

Parking Summary Tables

| Table 1: Electric Vehicle Parking Standards by Other Jurisdictions | | | |
|---|--|---|--|
| Jurisdiction | Use Type | EV Requirement(s) | |
| 2016 California Green Building Standards Code | Multifamily Residential projects with 17 or more dwelling units | 3% of the total parking provided, with a minimum of one (infrastructure for future installation) | |
| | Non-residential 0 – 9 spaces 10 – 25 spaces 26 – 50 spaces 51 – 75 spaces 76 – 100 spaces 101 – 150 spaces 151 – 200 spaces 201 and over | Infrastructure for future EV installation only 0 spaces 1 space (i.e. 10 – 4%) 2 spaces (i.e. 7.7 – 4%) 4 spaces (i.e. 7.8 – 5.3%) 5 spaces (i.e. 6.6 – 5%) 7 spaces (i.e. 6.9 – 4.7%) 10 spaces (i.e. 6.6 – 5%) 6% of total | |
| City of Los Angeles | Residential | Multi-family dwelling units and other "R" occupancies not covered under CALGreen Section 4.106.4.1, shall provide 5% of the total parking spaces provided, but no less than one, as electric vehicle charging spaces (EV spaces) capable of supporting future EVSE. For buildings with 17 or more dwelling units, at least one of the required EV spaces shall be located in a common use area, equipped with an EV charging station and available for use by all residents. | |
| | Non-residential 0 – 9 spaces 10 – 25 spaces 26 – 50 spaces 51 – 75 spaces 76 – 100 spaces 101 – 150 spaces 151 – 200 spaces 201 and over | Full EV charging station 0 spaces (i.e. 0%) 0 spaces (i.e. 0%) 0 spaces (i.e. 0%) 1 space (i.e. 1.9 – 1.3%) 2 spaces (i.e. 2.6 – 2%) 3 spaces (i.e. 2.9 – 2%) 4 spaces (i.e. 2.6 – 2%) 4 + 1 for every additional 500 spaces | EV ready space 0 spaces (i.e. 0%) 1 space (i.e. 10-4%) 2 spaces (i.e. 7.7-4%) 4 spaces (i.e. 7.8-5%) 5 spaces (i.e. 6.5-5%) 7 spaces (i.e. 7-4.6%) 10 spaces (i.e. 6.6-5%) 6% of total |
| | Hybrid Industrial Live/Work (HI) Zone | Ten percent of automobile parking spaces provided shall include Electric Vehicle (EV) Charging Stations | |
| | Proposed Exposition Transit Plan – All uses | Ten percent of vehicle parking spaces provided shall be capable of supporting future EV supply equipment. | |
| | | | |
| County of Los Angeles | All uses | No additional Zoning Code requirements, except that EV stalls count toward required parking. | |
| City of Santa Monica | Non-residential and Residential 25-49 spaces 50 – 99 spaces Every 50 spaces | Full EV charging station 1 space (i.e. 4 – 2%) 2 spaces (i.e. 4 – 2%) 1 additional space (2% increase) | |

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| Jurisdiction | Use Type | EV Requirement(s) | |
|------------------------|--|--|--|
| City of West Hollywood | Non-residential and Residential | EV Ready | EV “Capable” |
| | 1 space | 1 space (i.e. 100%) | 1 space (i.e. 100%) |
| | 2 – 10 spaces | 2 spaces (i.e. 100-20%) | 2 spaces (100-20%) |
| | 11 – 15 spaces | 2 spaces (i.e. 18-13%) | 3 spaces (27-20%) |
| | 16 – 20 spaces | 2 spaces (i.e. 12.5-10%) | 4 spaces (25-20%) |
| | 21 and over | 10% of parking | 10% (non-residential) 90% (residential) |
| City of El Segundo | No additional Zoning Code requirements | No additional Zoning Code requirements | |
| Manhattan Beach | No additional Zoning Code requirements | No additional Zoning Code requirements | |
| City of Inglewood | No additional Zoning Code requirements | No additional Zoning Code requirements | |

Table 2: Proposed EV Parking Requirements

| Use Type | Quantity of “Full EV Charging Station” | Quantity of “EV Ready” |
|-----------------------------|--|---|
| Multiple Family Residential | Twenty percent of the required dwelling spaces, plus 10% of the required amount of guest parking spaces. A minimum of one guest space shall comply with this requirement for developments with less than ten guest spaces. | Twenty percent of the required dwelling spaces, plus 20% of the required amount of guest parking spaces. A minimum of one guest spaces shall comply with this requirement for developments with less than ten guest spaces. |
| Non-residential uses | Ten percent of the required amount of parking spaces; a minimum of one (1) space | Twenty percent of the required amount of parking spaces; a minimum of two (2) spaces |

Table 3: Compact Parking Standards by Other Jurisdictions

| Jurisdiction | Dimensions | Allowances/Standards |
|------------------------|----------------------------|--|
| City of Santa Monica | Determined by the Director | A maximum of 40% of parking spaces may be compact. Compact parking must be evenly distributed in parking areas or levels; it may not be located within 25 feet of a ramp, driveway or ground floor pedestrian entrance. |
| City of West Hollywood | 8'-0" wide by 15'-0" long | Non-residential uses are allowed compact stalls for up to 40% of the total number of required spaces. Excess parking may be compact or standard spaces. Residential uses are not allowed compact stalls to satisfy requirements, except the review authority may approve up to 50% compact for residential care facilities, mixed use, housing exclusively for low and moderate income, or for courtyard housing, which have 10 or more required parking spaces. |
| City of El Segundo | 8'-6" wide by 15'-0" long | Allowed for office, industrial, hotel, and recreational uses up to a maximum of twenty percent (20%) of required parking spaces. Parking provided in excess of required number may be compact in size. Compact spaces cannot be allowed for retail uses. |
| Manhattan Beach | 7'-6" wide by 15'-0" long | Thirty percent (30%) of required parking spaces in C and I districts may be compact. For office buildings where the offices are occupied by a single tenant, up to 40% of the spaces may be compact. Guest parking spaces for residential uses may be compact. |
| City of Inglewood | 8'-0" wide by 16'-0" long | Thirty percent (30%) of nonresidential required parking spaces may be compact spaces, for a lot or facility that provides a minimum of 10 standard parking spaces. No compact parking space shall be utilized to provide any residential parking. Additional parking exceeding the number required may be compact spaces. Exception: When it can be determined by the Planning and Building Department Director that a professional office or industrial facility is specifically designed for little or no retail activity and utilizes a parking facility where employee parking may be assigned, the Director may permit up to 40% of the required parking to be provided by compact spaces. |

Table 3: Compact Parking Standards by Other Jurisdictions

| Jurisdiction | Dimensions | Allowances/Standards |
|-----------------------|---------------------------|--|
| City of Los Angeles | 7'-6" wide by 15'-0" long | <p>Residential: Parking stalls in excess of one per dwelling unit may be designed as compact parking stalls.</p> <p>Required parking spaces for a housing project that qualifies for a Density Bonus may be provided by complying with whichever of the available options that requires the least amount of parking. As part of Parking Option 2, required parking for the restricted affordable units only may have up to 40% of the required parking for the restricted affordable units as compact spaces.</p> <p>Non-residential: Parking facilities containing 10 or more stalls, may have not more than 40% of the required stalls as compact stalls. Such restriction shall not apply to parking stalls in excess of the number of required stalls.</p> |
| County of Los Angeles | 8'-0" wide by 15'-0" long | Not more than 40% of the required parking spaces, and any parking spaces in excess of the required number, may be compact automobile parking spaces. |