted for a permit application with LADBS, if it is eligible to use AB 2097 at any point between submittal date and permit issuance date, or if a ZIMAS AB 2097 Eligibility map is printed with a date-stamp within 180 days prior to submittal date and provided to the assigned Plan Check Engineer, or if a Planning entitlement indicates eligibility for AB 2097, it is eligible to utilize AB 2097 for the duration of the project until the permit is finalized and/or Certificate of Occupancy is issued. Verification of AB 2097 eligibility may be required to ensure accuracy with current transit and bus line data. If a project is already in plan check or under construction, and would like to utilize AB 2097, revised plans showing the changes as a result of reducing automobile parking spaces will need to be submitted to Building and Safety for a supplemental permit. Furthermore, if there is a Planning entitlement that needs to be updated for AB 2097 eligibility, a Planning clearance approval will need to be obtained. A fee may be required to process this request.