



Land Use & Mobility Policy Council

A better L.A. is our business

**July 13, 2011
Noon to 1:30 pm**

1. **Welcome and Self Introductions**

2. **Comprehensive Zoning Code Revision: More Planning, Less Reacting**

Special Guest

Alan Bell, Deputy Director, *Los Angeles Department of City Planning*

Mr. Bell will discuss the L.A. City Planning Department's efforts to rewrite the city's zoning code. It has been 65 years since the City has undertaken this task.

3. **Bureau of Sanitation Rates**

Special Guest

Lisa Mowery, Senior Civil Engineer, *Los Angeles Department of Public Works*

Ms. Mowery, senior civil engineer with the L.A. Department of Public Works, on the Bureau of Sanitation's 10-year financial plan. This plan proposes a sewer fee increase for residents and businesses to rebuild aging infrastructure, comply with mandated water quality requirements and create green jobs.

4. **Action Item**

- AB 710- Infill Development and Sustainable Community Act 2011

5. **Information Items**

- Access City Hall – October 5, 2011
- AB 208 – Tract Map Extension



Los Angeles Area
Chamber of Commerce

Alan Bell
Deputy Director
AICP

Alan Bell is a Deputy Director of Planning in the Los Angeles Department of City Planning, responsible for two divisions: Development Services and Zoning Administration; and Policy Planning and Historic Resources. In this position, he focuses primarily on community planning, long-range and citywide planning, zoning code amendments and simplification, and development reform. Recently, he lead the effort to reorganize the Department and implement the eight strategic changes outlined in Blueprint 2010-11.

Prior to his appointment as Deputy Director, he was the Senior City Planner in the Office of Zoning Administration, where he managed the code studies, case management, zoning investigations, and nuisance abatement units. Over the past 20 years his other assignments within the Department have included working as a Case Manager assisting customers with complex entitlements and drafting amendments to the zoning code. He was the Project Manager for the Adaptive Reuse Ordinance (ARO) that has facilitated the development of thousands of new lofts citywide since its initial adoption in 1999. In addition to the ARO, other code amendments he has authored provide incentives for historic preservation and residential construction along commercial corridors. He was a staff planner on the Los Angeles General Plan Framework, a citywide strategy for managing the city's long-range growth in population, housing and jobs.

Alan Bell has a master's degree in urban planning from UCLA and is a member of the American Institute of Certified Planners.



Los Angeles Area
Chamber of Commerce

Lisa B. Mowery
Senior Civil Engineer
Department of Public Works, Bureau of Sanitation,
City of Los Angeles

Lisa Mowery has a degree in Civil Engineering from Purdue University. An employee of the City of Los Angeles for 20 years, Lisa has been the financial manager for the wastewater program for the past 10 years. Her work includes developing the user fees that fund the program, managing the debt load for the capital construction program, and supervising the team of engineers who work with commercial and industrial customers to develop customized billing to accurately reflect their use of the wastewater system.

LOGO

April/May xx, 2011

Honorable Nancy Skinner
State Capitol
P.O. Box 942849
Sacramento, CA 94249-0014

RE: AB 710 - SUPPORT

Dear Assemblymember Skinner,

On behalf of **ORGANIZATION**, we are pleased to support AB 710 (Skinner) Infill Development & Sustainable Community Act of 2011.

SHORT DESCRIPTION OF ORGANIZATION AND HOW THIS BILL RELATES TO YOUR MISSION OR OBJECTIVES

As California grows, we need to plan and prepare for accommodating larger populations and more dense development in our existing footprint. This calls for more projects in downtown areas and the need to upgrade and retrofit existing infrastructure to support larger populations.

The state has shown interest in helping communities realize the goals of developing more sustainably. California has taken steps over the last several years to establish programs and policies to help incentivize sustainable regional and local planning and development efforts; however, there is still much that can be done to remove barriers and incentivize new development with public transit and alternative transportation options.

One major challenge in accomplishing more sustainable development is providing the appropriate amount of parking for the demand and need. Urban development, more often than not, requires less than the traditional parking required in single-use districts. In most cases, this is due to the number of and convenience of other transportation options and the proximity of housing to employment, schools, and commercial establishments.

AB 710 would decrease the minimum parking requirements in transit intensive areas, thereby increasing project feasibility and lowering project costs. AB 710 also provides some flexibility to local jurisdictions that may require higher minimums if written findings are made based upon substantial evidence in the record including a parking utilization study.

Urban development is a critical component to the state's environmental, economic, and public health goals. Of the many barriers to urban development, the requirement for excessive parking is the most costly and burdensome.

We thank you for your leadership on this important issue.

Sincerely,

NAME, TITLE



SUMMARY

AB 710 will spur job development in the construction industry, promote urban development, reinforce California's competitiveness for federal transportation dollars, and support the implementation of SB 375.

The real focus of AB 710 is to provide for the development of residential and commercial units on small lots in urbanized areas, near established transit corridors.

The development of these small lots is beneficial to our communities and environmentally preferred, but more expensive than traditional development. AB 710 mitigates this increased cost requirement by decreasing the cost from excessive parking requirements – requirement not originally meant for small lots in urban settings.

These smaller urban lots require less dedicated parking space than other types of developments. In most cases, this is due to the number of and convenience of other transportation options and the proximity of housing to employment, schools, and commercial establishments.

Urban development is a critical component to the state's environmental, economic, and public health goals. AB 710 helps the state reach all of these goals.

BACKGROUND

Local and regional agencies in California are leading the way in planning new and revitalized communities that provide more economic, environmental, public health, and equity benefits. Developing these new communities in existing urban areas will help reduce the expansion of the current development footprint, while also providing more transportation and housing options near job centers, improve air quality, reduce greenhouse gas emissions, and provide more green space.

This planning philosophy will call for less single-use, low-density developments and more 'infill development,' where housing and housing mixed with commercial and retail facilities are built more efficiently using less space.

Sustainable development is another primary goal of the state. California has taken steps over the last several years to establish programs and policies to help incentivize sustainable regional/local planning and development efforts; however, there is still much that can be done to remove barriers and incentivize new development with public transit and alternative transportation options.

One such barrier, which has been highlighted in many studies, is the standard requirement for parking units that is applied to all developments, regardless of the actual need for them. Most regional and local communities still use a

AB 710 (Skinner)

Infill Development & Sustainable Community Act of 2011

As Amended May 31, 2011

Vote Counts: Asm Housing & Community Development
7-0; Asm. Local Government 8-0; Asm. Appropriations
17-0; Asm Floor 76-0

single-use, single-family home standard for parking, even though these developments are located in heavily-urbanized and transit-rich planning areas.

AB 710 would decrease the parking requirements in specific areas, thereby increasing project feasibility and lowering project costs.

THE BILL

- Would create parking standards appropriate for small lot/infill developments; unless the jurisdiction makes written findings that more parking is required for the specific area.

SUPPORT

- California Infill Builders Association (sponsor)
- Local Government Commission (LGC)
- Non Profit Housing Association of Northern CA
- California Housing Consortium
- Metropolitan Transportation Commission (MTC)
- Bay Area Regional Transit (BART)
- City of El Monte
- City of Pittsburg
- American Institute of Architects (AIA)
- City of San Bernardino
- TransForm
- Bay Area Council
- California League of Conservation Voters (CLCV)
- Related Companies
- TMG Partners
- AG Spanos Companies
- Brookfield Homes
- Civic Enterprise Development
- Coddling Enterprises
- Creative Housing Associations
- CIM Group
- David S. Taylor Interests
- Domus Development
- JMA Ventures, LLC
- Mogavero Notestine Associates
- Natural Resources Defense Council (NRDC)
- Building Industry Association
- U.S. Green Building Council
- Newport Partners
- San Francisco Planning + Urban Research Association (SPUR)
- Policy In Motion
- Township Nine

CONTACT

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connie@csgcalifornia.com



SAVE THE DATE | Wednesday, October 5, 2011

Join business leaders from throughout the region for a networking breakfast and a special City Council meeting on issues vital to L.A.'s businesses. Topics include job creation, fixing the budget deficit and lowering L.A.'s business tax. This event is free and open to the public.

For more information, visit
[www.lachamber.com/
accesslacityhall](http://www.lachamber.com/accesslacityhall)

SCHEDULE

- 7:30 a.m. Registration & Continental Breakfast
- 8:30-9:30 a.m. Plenary Session with L.A. Mayor and City leaders
- 9:40 a.m. Coffee Break
- 10 a.m. L.A. City Council meeting on jobs and business growth
- 11 a.m. City Council Discussion
- 11:30 a.m. Public Comment & Adjourn

Key issues to be addressed in the Chamber's Advocacy Agenda include:

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| <ul style="list-style-type: none"> › Making job creation the number one priority › Eliminate L.A.'s major tax disadvantage › Streamline L.A.'s anti-jobs bureaucratic red tape › Support small businesses › Ensure that new City ordinances help job creation › Invest in L.A.'s Workforce Development Program | <ul style="list-style-type: none"> › Prioritizing and delivering essential City services › Identify and protect essential City functions › Divest non-essential City services and assets › Approve meaningful pension reform |
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For more information contact Shannon Cooper, 213.580.7565 or scooper@lachamber.com.

TITLE



A Sempra Energy company

GOLD



Forest Lawn
MEMORIAL-PARKS & MORTUARIES



SILVER

AT&T
BNSF Railway Company
JetBlue Airways
Mercury Air Group, Inc.
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BRONZE

Stantec Consulting
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