

MOTION

**HOUSE LA: *Expanding the Use of Shared Vehicles***

Los Angeles continues to face a critical shortage in housing, resulting in high rental prices and less homeownership opportunities. One of the primary reasons for the high cost of housing is the cost of construction in Los Angeles, contributing to the City's housing policy challenges and a major reason that the City is now among the least affordable housing markets in the country.

In order to promote responsible development, increase our housing stock, and incentivize affordable housing, the City should continue to identify innovative policies and strategies to lower the cost of housing production. A major development cost is building parking for vehicles. Today construction costs range from \$25,000 to \$40,000 per parking space, and up to \$50,000 for subterranean spaces.

The City has adopted policies to encourage the use of public transit by reducing parking requirements for housing developments proposed within a Transient Oriented Development (TOD). The State Density Bonus Law under SB1818 allows for reduced parking as an incentive in exchange for the provision of affordable housing. The City's bicycle parking ordinance is another tool that allows for the reduction of vehicular parking requirements up to 20% and 30% in TOD areas.

State legislation has been introduced (AB 744) to expand the Density Bonus Law by allowing developers who request a density bonus from a city to also request that the city eliminate minimum parking requirements for a development if it is within 1/2 mile of transit, a senior-only project, or serves special needs individuals. The City and County of San Francisco have enacted regulations that eliminate minimum parking requirements and set a maximum requirement. Recode LA is in the process of updating our Zoning Code and the Downtown Development Code to reflect minimum parking requirements.

The City's Housing Element directs the City to develop alternative parking strategies that reduce the cost of housing production. One such solution is allowing the use of shared vehicles in housing developments located near rail transit or high frequency bus transit.

Buildings that are in close proximity to transit would be marketable and feasible with fewer parking spaces if one or more shared vehicles were available to tenants. Buildings that assure tenants easy and reliable access to such vehicles have been successful in other California cities, and can satisfy the need of many households for a vehicle or a second vehicle. Shared vehicles can provide the convenience which tenants need while dramatically reducing the cost of building housing.

I THEREFORE MOVE the City Council request the City Attorney in conjunction with the Department of City Planning prepare an ordinance that permits the substitution of one shared vehicle for every 4 required parking spaces for residential or mixed-use buildings located on or within 1/4 mile of a transit corridor.

I FURTHERMOVE the City Council instruct the Department of City Planning to prepare and present a report with recommendations on vehicular parking regulatory reform with an analysis of strategies to reduce and/or eliminate parking requirements based on selected criteria, including but not limited to certain types of developments, specific zones and proximity to transit.



AUG 29 2015

PRESENTED BY   
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SECONDED BY 

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