

SUBJECT: CONSIDERATION OF AMENDMENTS TO THE ZONING ORDINANCE TO COMPLY WITH THE REQUIREMENTS OF ASSEMBLY BILLS 1317 (UNBUNDLED PARKING) AND 894 (SHARED PARKING), AND REMOVE MINIMUM PARKING REQUIREMENTS CITYWIDE

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STATEMENT ON THE SUBJECT:

The Planning Commission will consider a Zone Text Amendment to update the Zoning Ordinance to comply with the requirements of Assembly Bills 1317 (Unbundled Parking) and 894 (Shared Parking), and remove minimum parking requirements citywide in alignment with the City's Housing Element and recent Council directives.

RECOMMENDATION:

Staff recommends the Planning Commission hold a public hearing, listen to all pertinent testimony and adopt the following Resolutions:

1. Draft Resolution No. PC 26-1639: **"A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF WEST HOLLYWOOD, RECOMMENDING TO THE CITY COUNCIL APPROVAL OF AN ORDINANCE ADOPTING AN AMENDMENT TO TITLE 19, THE ZONING ORDINANCE OF THE WEST HOLLYWOOD MUNICIPAL CODE, TO COMPLY WITH THE REQUIREMENTS OF ASSEMBLY BILLS 1317 (UNBUNDLED PARKING) AND 894 (SHARED PARKING), AND REMOVE MINIMUM PARKING REQUIREMENTS CITYWIDE, AND FINDING THE ACTION IS EXEMPT FROM CEQA."** (EXHIBIT A)
2. Draft Resolution No. PC 26-1640: **"A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF WEST HOLLYWOOD, RECOMMENDING TO THE CITY COUNCIL APPROVAL OF A RESOLUTION AMENDING THE CITY'S LOCAL CEQA GUIDELINES (VEHICLE MILES TRAVELED - VMT) TO CLARIFY THE PARKING-RELATED SCREENING CRITERION FOLLOWING ELIMINATION OF MINIMUM PARKING REQUIREMENTS, AND FINDING THE ACTION IS EXEMPT FROM CEQA."** (EXHIBIT B)

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BACKGROUND / ANALYSIS

On October 11, 2023, the State passed two parking-related bills: AB 894 (shared parking)¹, which requires local jurisdictions to allow property owners to make their underutilized parking spaces available to the public, local agencies, or other entities, and AB 1317 (unbundled parking)², which requires the owners of qualifying residential properties that provide parking to unbundle parking from the price of rent. Each of these bills supports the City's Housing Element goals related to updating parking requirements, and both are discussed in greater detail below. Additionally, on May 5, 2025, the City Council directed staff to prepare a Zone Text Amendment eliminating minimum parking requirements citywide as part of a broader set of housing streamlining measures.

¹ [Bill Text - AB-894 Parking requirements: shared parking](https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202320240AB894)
(https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202320240AB894).

² [Bill Text - AB-1317 Unbundled parking](https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202320240AB1317)
(https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202320240AB1317).

The City's 6th Cycle Housing Element, Program #20 (Residential Development Standards and Process) has an objective to "Adopt an ordinance to change/reduce/eliminate certain parking requirements, allow for shared parking and unbundling of parking to allow parking to be sold separately, and amend parking size standards."

Summary of AB 894 (Gov. Code Section 65863.1)

Under AB 894, effective January 1, 2024, local jurisdictions are required to allow property owners to make their underutilized parking available to the public, local agencies, or other entities if those entities submit a shared parking agreement that meets specific requirements and includes information identifying the benefits of the proposed agreement. "Underutilized parking" is defined as parking where 20 percent or more of a development's parking spaces are not occupied during the period proposed for sharing. The following criteria must be met for shared parking arrangements:

- At least 20 percent of the provider site's parking spaces are not occupied during the proposed shared parking period. For example, the owner of an office building with 120 parking stalls, with at least 24 (20%) of those stalls empty after 5 p.m., could rent the empty spaces to nearby restaurants.
- Sites sharing parking are either on the same/contiguous parcels, within 2,000 feet by the shortest walking route, or separated by more than 2,000 feet with a plan for shuttles or other accommodations to move people between the parking and site, including a commitment to sustain such accommodations.
- A shared parking agreement must either include a parking analysis using peer-reviewed methodologies developed by a professional planning association (e.g., Urban Land Institute, National Parking Association, or International Council of Shopping Centers) to determine the number of parking spaces that can be reasonably shared, or, if no such analysis is provided, the local agency must determine the number of parking spaces that can be reasonably shared between uses to fulfill parking requirements.

The City must approve a shared parking agreement provided it meets the following criteria:

- It includes a parking analysis using peer-reviewed methodologies developed by a professional planning association sufficient to determine how many parking spaces can be reasonably shared between uses to fulfill parking requirements.
- It secures long-term provision of parking spaces or affords the opportunity for periodic review and approval by the local agency.

AB 894 also prohibits local agencies from denying a shared parking agreement solely because it temporarily reduces parking availability for original uses or from requiring the curing of preexisting parking deficits as a condition of approval.

Summary of AB 1317 (Civ. Code § 1947.1)

AB 1317, effective January 1, 2025, requires the owner of qualifying residential properties that provide parking to unbundle parking from the rent price by offering parking spaces

through a separate rental agreement or addendum, as specified³. Qualifying residential properties are defined as any dwelling unit that is intended for human habitation and that meets all of the following criteria:

- Properties that are issued a certificate of occupancy (COO) on or after January 1, 2025 (note that the State does not require older buildings to unbundle parking);
- Properties consisting of 16 or more residential units; and
- Properties located within certain counties, including Los Angeles County.

Tenants of qualifying residential properties must be granted the right of first refusal to parking spaces built for their unit. If parking is unavailable upon initial move-in and becomes available later, tenants must again be granted a right of first refusal for the newly available parking spaces.

Tenants cannot be evicted for failing to pay for the parking space, but the property owner may revoke the tenant's right to lease that spot if the tenant is more than 45 days late on the payment.

Some properties are exempt from these provisions, including:

- Residential properties with individual garages that are functionally a part of the property, such as townhomes with built-in garages;
- 100% affordable housing developments;
- A housing development that receives low-income housing tax credits (LIHTC) pursuant to Section 42 of the Internal Revenue Code, as they may be subject to different parking requirements.

Remaining unbundled parking spaces not leased to tenants of the residential dwelling may be leased by the owner or other on- or off-site residential tenants on a month-to-month basis.

Summary of Conflicts Between the West Hollywood Municipal Code (WHMC) and AB 894/1317

The West Hollywood Municipal Code contains language that conflicts with AB 894 and 1317, requiring a Zone Text Amendment to rectify. These conflicts include the following items:

- Both bills conflict with § 19.28.030 General Parking Regulations, which prohibits renting, selling, or otherwise using residential on-site parking spaces to non-residents and non-guests of the building. This restriction prevents the implementation of shared parking agreements under AB 894 and the leasing of unbundled parking spaces to off-site users under AB 1317. This provision will be removed from the WHMC to allow shared and unbundled parking as required by state law.

Conflicts with AB 894:

³The bill defines unbundled parking as the practice of selling or leasing parking spaces separate from the lease of the residential use.

- § 19.28.070 Shared Use of Parking Facilities limits shared parking eligibility to uses within 400 feet of each other, while AB 894 allows shared uses within 2,000 feet of each other. An amendment is required to expand the permitted distance and incorporate other locational requirements of AB 894.
- The same section limits shared parking to uses with different peak demands and/or those likely to be serviced by a single vehicle trip. This requirement is more restrictive than the requirements of AB 894 and will be revised to align with the state law's broader allowance for shared parking.
- § 19.28.120 Off-Site Parking Standards again limits shared parking for uses within 400 feet of each other. This will be amended to comply with AB 894's 2,000-foot requirement.

Impacts on the City's Parking Credits Program

AB 894 renders the City's Parking Credits Program effectively obsolete by allowing shared parking agreements without necessitating City administration of shared parking pools.

Additionally, the Parking Credits Program was previously practically rendered obsolete with the passage of Assembly Bill No. 2097 (AB 2097, Gov. Code § 65863.2) in 2022, which prohibits public agencies from imposing minimum parking requirements within High-Quality Transit Areas (HQTAs). Since nearly all of West Hollywood is located within an HQTAs, most of the City is now exempt from parking requirements under state law. Although several Parking Credits Program agreements remain active, they are no longer enforced, as administration fees are no longer collected, and new agreements are not being initiated. The City passed an ordinance (Ord 25-05) to eliminate all parking credits and associated fees from the FY '26 fee schedule in March 2025.

Impacts on Housing Affordability

Some stakeholders have expressed concern that treating parking as a separately priced amenity may place added costs on tenants who rely on a vehicle, including those on fixed incomes or with disabilities. While these concerns warrant attention, staff's review indicates that the effects of AB 1317 are likely to be limited in the near term because the law applies only to a narrow set of new residential buildings, and because unbundled parking is already common practice throughout the Los Angeles region.

Staff evaluated whether restricting parking prices for income-restricted households would meaningfully address these concerns. After discussing this option with the Rent Stabilization Division and Long Range Planning Subcommittee (LRPSC), several factors indicated that such a requirement would have limited effect:

- **Minimal applicability:** AB 1317 applies only to residential projects with 16 or more units that receive a certificate of occupancy on or after January 1, 2025, and does not apply to 100% affordable housing. With few qualifying projects anticipated, there is limited evidence of near-term cost impacts for income-restricted households.
- **Existing market conditions:** Unbundled parking is already widely used in the region, and many landlords separately lease parking today. As a result, AB 1317

is not expected to significantly alter prevailing practices in West Hollywood.

- **Mobility alternatives:** West Hollywood is transected by multiple high-quality transit corridors⁴, has free weekday CityLine Flex service for seniors and residents with disabilities, has high walkability scores⁵, and is expanding bike infrastructure and other available mobility options. These factors reduce the extent to which residents must rely on personal vehicles for daily travel.
- **Alignment with adopted policy direction:** The City's General Plan calls for reducing subsidies for parking, including evaluation of hidden parking subsidies that encourage vehicle use. Implementing price caps would counter this policy direction by effectively subsidizing parking in new development.

Based on these factors, staff is not recommending parking price restrictions. Staff will continue monitoring implementation of AB 1317 and return with adjustments if future conditions demonstrate a need for further action.

Council Direction to Eliminate Parking Minimums Citywide

AB 2097 took effect on January 1, 2023.⁶ This legislation prohibits local jurisdictions from imposing minimum parking requirements on most development projects within a half-mile of public transit. Nearly all parcels in West Hollywood fall under AB 2097, effectively eliminating parking minimums citywide. While the City still has the authority to mandate parking minimums in areas that don't meet the criteria of AB 2097, these areas amount to approximately 100 parcels (or one percent of West Hollywood's nearly 10,000 total parcels).

In addition to State legislation, the City has considered reducing or eliminating minimum parking requirements citywide on various occasions over the past few years.

On April 5, 2021, the City Council directed staff to evaluate opportunities to reduce or eliminate minimum parking requirements in the West Hollywood Municipal Code (WHMC). Additionally, the City's 6th Cycle Housing Element includes an objective to reduce or eliminate parking minimums as part of a program to improve residential development processes and remove barriers to housing production.

Most recently, on May 5, 2025, the City Council directed staff to "prepare a Zone Text Amendment to eliminate parking minimums throughout the City" as part of the "Reforming Housing Approval and Permitting Processes to Encourage Housing Production" (EXHIBIT F). This item identified the elimination of parking minimums as a key priority for increasing housing production. Doing so allows developers to determine parking needs based on market demand rather than estimating needs through outdated models that don't account for expanding regional transit and remote work.

Furthermore, eliminating parking minimums aligns with the City's climate and

⁴ SCAG High Quality Transit Corridors Interactive Map, <https://maps.scag.ca.gov/portal/apps/experiencebuilder/experience/?id=97f9699f14654b3b8895c74846541f75&page=Main-Map>

⁵ Walkscore.com, https://www.walkscore.com/CA/West_Hollywood

⁶ [Bill Text - AB-2097 Residential, commercial, or other development types: parking requirements](#) (https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202120220AB2097).

sustainability goals, land use goals, and best practices for other high-density urban environments.

The proposed amendments will eliminate parking requirements citywide. These changes do not establish maximum parking limits; they remove mandatory minimums. Parking may be provided at the applicant's discretion. If off-street parking is voluntarily provided, it shall comply with design, dimensional, EV-readiness, and accessibility standards in the Zoning Ordinance and applicable state law. Furthermore, the elimination of minimum parking requirements does not alter required accessible parking ratios under state law.

West Hollywood's 2020 Local CEQA (VMT) Guidelines

In 2020, the City updated its Local CEQA Transportation Guidelines to comply with SB 743, which requires the use of Vehicle Miles Traveled (VMT) rather than Level of Service (LOS) to evaluate transportation impacts.⁷ (See EXHIBITS D and E.) In addition to bringing the City's policies in compliance with state requirements, this change also reflected the City's own goals to reduce parking requirements due to its location within a High-Quality Transit Area which, per state guidelines and best practices for dense urban areas, presumes that projects will have less significant traffic impacts than comparable projects in transit-deficient areas.

However, a minor update to this resolution is needed to correct a technicality created by removal of the city's parking minimums: Under the current resolution, once the City eliminates its minimum parking requirements, projects which include any parking at all will technically exceed the City's parking requirements. This would force unnecessary VMT analyses for most projects, adding significant costs and administrative barriers.

The proposed Draft Resolution No. PC 26-1640 (EXHIBIT B) corrects this technicality by clarifying that the requirement would only apply to areas of the city where parking is required. This solution aligns with the intentions of SB 743, which is "to reduce time and cost for projects that allow California residents to drive less"⁸, and the City's local policy goals to remove barriers to housing development. (See EXHIBIT G.) Additionally, this clarifying language is consistent with the City Council's 2020 action which called for VMT screening exceptions for projects near transit.

Procedurally, this is an administrative update to local CEQA guidance (Local CEQA Guidelines), not a change that authorizes physical development; the 2020 resolution adopting VMT thresholds was framed the same way.

How the modified VMT framework will function after minimums are eliminated

Under this modified framework, projects within half a mile of a major transit stop will continue to be presumed to have less-than-significant impacts on transportation unless one of the adopted exceptions applies:

⁷ VMT measures the number of new miles of vehicle use the project is likely to induce, while LOS measures how many vehicles may be accommodated by infrastructure serving the project. The shift to measuring VMT reflects the wider state-level goal to shift regulatory incentive structures towards reduction of vehicle usage rather than prioritizing movement of cars.

⁸ [SB 743 Frequently Asked Questions - Office of Land Use and Climate Innovation](#)

- The project has a floor area ratio of less than 0.75;
- The project includes more parking for use by residents, customers, or employees than required by the City (if the City requires the project to supply parking);
- The project is inconsistent with a Sustainable Communities Strategy;
- The project replaces affordable residential units with fewer, moderate- or high-income residential units; or
- The project has potential for significant regional draw.

The inclusion of parking will no longer automatically trigger requirements for VMT analysis. It will apply only where the City does require parking.

SUMMARY OF ZONE TEXT AMENDMENT

The following table summarizes which sections will be modified to comply with AB 894 and AB 1317. These changes do not establish maximum parking limits; they remove mandatory minimums. Parking may be provided at the applicant's discretion.

Table 2: Summary of Zone Text Amendments

Section	Title	Change
10.07.010	Definitions, Generally	Updates language and definition of "Disabled parking space" to "Accessible parking space."
10.08.030	Issuance of Permits	Removes reference to parking credits program
10.08.130	Residential, Guest, Visitor, Commercial, Official Business, and Contractor Permits	Removes reference to parking credits agreement
19.14.120 19.14.130	West Hollywood West Neighborhood Overlay District (- WHWNOD). Norma Triangle Neighborhood Overlay District (NTNOD).	Removes references to required parking
19.28.020	Applicability	Removes reference to required parking
19.28.030	General Parking Regulations	Removes conflicting language to allow shared and unbundled parking. Removes references to parking requirements.
19.28.040	Number of Parking Spaces Required	Renamed "No Minimum Off-Street Parking Required" to affirmatively state that the City does not require any parking, except for that required under state law.
19.28.050	Disabled Parking Requirements	Removes references to broad parking requirements while retaining state and federal requirements for ADA parking. Updates language to refer to "Accessible parking requirements."
19.28.060	Reduction of Off-Street Parking Requirements	Removed; Not needed with the elimination of parking minimums.
19.28.070	Shared Use of Parking Facilities	Section modified to comply with AB 894's broader allowance for shared parking.
19.28.080	Parking Credits	Section not needed per AB 894 and AB 2097. Removes section.

Section	Title	Change
19.28.090	Parking Area Design and Layout Standards	Removes references to required parking
19.28.110	Parking Structure and Rooftop Parking Standards	Resolves a technicality that would inadvertently ban parking for projects within the Sunset Specific Plan.
19.28.120	Off-Site Parking Standards	Section modified to comply with AB 894's broader allowance for shared parking.
19.28.170	Electric Vehicle Charging Readiness	Removes references to broad required parking
19.36.125	Emergency Shelters	Removes references to required parking
19.36.265	Residential Uses – Courtyard Housing	Removes references to required parking
19.36.330	Service Stations, Internal Combustion Engine Vehicle (ICEV)	Removes references to required parking
19.90.020	Definitions of Specialized Terms and Phrases	Removes references to required parking
19.56	Parking Use Permits	Revises chapter to remove references to broad parking requirements and to incorporate procedures for approval of shared parking

A redline of the WHMC Sections affected by this Ordinance is attached to this report as EXHIBIT C.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

Draft Resolution No. PC 26-1639 (Implementing State parking bills and removing parking requirements)

The proposed Zone Text Amendment to comply with Assembly Bills 1317 (Unbundled Parking) and 894 (Shared Parking), and to remove minimum parking requirements citywide, is not subject to the California Environmental Quality Act (CEQA) because it does not qualify as a “project” under CEQA. State CEQA Guidelines Section 15060(c) specifies that an activity is not subject to CEQA if it does not meet the definition of a “project” under Section 15378. In this case, the ZTA does not qualify as a project for two reasons:

First, Section 15378 defines a project as an activity that “has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment” (State CEQA Guidelines §15378(a)). The ZTA simply aligns the City’s code with state mandates, removes outdated or conflicting local provisions, and does not directly authorize any new physical development or change the allowable intensity of land use. Therefore, the ZTA is not a project under CEQA.

Second, Section 15378 explicitly excludes from its definition of a “project” the organizational or administrative activities of governments that do not result in direct or indirect physical changes in the environment (State CEQA Guidelines §15378(b)(5)). The ZTA is an administrative action that will not result in any physical changes to the environment and, as such, is not subject to CEQA.

Even if the ZTA were considered a project under CEQA, it would be categorically exempt under State CEQA Guidelines Section 15320, which applies to changes in the organization or reorganization of local governmental agencies where the changes do not alter the geographical area in which existing powers are exercised. Class 20 applies because the ZTA is an administrative update aligning the City's parking regulations with state law, without altering the geographic scope or causing any physical environmental impact. Additionally, the ZTA is exempt under the common-sense exemption (CEQA Guidelines §15061(b)(3)), as there is no possibility that the ZTA may have a significant effect on the environment.

Finally, none of the exceptions to categorical exemptions outlined in CEQA Guidelines §15300.2 apply. There is no potential for cumulative impacts, no unusual circumstances that would result in a significant environmental impact, and no impact on scenic resources within a designated scenic highway. The ZTA will not affect hazardous waste sites or historic resources.

A Notice of Exemption (NOE) will be filed with the County Clerk and submitted to the State Clearinghouse within 5 days of final approval.

Draft Resolution No. PC 26-1640 (Clarifying Local VMT Guidelines)

The proposed amendment to the City's Local CEQA Guidelines (Vehicle Miles Traveled – VMT) to clarify the parking-related near-transit screening criterion following elimination of minimum parking requirements is not subject to the California Environmental Quality Act (CEQA) because it does not qualify as a “project” under CEQA. State CEQA Guidelines Section 15060(c) specifies that an activity is not subject to CEQA if it does not meet the definition of a “project” under Section 15378. In this case, the action does not qualify as a project for two reasons:

First, Section 15378 defines a project as an activity that “has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment” (State CEQA Guidelines §15378(a)). The amendment to the Local CEQA Guidelines is a procedural action that aligns local regulations and CEQA guidance with state law and adopted policy. It does not authorize physical development, change allowable land uses or development intensity, or approve any specific project. Accordingly, it does not constitute a project under CEQA.

Second, Section 15378 explicitly excludes from its definition of a “project” the organizational or administrative activities of governments that do not result in direct or indirect physical changes in the environment (State CEQA Guidelines §15378(b)(5)). The amendment to the Local CEQA Guidelines is an administrative action intended to ensure consistency with SB 743 and state technical guidance and therefore falls within this exclusion.

Even if the Local CEQA Guidelines amendment were considered a project under CEQA, it would be categorically exempt from CEQA review. The action is categorically exempt under CEQA Guidelines Section 15320 (Class 20), which applies to changes in the organization or reorganization of local governmental agencies that do not alter the geographic area in which existing powers are exercised. The action is also categorically

exempt under CEQA Guidelines Section 15308 (Class 8), which applies to actions taken by regulatory agencies to assure the maintenance, restoration, enhancement, or protection of the environment. Additionally, the action is exempt under the common-sense exemption (CEQA Guidelines §15061(b)(3)), as there is no possibility that it may have a significant effect on the environment.

Finally, none of the exceptions to categorical exemptions outlined in CEQA Guidelines §15300.2 apply. There is no potential for cumulative impacts, no unusual circumstances that would result in a significant environmental impact, and no impact on scenic resources within a designated scenic highway. The action will not affect hazardous waste sites or historic resources.

A Notice of Exemption (NOE) will be filed with the County Clerk and submitted to the State Clearinghouse within 5 days of final approval.

Local CEQA Guidelines Cleanup

Because the City's adopted 2020 VMT Guidelines include screening criteria that reference "*more than the required number of parking spaces*," the City will adopt a companion resolution to restore the OPR parenthetical ("*if the jurisdiction requires the project to supply parking*"). This resolves an internal conflict created by the elimination of minimum parking requirements and keeps the City's SB 743 framework intact.

COMPLIANCE WITH THE WEST HOLLYWOOD PRIMARY STRATEGY GOALS AND GENERAL PLAN 2035

This item is consistent with the Primary Strategic Goal(s) (PSG) and/or Ongoing Strategic Program(s) (OSP) of:

- PSG-1: Maintain the City's Unique Urban Balance with Emphasis on Residential Neighborhood Livability.
- PSG-3: Fiscal Sustainability.

This ordinance supports PSG-1 by modernizing the City's parking regulations. The ordinance enhances flexibility in land use and supports livability. Allowing underutilized parking to be shared or unbundled reduces the need to build excess parking, which often displaces opportunities for landscaping, open space, and active ground-floor uses that contribute to vibrant neighborhoods. Redirecting land away from parking toward housing, shops, and community amenities helps maintain West Hollywood's urban balance while improving quality of life for residents.

The ordinance supports PSG-3 by reducing the financial burden on property owners and developers by eliminating outdated parking requirements that often result in unnecessary costs. Instead of mandating expensive structured parking, owners can reallocate existing underused parking assets or forgo building new spaces where demand does not justify them. This creates more efficient use of both land and capital, enabling property owners to adapt to market conditions while supporting the City's long-

term fiscal sustainability by encouraging more economically viable development patterns.

In addition, this item is compliant with the following goal(s) of the West Hollywood General Plan:

- M-3: Maintain and enhance a pedestrian-oriented City.
- M-8: Manage parking supply to serve residents, businesses and visitors.

Implementation of this ordinance directly advances the following Mobility Element Actions:

- M-A.32: Conduct a feasibility analysis of eliminating direct and hidden subsidies of motor vehicle parking and driving.

By unbundling parking and eliminating mandatory minimums, the ordinance removes a hidden subsidy that has historically required all tenants to pay for parking, whether they use it or not.

- M-A.30: Evaluate potential for shared parking strategies in the commercial corridors and Transit Overlay Zone.

The ordinance makes shared parking available citywide, meeting the goals of the General Plan while aligning with State law.

- M-A.49: Unbundled Parking. Conduct a study and pilot project to evaluate methods for implementing unbundled residential parking.

By requiring unbundling consistent with AB 1317, this ordinance establishes unbundled parking as a standard practice in new development. This ensures tenants are not compelled to pay for parking they do not use, aligning with the City's housing and mobility goals.

The City's 6th Cycle Housing Element, Program #20 (Residential Development Standards and Process) also directs adoption of parking reforms by reducing or eliminating minimums, allowing shared parking, unbundling spaces, and modernizing size standards. This ordinance fulfills that commitment by codifying each of these reforms in alignment with State mandates.

CLIMATE ACTION AND ENVIRONMENTAL SUSTAINABILITY:

This item is consistent with the CAAP Climate Measures of:

- TM-3: Rethink curb space and parking assets

By allowing shared use of underutilized parking and requiring parking to be unbundled from rent, the ordinance reduces unnecessary construction of new parking, maximizes the efficiency of existing facilities, and provides financial incentives for households to

reduce car ownership. These changes shift structural incentives away from auto-dependency, support more sustainable transportation choices, and advance the City's broader climate and sustainability goals.

EXHIBITS

- A. Draft Resolution No. PC 26-1639 (includes Draft City Council Ordinance)
- B. Draft Resolution No. PC 26-1640
- C. Redline of Amended West Hollywood Municipal Code Sections
- D. Council Staff Report & Resolution (Nov 16, 2020) - Adopted VMT Guidelines and near-transit screening with exceptions (including the parking exception)
- E. TDM Ordinance (2018, Title 10, Ch. 10.16) - Applies to qualifying projects and supports VMT reduction
- F. Council Staff Report & Minutes (May 5, 2025) - Direction to eliminate parking minimums via ZTA as part of housing streamlining
- G. SB 743 / PRC §21099 - Parking & LOS not CEQA impacts for qualifying infill; VMT is the metric
- H. Engage WeHo Comments & Feedback as of 2/16/26