

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

Neighborhood Council: Silver Lake Neighborhood Council

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The Board approved this CIS by a vote of: Yea(12) Nay(3) Abstain(3) Ineligible(0) Recusal(0)

Date of NC Board Action: 07/12/2021

Type of NC Board Action: Against

Impact Information

Date: 07/20/2021

Update to a Previous Input: No

Directed To: City Council and Committees

Council File Number: 21-0002-S106

Agenda Date:

Item Number:

Summary:



Serving the Silver Lake Community Since 2003

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Anthony Crump
Vice Chair Dulce Stein
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Secretary Albert Andrade

COMMUNITY IMPACT STATEMENT

In Opposition to Council File 21-0002-S106

AB 1401 (FRIEDMAN) / MINIMUM PARKING REQUIREMENTS PROHIBITION / MAJOR TRANSIT STOPS / HIGH-QUALITY TRANSIT CORRIDOR

The Silver Lake Neighborhood Council (SLNC) opposes the Resolution in opposition to AB 1401, which would prohibit local governments from imposing or enforcing a minimum automobile parking requirement for residential, commercial and other developments if the parcel is located within one-half mile walking distance of either a high-quality transit corridor or a major transit stop.

Los Angeles is facing a climate crisis and an affordable housing crisis, both of which require bold measures that are departures from business as usual.

Currently, fourteen percent of Los Angeles County's incorporated land is devoted to parking. This parking infrastructure takes up about 200 square miles of the County, which is 1.4 times greater than the 140 square miles of land used by driven cars on streets and freeways. We have no choice but to convert much of the precious space dedicated to parking to housing stock. Moreover, including parking in a housing development can cost an additional \$27,000 to \$35,000 per parking space, and adds hundreds of dollars of rent per month to a unit.

Studies have shown that parking mandates also drive up the cost of goods and services, reduce the walkability of a neighborhood, promote urban sprawl, reduce transit ridership, and exacerbate climate change as well as contribute to poor air quality. Conversely, removing parking mandates would reduce urban sprawl, facilitate affordable housing development, and spur investment in public transit, car-sharing programs, bike paths, and safe Slow Streets.

It is important to note that the bill does not prohibit property owners from building on-site parking. Rather, it provides the developer flexibility to decide how much in-site parking to provide based on the circumstances of each project.

Hoping that developers choose to include affordable units in exchange for minimum parking waivers will not solve the housing crisis – we have run out of time for hoping. We can and must address both the housing and the climate crises by acting decisively to increase affordable housing stock and public transit ridership.

The SLNC urges the City Council to vote against the Resolution.

PRESENTED BY: Anthony Crump

SECONDED BY: Jiyoung Carolyn Park

YES: 12, NO: 3, ABSTAIN: 3

ON THIS DATE: July 13, 2021