

Alyson Stewart

From: Jane Stuecken <jane@streetsareforeveryone.org>
Sent: Wednesday, December 13, 2023 10:17 AM
To: Drp Parking Study; Damian Kevitt
Cc: jamie@abundanthousingla.org; scott@abundanthousingla.org
Subject: Support letter for Multifamily Parking Ordinance

CAUTION: External Email. Proceed Responsibly.

 **December 12th LOS Amend the Multifamily mininum...**

To the Regional Planning Commission,

Please find attached our support of the Multifamily Parking Ordinance. We feel strongly that Los Angeles County is experiencing an unprecedented housing crisis. The cost to buy or rent a home here continues to increase year over year and many residents can no longer afford their own residence in the county. Eliminating parking minimums would increase housing availability and incentivize the construction of smaller more affordable multifamily housing with fewer than 10 units.

This kind of construction is essential if we're going to alleviate the crippling shortage of housing, and it would make it easier and cheaper to build more homes near transit. It just doesn't make sense to hold on to one-size-fits-all minimum parking tools. For the betterment of climate safety, housing affordability and inclusivity, we must offer more housing options city wide.

Best regards,

Jane Stuecken
Policy, Legislation and Advocacy Coordinator
Streets Are For Everyone



Work [\(844\) 884-7233](tel:8448847233) Ext. 808

StreetsAreForEveryone.org
FinishTheRide.org



Streets Are For Everyone

4470 W. Sunset Blvd, Suite 453

Los Angeles, CA 90027

Phone: (844) 88-4-SAFE

Dear Regional Planning Commission,

December 12, 2023

Re: Agenda Item 6

Dear Los Angeles County Regional Planning Commissioners:

Los Angeles is at the cross of multiple crises: housing, transportation and climate change. Before you is an opportunity to take action on all of them in one motion, by embracing parking reform. I write in support of calls to reduce parking requirements in multifamily residential. Although I support the staff recommendation, I urge you and your fellow commissioners to go even further. Strict parking minimums are bad for LA County.

Of particular concern is their impact on the cost of housing. Not only do high parking minimums raise the cost of construction, which then gets passed down to tenants in new multifamily buildings; these overly prescriptive rules also limit the amount of housing getting built at all. In a housing shortage, driven by the scarcity of available homes, that makes housing more expensive for everyone.

This matters, especially because the County of Los Angeles is under an imperative to dramatically increase its housing production in order to meet its Regional Housing Needs Assessment targets. To do so it must build new housing at all income levels. Parking reform is a key tool to help local governments do just that. Research into the City of San Diego found that, when parking minimums were abolished locally, what followed was a significant boost in the production of market-rate housing, units in 100% affordable housing projects, and affordable units in mixed-income housing projects. The increase in deed-restricted affordable units was particularly dramatic.

Reducing parking minimums also facilitates the construction of small multifamily complexes, often called "missing middle" housing. These are the small apartment buildings that may fit within the fabric of a neighborhood but for which a large parking garage would never be financially or architecturally feasible. Empirical research has shown that eliminating parking minimums does not eliminate the construction of off-street parking by developers. Rather, parking reform allows builders to right-size parking for their particular projects. In some cases, that simply means building less parking.





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Parking reform even aligns with LA County's climate goals. Oversupply of parking incentivizes driving and increases carbon emissions. With transportation constituting the greatest source of emissions in California, parking reform holds the promise of addressing both housing affordability and climate change.

But for all its ambition, this ordinance does still have room for improvement. Even though the item represents an important step forward you have the opportunity to do something bigger. A previous version of the ordinance would have placed no parking minimum on housing developments 10 units or smaller. This was the kind of change that would have allowed for the construction of bungalow courts and many of the smaller apartments Angelenos love because of their ability to help facilitate walkable, architecturally interesting neighborhoods. Local buildings like these were built predominantly in the pre-war era, before the advent of such strict parking regulations, and they help make Los Angeles County the beautiful place it is today.

Despite overwhelming support for parking reform from both the public and from the commission in a July 26 hearing, planning staff introduced a new parking requirement for complexes of this size. This change was without merit, and I encourage the commission to reintroduce the removal of parking requirements for developments 10 units or smaller. Again, this would not mean the end of parking, but rather just an opportunity for developers to build the right-sized project to meet their needs.

I am thrilled about this exciting opportunity to help us build a more affordable, sustainable and livable region and hope that you will join us in supporting parking reform for LA County.

Sincerely,

A handwritten signature in black ink that reads "Damian Kevitt". The signature is fluid and cursive, with the first name "Damian" and last name "Kevitt" clearly distinguishable.

Damian Kevitt

Executive Director, Streets Are For Everyone



Alyson Stewart

From: DRP Public Comment
Sent: Wednesday, December 13, 2023 9:40 AM
To: Alyson Stewart; Bruce Durbin
Cc: DRP Public Comment
Subject: FW: Public comments for Parking Ordinance

FYI

ELIDA LUNA (she/her/hers)
COMMISSION SECRETARY, Operations & Major Projects (OMP)

From: Kevin Scott <kevin.robert.scott@gmail.com>
Sent: Wednesday, December 13, 2023 9:36 AM
To: DRP Public Comment <comment@planning.lacounty.gov>
Subject: Public comments for Parking Ordinance

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1. Item 6
2. Kevin Scott
3. kevin.robert.scott@gmail.com
4. Not applicant

I am not able to speak at the meeting today, but would like the following comments included in the record.

Hi my name is Kevin Scott, I'm a renter, and I live in Supervisor District 1.

I'm writing to ask that the ordinance be amended to eliminate parking minimums for multifamily housing with 10 or fewer units. The ordinance as written effectively makes illegal these one to two story types of housing that have traditionally provided naturally affordable options to low income renters like myself.

Beyond that, we've way over provided parking in LA County. There are 19 million off street parking spaces, or about 3 for every driver. We're in a housing crisis, and this isn't the moment to favor creating more parking spaces over the production of affordable housing, and these parking minimums will do just that.
Thank you!

Alyson Stewart

From: DRP Public Comment
Sent: Wednesday, December 13, 2023 10:11 AM
To: Alyson Stewart; Bruce Durbin
Cc: DRP Public Comment
Subject: FW: comments regarding Title 22, multifamily parking ordinance

FYI

ELIDA LUNA (she/her/hers)
COMMISSION SECRETARY, Operations & Major Projects (OMP)

From: Weintana Abraha <weintana.abraha.01@gmail.com>
Sent: Wednesday, December 13, 2023 10:07 AM
To: DRP Public Comment <comment@planning.lacounty.gov>
Subject: comments regarding Title 22, multifamily parking ordinance

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Hello,

My name is Weintana Abraha (email: weintana.abraha.01@gmail.com). I'm a volunteer with Abundant Housing LA and believe that the parking requirement of one space/unit be removed for multifamily buildings with 10 or fewer units.

As with many longtime Angelinos, I understand the importance of accessible and available parking, particularly in areas of the county with few public transit options. However, the need for affordable housing, particularly for middle-income and low-income families, is at a crisis point in our community. The Commission's priority must be facilitating more affordable development rather than hindering it, which this parking ordinance will do.

The land and money that would go into parking development would limit both the number and type of housing developments that can be built. The duplexes, fourplexes, bungalow and courtyard apartments that not only have a historic presence in Los Angeles but provide successful housing fulfillment would be virtually impossible to build under this ordinance. Additionally, taking out the ordinance does not prevent developers from putting in additional parking if they wish. But it would lessen the financial burden to them and ultimately to tenants.

I hope you will seriously consider removing the ordinance parking amendment. Thank you.

Sincerely,
Weintana Abraha