

**REPORT OF THE
CHIEF LEGISLATIVE ANALYST**

DATE: September 22, 2015

TO: Honorable Members of the City Council

FROM: Sharon M. Tso *St*
Chief Legislative Analyst

Council File No. 15-0002-S90
Assignment No: 15-08-0634

SUBJECT: Resolution (Krekorian-Huizar) to OPPOSE AB 744 (Chau).

CLA RECOMMENDATION: Adopt Resolution (Krekorian-Huizar) to OPPOSE AB 744, which would interfere with the City's ability to impose parking requirements on housing developments.

SUMMARY

Resolution (Krekorian-Huizar), introduced on August 7, 2015, states that AB 744 prohibits cities from requiring a vehicular parking ratio for a housing development, when such development is within one-half mile of a transit stop, is a senior housing development, or is a special needs development. The resolution adds that the American Planning Association, which supports the bill, contends that the bill does not address whether a reduction in parking requirements should include a study to support the need for reduced parking, along with additional oversights. Stating that the bill unnecessarily interferes with the ability of the City to impose parking conditions on developers, the resolution states that the City oppose the bill.

BACKGROUND

Existing State law provides for a density bonus to allow developers to construct higher density buildings provided they offer a certain percentage of the units as affordable housing. AB 744 would amend the density bonus law to set maximum parking requirements for affordable housing developments:

- If an affordable housing development is located within one-half mile of a transit stop, and the developer agrees to include the maximum number of affordable units under the Density Bonus Law, the maximum allowable parking requirement is 0.5 spaces per bedroom.
- If an affordable housing development is located within one-half mile of a transit stop, and the developer agrees to offer 100% of the units as affordable, the maximum allowable parking requirement is 0.5 spaces per unit. If a special needs development, the maximum allowable parking requirement is 0.3 spaces per unit.

The bill provides that cities that conducted a parking study within the past seven years can impose a higher vehicle parking ratio that does not exceed existing standards under the Density Bonus Law.

Proponents of the bill state that reducing parking in projects located near public transit will support greener lifestyles and make housing more affordable. The City Council has frequently taken positions against State bills that limit the City's jurisdictional control. AB 744 limits the City's ability to

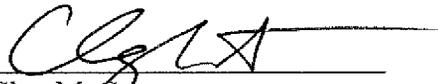
determine the parking needs of the City's diverse communities. For these reasons, the Council should adopt the (Krekorian-Huizar) resolution and oppose AB 744.

DEPARTMENTS NOTIFIED

Planning Department
Housing and Community Investment

BILL STATUS

SEPTEMBER 04, 2015	TO THE GOVERNOR
AUGUST 31, 2015	PASSED IN SENATE
SEPTEMBER 02, 2015	PASSED IN ASSEMBLY
AUGUST 18, 2015	AMENDED IN SENATE
JULY 08, 2015	AMENDED IN SENATE
JUNE 23, 2015	AMENDED IN SENATE
JUNE 02, 2015	AMENDED IN ASSEMBLY
MARCH 26, 2015	AMENDED IN ASSEMBLY


Clay McCarter
Analyst

Attachment: 1. Resolution (Krekorian-Huizar).

RESOLUTION

WHEREAS, any official position of the City of Los Angeles with respect to legislation, rules, regulations or policies proposed to or pending before a local, state or federal governmental body or agency must have first been adopted in the form of a Resolution by the City Council with the concurrence of the Mayor; and

WHEREAS, on March 26, 2015, Assembly Bill 744 was amended to prohibit any city, county or city and county in California from requiring a vehicular parking ratio for a housing development, when such a development is within one-half mile of a transit stop, is a senior housing development, or is a special needs housing development; and

WHEREAS, according to the bill's Local Government Committee analysis, the minimum parking requirements do not reflect the actual demand for parking spaces at housing developments; and

WHEREAS, even the American Planning Association, which supports the bill, contends that the bill does not address whether a reduction in parking requirements should include a parking study completed by the developer to support the need for reduced parking, whether the definition of a transit stop is too broad, whether the definition of special needs housing is too broad, and whether it is clear that to qualify for the reduced parking the project must include affordable units.

WHEREAS, AB 744 assumes that senior housing and special needs housing should require fewer parking spaces under the assumption that residents will drive less, however many may have unique needs that require specialized vehicles for transportation, and such residents may be uniquely unable to utilize public transportation; and

WHEREAS, without requiring a parking study, AB 744 may deprive residents of new housing developments of critically needed parking; and

WHEREAS, AB 744 unnecessarily interferes with the ability of the City to impose conditions on developers to adequately provide parking amenities for residents.

NOW, THEREFORE, BE IT RESOLVED, with the concurrence of the Mayor, that by the adoption of this Resolution, the City of Los Angeles hereby includes in its 2015-2016 State Legislative Program OPPOSITION to Assembly Bill 744, which would interfere with the City's ability to impose parking requirements on developers for housing projects.

Presented by: Paul Krekorian
PAUL KREKORIAN
Councilmember, 2nd District

Seconded by: [Signature]

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AUG 7 2015
[Signature]