

**RESOLUTION**

**WHEREAS**, any official position of the City of Los Angeles with respect to legislation, rules, regulations, or policies proposed to or pending before a local, state, or federal governmental body or agency must have first been adopted in the form of a Resolution by the City Council with the concurrence of the Mayor; and

**WHEREAS**, the Southern California Association of Government's 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal 2024) calls for the reduction or elimination of parking requirements in order to realize potential construction costs savings ranging from \$20,000 for surface parking, \$50,000 for garages and structures, and \$80,000 per space for underground spaces; and

**WHEREAS**, Policy 4.13 of Los Angeles' Mobility Plan 2035 calls for the City to balance on- and off- street parking supply with other transportation and land use objectives by reducing the overabundance of free parking to promote vibrant public spaces, encourage transit ridership, and disincentivize automobile trips; and

**WHEREAS**, Program PK.13 of Los Angeles' Mobility Plan 2035 directs the City to reduce parking requirements for developments that are located near transit or a major bus stop and provide facilities to enable pedestrian, bicycle and disabled access; and

**WHEREAS**, Program 21 of Los Angeles' Housing Element (2021-2029) directs the City to promote innovative parking and mobility strategies such as developing alternatives to current parking standards, establishing new options for parking minimums, or instituting parking maximums in transit-served areas; and

**WHEREAS**, 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; and

**WHEREAS**, the California Air Pollution Control Officers Association's 2010 report, "Quantifying Greenhouse Gas Mitigation Measures," demonstrates a significant reduction in vehicle miles traveled and greenhouse gas emissions through the elimination or reduction of parking minimums, the creation of parking maximums, and the provision of shared parking; and

**WHEREAS**, empirical research demonstrates that guaranteed free or low-cost parking at the beginning and end of the most frequent commutes greatly encourages automobile use even for short, local trips that are best served by walking, rolling, or transit; and

AUG 26 2022



**WHEREAS**, according to a study from the United States Government Accountability Office (GAO-18-637), urban projects that include parking structures were associated with a per-unit cost increase of approximately \$56,000; and

**WHEREAS**, mandatory parking standards have led to an oversupply of parking spaces and inefficient land use practices that encourage a reliance upon single occupancy automobiles, discourage multi-modal travel, increase greenhouse gas emissions and traffic congestion, curtail the production of housing, and drives higher housing costs; and

**WHEREAS**, AB 2097 would prohibit a public agency from imposing or enforcing any minimum automobile parking requirement on any residential, commercial, or other development project that is located within one-half mile of public transit; and

**WHEREAS**, AB 2097 would authorize the City of Los Angeles to impose or enforce minimum automobile parking requirements on a project if the City makes written findings, within 30 days of the receipt of a completed application; and

**WHEREAS**, AB 2097 would create an exception from the above-described provision if the project: 1) dedicates a minimum of 20% of the total number of housing units to very low, low, or moderate income households, students, the elderly, or persons with disabilities, 2) contains fewer than 20 housing units, or 3) is subject to parking reductions based on the provisions of any other applicable law; and

**WHEREAS**, AB 2097 will further the City of Los Angeles' goals to promote more equitable and affordable housing production and promote more healthy, livable, sustainable, and resilient communities that improve the lives of all Angelenos;

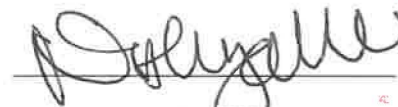
**NOW, THEREFORE, BE IT RESOLVED**, with the concurrence of the Mayor, that by adoption of this Resolution, the City of Los Angeles hereby includes in its 2021-2022 State Legislative Program **SUPPORT** for Assembly Bill 2097, which would prohibit a public agency from imposing or enforcing any minimum automobile parking requirement on a residential, commercial, or other development project if the project is located within one-half mile of public transit.

**PRESENTED BY:**



**MIKE BONIN**  
Councilmember, 11th District

**SECONDED BY:**



**NITHYA RAMAN**  
Councilmember, 4th District

**ORIGINAL**