

Communication from Public

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Comments for Public Posting: Please see attached for a letter of support on this resolution on behalf of Climate Resolve.

August 29, 2022

Los Angeles City Council
200 N Spring St, Suite 415
Los Angeles, CA 90012.

Re: Support for AB 2097(Friedman): Residential and commercial development: parking requirements

Dear Los Angeles City Council,

I am writing on behalf of Climate Resolve in support of AB 2097 which would prohibit a local government from imposing or enforcing a minimum parking requirement on developments located near public transit.

Climate Resolve works to protect Angelenos from the impacts of climate change, and implement solutions to mitigate GHG emissions. Personal vehicles are far and away the largest source of emissions in the State of California, and decades of racist, poorly designed land use planning have resulted in the current car-centricity that we see in our major metro areas. California needs to reduce vehicle miles traveled by 15% in order to meet its SB 32 climate goals, even with full vehicle electrification. Without bills like AB 2097 that reduction will not be possible.

On-site parking reduces the housing supply by taking up space that could otherwise be used for additional homes. Providing on-site parking is also 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, in a recent study by Santa Clara University, researchers found that the cost of garage parking for renter households is approximately \$1,700 per year, or an additional 17% of a housing unit's rent.¹

In Los Angeles County in particular, parking requirements have led to significant distortions in land use, with over 14% of the county's incorporated land area dedicated to parking. As Los Angeles County invests billions of dollars into an expansion of its transit system, backed by supermajorities of county voters agreeing time and again to tax themselves for this purpose, it is critical to support transit with parking reform, so that the system is not undermined and can deliver its promised benefits, including environmental protection, creating alternatives to traffic and fostering convenient, affordable transportation for everyone. Allowing development to scale in job rich areas connected to transit will

¹ Gabbe, C. J., & Pierce, G. (2017). Hidden Costs and Deadweight Losses: Bundled Parking and Residential Rents in the Metropolitan United States. *Housing Policy Debate*, 27(2), 217–229.

also aid in correcting the housing/jobs imbalance across the state, which is a large driver of vehicle miles traveled².

AB 2097 will prevent the wasteful overproduction of parking spaces, and reduce car dependency and carbon emissions. It will also 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. By helping to foster a more balanced, sustainable transportation system, AB 2097 will also promote environmental justice, since people of color are disproportionately impacted by sources of pollution such as freeways and other major vehicle corridors³.

Climate Resolve is in strong support of AB 2097.

Sincerely,



Bryn Lindblad
Deputy Director

² Jones, C., Wheeler, S., & Kammen, D. (2018). Carbon Footprint Planning: Quantifying Local and State Mitigation Opportunities for 700 California Cities. *Urban Planning*, 3(2), 35-51.

³ Boyd-Barrett, Claudia (2019). "People of Color and the Poor Disproportionately Exposed to Air Pollution, Study Finds". California Health Report
<https://www.calhealthreport.org/2019/02/08/people-of-color-and-the-poor-disproportionately-exposed-to-air-pollution-study-finds/>