

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, the California Constitution provides cities and counties the authority to regulate behavior to preserve the health, safety, and welfare of the public (commonly called, "police power"), which gives cities and counties broad authority to regulate land use and other matters, provided that the local policy is not in conflict with general laws; and

WHEREAS, California cities and counties use their police power to enact zoning ordinances that shape development, and through this authority, establish minimum numbers of required vehicle parking spaces for nonresidential and residential buildings; and

WHEREAS, currently pending in the State Assembly, is a bill, AB 1401 (Friedman), relative to the parking requirements of residential and commercial development which would prohibit local governments from imposing or enforcing a minimum automobile parking requirement for residential, commercial and other developments if the parcel is located within one-half mile walking distance of either a high-quality transit corridor or a major transit stop; and

WHEREAS, while the elimination of parking minimums may reduce overall construction costs, often times projects near high quality transit corridors include only a limited number of affordable units, and instead provide housing for high-income tenants who use the transit services provided far less frequently; and

WHEREAS, the City of Los Angeles currently has limited policy tools to require the construction of a significant percentage of affordable units, and as such AB 1401 would simply perpetuate the status quo – the unnecessary construction of market rate and luxury housing units, and thereby creating an added financial windfall for developers, exacerbating traffic and parking congestion in residential communities and areas intended to be served by high quality transit, and leaving ridership numbers in these areas low; and

WHEREAS, finally, the City of Los Angeles should oppose AB 1401 because this bill would prohibit local governments, including charter cities, from enforcing minimum automobile parking requirements for developments located close to public transit;

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 2021-2022 State Legislative Program OPPOSITION to AB 1401 (Friedman), which would prohibit a city or county from imposing minimum parking requirements on all developments located within one-half mile walking distance of a major transit stop or a high-quality transit corridor.

PRESENTED BY:


PAUL KORETZ

Councilmember, 5th District

SECONDED BY:




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