

Your Community Impact Statement has been successfully submitted to City Council and Committees.

If you have questions and/or concerns, please contact the Department of Neighborhood Empowerment at NCsupport@lacity.org.

This is an automated response, please do not reply to this email.

Contact Information

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The Board approved this CIS by a vote of: Yea(14) Nay(0) Abstain(0) Ineligible(0) Recusal(0)

Date of NC Board Action: 05/17/2021

Type of NC Board Action: For

Impact Information

Date: 05/18/2021

Update to a Previous Input: No

Directed To: City Council and Committees

Council File Number: 21-0002-S106

Agenda Date:

Item Number:

Summary:



May 17, 2021

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

RE: AB 1401 (Friedman)/Minimum Parking Requirements Prohibition/Major Transit Stops/High-Quality Transit Corridor

Honorable Members of the Los Angeles City Council,

Empowerment Congress West Area Neighborhood Development Council (ECWA) supports CF 21-0002-S106, the council file in opposition of Assembly Bill (AB) 1401. AB 1401 is a state bill that eliminates parking minimums within areas one-half mile from transit. ECWA's entire territory in South LA is inundated with transit. This bill would eliminate parking requirements, both commercial and residential for every future development. While transit is abundant in our area, car ownership is no less than a suburban area. Local households are often comprised of multiple adults who usually have a minimum of two cars regardless of housing type. Parking is extremely scarce in high density areas. Many workers need their vehicles to commute with equipment and many essential workers commute at extreme hours when transit is seldom an option. In addition, residents still need cars to buy groceries and get to and from school. Los Angeles has already facilitated reduced parking requirements through its TOC program which allows developers to receive parking space reductions depending on their level of transit service. By eliminating the parking standards, the value capture system designed by our city planning department is reduced, incentivizing market rate development instead of affordable units. Furthermore, the state has already reduced required parking in our area for qualifying mixed-income housing projects to .5 spaces per unit via AB 744. We object to the state preemption of local tailored parking standards.

In solidarity,

Empowerment Congress West Area NDC