

Communication from Public

Name: David Barboza
Date Submitted: 08/26/2022 05:28 PM
Council File No: 22-0002-S117
Comments for Public Posting: Abundant Housing LA supports AB 2097 (Friedman, 2022) and urges the City of Los Angeles to support it as well. Please see the attached letter.



August 19, 2022

The Honorable Laura Friedman
California State Assembly
California State Capitol
Sacramento, CA 95814

Support – AB 2097 – Residential and commercial development: parking requirements

Dear Assemblymember Friedman,

We write on behalf of Abundant Housing LA as a co-sponsor in support of AB 2097, which would prohibit minimum automobile parking requirements within one half mile of major transit stops, with some exceptions. We have reviewed the 8/16/2022 Senate Appropriations amendments and wish to reiterate our continued support of the bill. The bill represents a thoughtful compromise that we believe has the support needed to be signed into law this year. We urge the Legislature to monitor the impact of this bill, should it pass, and be willing to come back to the table in future years to build on the policy and make it even more favorable to the production of the housing which is so desperately needed throughout California to end the housing shortage and make housing affordable again.

Abundant Housing LA is a pro-housing, nonprofit advocacy organization working to help solve Southern California's housing crisis. We support reforms to legalize more homes, make homes easier to build, increase funding for affordable housing, and protect tenants, which are all needed to make housing more affordable, improve access to jobs and transit, promote greater environmental sustainability, and advance racial and economic equity. As a community organization, in order to maintain our independence, we do not accept financial support from housing developers or their consultants.

There is an [extensive academic literature](#) on the harms to society caused by minimum automobile parking requirements. Parking requirements increase the cost of housing both directly and by [reducing the number of homes](#) that developers propose to build, which contributes to housing scarcity. Another result is encouraging automobile use, which increases greenhouse gas emissions, air pollution, land consumption, traffic congestion and traffic collisions, at an enormous cost to society. Parking requirements undermine public investment in affordable housing, which is already insufficient, by increasing construction costs, reducing the number of affordable homes that can be built, and thus resulting in fewer lower-income households served. Parking requirements also work against beneficial public investments in sustainable transportation, such as transit and protected bike lanes, because they act as a subsidy to motorists. For example, when fewer people ride transit because of parking requirements, more public money is then needed to maintain and improve transit service. In

short, parking requirements make solving some of our biggest social problems, like housing affordability and climate change, much more difficult.

This bill would not prohibit off-street parking from being built, if a homebuilder, business or property owner decides that it is desirable. It merely prevents local governments from imposing minimum parking requirements in areas well served by transit, with some exceptions, thus allowing the number of parking spaces to be right-sized according to demand.

For these reasons, we are proud to support AB 2097, and we offer our thanks to you for bringing this important bill forward.

Sincerely,

Leonora Camner

Leonora Camner
Executive Director
Abundant Housing LA

David J. Barboza

David J. Barboza, AICP
Director of Policy and Research
Abundant Housing LA

Communication from Public

Name: Livable Communities Initiative, HODG, Speak UP, YEA!

Date Submitted: 08/26/2022 08:12 PM

Council File No: 22-0002-S117

Comments for Public Posting: We the undersigned respectfully call on the Los Angeles City Council to pass a resolution supporting Assembly Bill 2097, which would prohibit a public agency from imposing or enforcing any minimum automobile parking requirement on a residential, commercial, or other development project if the project is located within one-half mile of a major transit stop. We ask the City to include AB2097 in its 2021-2022 State Legislative Program. Removing parking minimums on development projects is critical to making housing construction costs and rents more affordable in Los Angeles. Program 131 of Los Angeles' Housing Element (2021-2029) directs the City to advance the Livable Communities Initiative to holistically plan for housing, mobility and sustainability, in order to transform transit-rich corridors through rezoning and public investments that deprioritize automobiles and promote local, multi-modal infrastructure to provide safe, livable, and dignified space in the public realm. Parking requirements contribute to our L.A. housing crisis in multiple ways: * They discriminate against the 13% of Angelenos who do not own cars, forcing them to pay for parking they never use in order to secure housing in L.A. * They add an estimated \$36,000-\$80,000 per parking spot to the cost of constructing housing, which is passed on to renters. This adds an average of \$200 per month to the rent of Angelenos, who are already the most rent burdened residents in the nation. * They prevent owners of single narrow commercial lots from adding mixed-use housing without selling or assembling multiple lots. This drives up the cost of land and development, preventing and adding to the cost of much-needed multifamily housing production. * They lead to above ground podium parking in buildings, which is more affordable than underground parking but which nearby residents often find aesthetically disturbing and therefore oppose. It also leads to dead streets without vibrant commercial corridors for pedestrians. * They incentivize the development of large, expensive units rather than small, naturally affordable units so developers can amortize the cost of parking. * They induce demand for cars, which contributes to traffic congestion and often activates neighborhood opposition and CEQA lawsuits against new housing. It also contributes to climate change. Research shows that car ownership drops more than in half – from 80% (in housing built with parking) to 38% (in

housing built without parking). The built environment is the single most powerful way to take cars off the road. We believe more space should be devoted to housing and people rather than cars. The market rate for small apartments under 900 square feet in L.A. typically falls into the affordable housing category for moderate income AMI, which is largely unsubsidized. Removing parking makes it possible to build moderate income affordable housing without subsidies and allows more housing units in subsidized deeply affordable developments, increasing the impact of public dollars. Removing parking minimums and incentivizing small units without parking paired with mobility options helps solve our housing, traffic and climate crisis at once. Sincerely,
The Livable Communities Initiative HODG (Hang Out Do Good)
Speak UP YEA! (Young Entertainment Activists)