Los Angeles County  
Department of Regional Planning  
Planning for the Challenges Ahead

December 15, 2015

TO: Mark Henrick, LDCC  
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FROM: Sorin Alexanian, Deputy Director

SUBJECT: Assembly Bill (AB) 744, Planning and Zoning: Density Bonus

On October 9, 2015, the Governor approved Assembly Bill (AB) 744 (Chau), which amends Section 65915 of the Government Code with further reduced parking ratios for certain qualified affordable, senior and special needs housing projects. As such, the amendment to the State Density Bonus Law will become effective January 1, 2016. I encourage you to discuss these modifications with your respective staff in order to provide a consistent transition to the new regulations.

A copy of the Assembly Bill is attached for your reference. Please be aware of the following changes when calculating the total number of parking spaces required for certain qualified projects. Until such time when the County Zoning Code (Title 22) is amended to comply with the amended state law, the following parking ratios provided in Section 65915 of the Government Code shall supersede the parking ratios provided in Section 22.52.1850 (Table E) in Title 22:

1) Certain qualified projects within a ¼ mile of a major transit stop (unobstructed access\(^1\)) are subject to the following vehicular parking ratios:

<table>
<thead>
<tr>
<th>Requirement</th>
<th>Parking Ratio</th>
</tr>
</thead>
<tbody>
<tr>
<td>At least 11% set aside for Very Low Income</td>
<td>0.5 space per bed</td>
</tr>
<tr>
<td>households</td>
<td>room</td>
</tr>
<tr>
<td>At least 20% set aside for Lower Income</td>
<td>0.5 space per</td>
</tr>
<tr>
<td>households</td>
<td>bedroom</td>
</tr>
</tbody>
</table>

\(^1\) Section 65915 of the Government Code states that "a development shall have unobstructed access to a major transit stop if a resident is able to access the major transit stop without encountering natural or constructed impediments." For implementation purposes, this is interpreted to mean that the actual route to the major transit stop from the project site should not be longer than ¼ mile. This distance should be measured along the sidewalk as the resident would travel on foot.
100% rental housing affordable to Lower and Very Low Income | 0.5 space per unit
---|---
Inclusive of accessible and guest parking, and can be tandem and uncovered.

| 2) Certain Qualified Projects with paratransit service, or within a ½ mile of a fixed bus route (unobstructed access) that operates at least 8 times per day\(^2\) are subject to the following vehicular parking ratios: |
| --- | --- |
| Rental senior citizen housing development\(^3\) | 0.5 space per unit |
| Rental special needs housing development\(^4\) | 0.3 space per unit |
| Inclusive of accessible and guest parking, and can be tandem and uncovered. |

If you have any questions regarding AB 744, please contact Connie Chung in the General Plan Development and Housing Section at (213) 974-6417 or cchung@planning.lacounty.gov.

SA:CC:TF
C: Richard Bruckner, Director
Dennis Slavin, Chief Deputy Director
Jon Sanabria, Administrator
Mark Child, Administrator
Mitch Glaser, Asst. Administrator
Connie Chung, Section Head, General Plan and Housing
Jill Jones, County Counsel
Joseph Nicchitta, County Counsel

Attachment

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\(^2\) Planners should check the bus schedule to verify frequency on the bus route per day.

\(^3\) "Senior citizen housing development," as defined in Section 51.3 of the Civil Code, means a residential development developed, substantially rehabilitated, or substantially renovated for, senior citizens that has at least 35 dwelling units.

\(^4\) "Special needs housing," as defined in Section 51312 of the Health and Safety Code, means any housing intended to benefit persons identified as having special needs relating to mental health, physical disabilities, developmental disabilities, or the risk of homelessness.