

Communication from Public

Name: William Weber

Date Submitted: 09/01/2022 08:37 PM

Council File No: 22-0002-S117

Comments for Public Posting: Don't urge Newsom to veto affordable housing!

Communication from Public

Name: Dan Silver

Date Submitted: 09/01/2022 11:57 AM

Council File No: 22-0002-S117

Comments for Public Posting: I am writing to express my strong support of the City Council resolution to support Assembly Bill 2097, which will eliminate requirements that homes and commercial buildings near transit or in neighborhoods with less car use be built with more parking than is necessary.

Communication from Public

Name: Machiko Yasuda
Date Submitted: 09/01/2022 12:16 PM
Council File No: 22-0002-S117

Comments for Public Posting: I am writing to express my strong support of the City Council resolution to support Assembly Bill 2097, which will eliminate requirements that homes and commercial buildings near transit or in neighborhoods with less car use be built with more parking than is necessary. Mayor Garcetti - do not ask the Governor to veto this bill. By reducing the over-building of parking, this bill would reduce traffic, greenhouse gas emissions and air pollution, reduce the cost of housing to renters and homeowners, and improve the prospects of small neighborhood businesses fighting to survive during the pandemic. On-site parking: Reduces the housing supply by taking up space that could otherwise be used for additional apartments. Is very expensive, costing \$30,000 to \$75,000 per space to build. This cost is passed on to renters and home buyers, regardless of whether they own a car. In fact, a recent study by Santa Clara University, researchers found that the cost of garage parking to renter households is approximately \$1,700 per year, or an additional 17% of a housing unit's rent. In response to the pandemic and the closure of restaurants and small shops, local governments have allowed businesses to expand into on-site and street parking spaces to allow for safe outdoor dining and shopping. These new and more productive uses of parking spaces have shown us the way forward to create more inviting and sustainable neighborhoods, and allow small businesses to survive and in some cases thrive. This bill would remove arbitrary restrictions that prevent small businesses from using their property for its most productive use. AB 2097 will: Prevent the wasteful overproduction of parking spaces, and reduce car dependency and carbon emissions. Encourage greater transit usage and more housing and business growth near transit, helping to create revitalized and pedestrian-friendly commercial corridors and downtowns throughout California. Increase the development of Affordable Housing. San Diego has already seen a significant increase in Affordable Housing development as a direct result of removing its parking minimums near major transit. This bill does not prohibit property owners from building on-site parking. Rather, it gives them the flexibility to decide on their own how much on-site parking to provide, instead of requiring compliance with a one-size-fits-all mandate. For these reasons, I humbly ask for your vote in favor of the Resolution to support AB 2097.

Communication from Public

Name: Brett Hollenbeck

Date Submitted: 09/01/2022 02:05 PM

Council File No: 22-0002-S117

Comments for Public Posting: I'm a California resident and I am writing to urge you to support AB 2097 (Friedman), which would lower housing costs by ending expensive parking mandates in new housing near transit and in walkable neighborhoods. Please support AB 2097 and help California take another important step toward tackling both the housing crisis, and the climate crisis.

Communication from Public

Name: Toby Muresianu
Date Submitted: 09/01/2022 09:36 AM
Council File No: 22-0002-S117

Comments for Public Posting: I strongly support AB2097 and the motion of Bonin and Raman to call on my city, the city of Los Angeles, to do the same. Treating the climate as a crisis requires shifting away from cars. Transportation is California's #1 source of emissions. A Nobel Prize-winning author of the IPCC report at UC Berkeley, said infill housing was the #1 way California could lower its emissions. Requiring housing in cities near transit to have extra, expensive car infrastructure kneecaps our own efforts. Treating housing as a crisis requires building more, less expensive housing. LA voters are extremely clear that homelessness and housing affordability are top issues for them. Evidence from our neighbor city of San Diego is that eliminating parking requirements increased the production of subsidized Affordable Housing by 500%. Evidence from the U.S. Government Accountability Office shows every \$100 increase in median rent is associated with a 9 percent increase in the estimated homelessness rate. We cannot afford to continue the same approaches that have failed in LA. We need to take the climate and housing crisis seriously, as our state government thankfully is, and stop playing games. <https://blogs.berkeley.edu/2019/03/25/why-housing-policy-is-climate-policy/>
<https://www.washingtonpost.com/business/2022/07/03/inflation-homeless-rent-housing/>
<https://cal.streetsblog.org/2021/05/19/parking-requirements-are-not-a-useful-bargaining-chip-for-increasing-affordable-housing/>

Communication from Public

Name: Dylan Gera
Date Submitted: 09/01/2022 09:47 AM
Council File No: 22-0002-S117

Comments for Public Posting: I am writing to express my strong support of the City Council resolution to support Assembly Bill 2097, which will eliminate requirements that homes and commercial buildings near transit or in neighborhoods with less car use be built with more parking than is necessary. By reducing the over-building of parking, this bill would reduce traffic, greenhouse gas emissions and air pollution, reduce the cost of housing to renters and homeowners, and improve the prospects of small neighborhood businesses fighting to survive during the pandemic. On-site parking: Reduces the housing supply by taking up space that could otherwise be used for additional apartments. Is very expensive, costing \$30,000 to \$75,000 per space to build. This cost is passed on to renters and home buyers, regardless of whether they own a car. In fact, a recent study by Santa Clara University, researchers found that the cost of garage parking to renter households is approximately \$1,700 per year, or an additional 17% of a housing unit's rent. In response to the pandemic and the closure of restaurants and small shops, local governments have allowed businesses to expand into on-site and street parking spaces to allow for safe outdoor dining and shopping. These new and more productive uses of parking spaces have shown us the way forward to create more inviting and sustainable neighborhoods, and allow small businesses to survive and in some cases thrive. This bill would remove arbitrary restrictions that prevent small businesses from using their property for its most productive use. AB 2097 will: Prevent the wasteful overproduction of parking spaces, and reduce car dependency and carbon emissions. Encourage greater transit usage and more housing and business growth near transit, helping to create revitalized and pedestrian-friendly commercial corridors and downtowns throughout California. Increase the development of Affordable Housing. San Diego has already seen a significant increase in Affordable Housing development as a direct result of removing its parking minimums near major transit. This bill does not prohibit property owners from building on-site parking. Rather, it gives them the flexibility to decide on their own how much on-site parking to provide, instead of requiring compliance with a one-size-fits-all mandate. For these reasons, I humbly ask for your vote in favor of the Resolution to support AB 2097. Thank you.

Communication from Public

Name: Nicholas Burns III
Date Submitted: 09/01/2022 10:04 AM
Council File No: 22-0002-S117

Comments for Public Posting: I am writing to express my strong support for the City Council resolution to support Assembly Bill 2097, which will eliminate requirements that homes and commercial buildings near transit or in neighborhoods with less car use be built with more parking than is necessary. By reducing the over-building of parking, this bill would reduce traffic, greenhouse gas emissions and air pollution, reduce the cost of housing to renters and homeowners, and improve the prospects of small neighborhood businesses fighting to survive during the pandemic. On-site parking: Reduces the housing supply by taking up space that could otherwise be used for additional apartments. Is very expensive, costing \$30,000 to \$75,000 per space to build. This cost is passed on to renters and home buyers, regardless of whether they own a car. In fact, a recent study by Santa Clara University, researchers found that the cost of garage parking to renter households is approximately \$1,700 per year, or an additional 17% of a housing unit's rent. In response to the pandemic and the closure of restaurants and small shops, local governments have allowed businesses to expand into on-site and street parking spaces to allow for safe outdoor dining and shopping. These new and more productive uses of parking spaces have shown us the way forward to create more inviting and sustainable neighborhoods, and allow small businesses to survive and in some cases thrive. This bill would remove arbitrary restrictions that prevent small businesses from using their property for its most productive use. AB 2097 will: Prevent the wasteful overproduction of parking spaces, and reduce car dependency and carbon emissions. Encourage greater transit usage and more housing and business growth near transit, helping to create revitalized and pedestrian-friendly commercial corridors and downtowns throughout California. Increase the development of Affordable Housing. San Diego has already seen a significant increase in Affordable Housing development as a direct result of removing its parking minimums near major transit. This bill does not prohibit property owners from building on-site parking. Rather, it gives them the flexibility to decide on their own how much on-site parking to provide, instead of requiring compliance with a one-size-fits-all mandate. For these reasons, I humbly ask for your vote in favor of the Resolution to support AB 2097. Sincerely, Nicholas Burns III 1740 S Westgate Ave. Unit H Los

Angeles, CA 90025

Communication from Public

Name: Ryan Olson

Date Submitted: 09/01/2022 10:53 AM

Council File No: 22-0002-S117

Comments for Public Posting: Housing is expensive in Los Angeles for many reasons, and there are many ways we as a city can help to turn the housing crisis around. Removing parking requirements is a massive way to allow more inexpensive housing to be constructed. We have a decent but underutilized public transit system. Some people choose to use transit, and have no need for a parking spot. Please allow housing to be constructed to serve that market. I understand City Council is considering asking Newsom to veto AB2097. I am commenting to strongly oppose any such ask. I think of housing as a problem very similar to climate change. Many decisions have been made over the years that have us in the mess we're in now. There is so much to be done to solve both problems but the common factor in both is time. The sooner we can start the better the outcomes are going to be in the future. But we absolutely must stop defaulting to our existing methods of producing housing, because it absolutely is not working now. Please do not ask Newsom to veto AB2097, let's start trying to fix this housing problem.

Communication from Public

Name: Heather

Date Submitted: 09/01/2022 11:09 AM

Council File No: 22-0002-S117

Comments for Public Posting: The Earth is on fire, flooding, heat. We must remove cars from the equation. AB 2097 makes sense, it's a good bill, it helps increase affordable housing and incentivizes public transit. Support it, support it, support it!