

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](mailto:NCsupport@lacity.org).

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

#### Contact Information

Neighborhood Council: Los Feliz Neighborhood Council, Los Feliz Neighborhood Council

Name: Jon Deutsch

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Email: [jon.deutsch@losfeliznc.org](mailto:jon.deutsch@losfeliznc.org)

The Board approved this CIS by a vote of: Yea(14) Nay(2) Abstain(0) Ineligible(0) Recusal(0)

Date of NC Board Action: 09/20/2022

Type of NC Board Action: For

#### Impact Information

Date: 09/21/2022

Update to a Previous Input: No

Directed To: City Council and Committees

Council File Number: 22-0002-S117

Agenda Date:

Item Number:

Summary: The Los Feliz Neighborhood Council calls for improving housing affordability by eliminating costly off-street parking minimums in transit-friendly areas. We therefore ask the legislature and our state legislators to approve AB 2097 and ask the City Council to advocate for it. Study after study has shown that parking requirements drive up the cost of housing, goods, and services; are set through pseudoscientific processes; hurt walkability; promote sprawl; depress transit use, and exacerbate climate change and emissions. These requirements mandate in many cases more square feet of parking than actual residential or commercial use. Parking takes up an incredible 200 square miles of Los Angeles County and can add upward of \$50,000 to the cost of each new unit in our city. Parking requirements also impede the development of subsidized affordable housing, transitional and supportive housing, homeless shelters, and other below-market-rate housing, which may only be financially feasible to build with less parking. In other words, parking minimums help incentivize luxury development. To be clear, AB 2097 would eliminate certain parking requirements, but not parking itself. Builders can still choose to construct off-street parking—and, according to studies of Los Angeles, they almost always do so even with lower minimums. However, getting rid of parking requirements at least opens the option for greener, more affordable buildings near transit.



**TREASURER**  
Erica Vilardi-Espinosa

**VICE PRESIDENT**  
Misty LeGrande - Communications

**PRESIDENT**  
Jon Deutsch

**VICE PRESIDENT**  
Dan McNamara - Administration

**SECRETARY**  
Amanda Blide

September 20, 2022

Councilmember Nithya Raman

Re: AB 2097 / Prohibition of Enforced Automobile Parking Requirement / Residential, Commercial or Other Development Projects / Near Public Transit

Assembly Bill: [2097](#)

Position: Support

Council File: [22-0002-S117](#)

Dear Councilmember Raman,

The Los Feliz Neighborhood Council calls for improving housing affordability by eliminating costly off-street parking minimums in transit-friendly areas. We therefore ask the legislature and our state legislators to approve AB 2097 and asks the City Council to advocate for it.

Study after study has shown that parking requirements drive up the cost of housing, goods, and services; are set through pseudoscientific processes; hurt walkability; promote sprawl; depress transit use; and exacerbate climate change and emissions. These requirements mandate in many cases more square feet of parking than actual residential or commercial use. Parking takes up an incredible 200 square miles of Los Angeles County and can add upward of \$50,000 to the cost of each new unit in our city.

Parking requirements also impede the development of subsidized affordable housing, transitional and supportive housing, homeless shelters, and other below-market-rate housing, which may only be financially feasible to build with less parking. In other words, parking minimums help incentivize luxury development.

To be clear, AB 2097 would eliminate certain *parking requirements*, but not *parking* itself. Builders can still choose to construct off-street parking—and, according to studies of Los Angeles, they almost always do so even with lower minimums. However, getting rid of parking requirements at least opens the option for greener, more affordable buildings near transit.

**-APPROVED-**  
**Yay: 14 Nay: 2**

Sincerely,



Jon Deutsch, President  
Los Feliz Neighborhood Council

By:

Aida Ashouri  
District C Representative  
Member, Transportation & Mobility Committee

CC :CA State Senator Anthony Portantino

Assemblymember Laura Friedman

State Senator Scott Wiener  
Chair, Senate Housing Committee

Assemblymember Buffy Wicks  
Chair, Assembly Committee on Housing and  
Community Development

State Senator Anna Caballero  
Chair, Senate Committee on Governance and  
Finance

Assemblymember Cecilia Aguiar-Curry  
Chair, Assembly Committee on Local  
Government

Submitted as a California Legislature position  
letter In support of AB 2097