



clerk CIS <clerk.cis@lacity.org>

Your Community Impact Statement Submittal - Council File Number: 22-1111-S14

LA City SNow <cityoflaprod@service-now.com>
Reply-To: LA City SNow <cityoflaprod@service-now.com>
To: Clerk.CIS@lacity.org

Mon, Apr 15, 2024 at 9:13 AM

A Neighborhood Council Community Impact Statement (CIS) has been successfully submitted to your Commission or City Council. We provided information below about CISs and attached a copy of the CIS.

We encourage you to reach out to the Community Impact Statement Filer to acknowledge receipt and if this Community Impact Statement will be scheduled at a future meeting. Neighborhood Council board members are volunteers and it would be helpful if they received confirmation that you received their CIS.

The CIS process was enabled by the to Los Angeles Administrative Code §Section 22.819. It provides that, "a Neighborhood Council may take a formal position on a matter by way of a Community Impact Statement (CIS) or written resolution." NCs representatives also testify before City Boards and Commissions on the item related to their CIS. If the Neighborhood Council chooses to do so, the Neighborhood Council representative must provide the Commission with a copy of the CIS or rResolution sufficiently in advance for review, possible inclusion on the agenda, and posting on the Commission's website. Any information you can provide related to your agenda setting schedule is helpful to share with the NC.

If the CIS or resolution pertains to a matter *listed on the Commission's agenda*, during the time the matter is heard, the designated Neighborhood Council representative should be given an opportunity to present the Neighborhood Council's formal position. We encourage becoming familiar with the City Council's rules on the subject. At the Chair's discretion, the Neighborhood Council representative may be asked to have a seat at the table (or equivalent for a virtual meeting) typically reserved for City staff and may provide the Neighborhood Council representative more time than allotted to members of the general public. They are also permitted up to five (5) minutes of time to address the legislative body. If the CIS or resolution pertains to a matter *not listed on the agenda*, the designated Neighborhood Council representative may speak during General Public Comments.

We share this information to assist you with the docketing neighborhood council items before your board/commission. If you have questions and/or concerns, please contact the Department of Neighborhood Empowerment at empowerla@lacity.org.

***** This is an automated response, please DO NOT reply to this email. *****

Contact Information

Neighborhood Council: North Westwood

Name: Jacob Wasserman

Email: jacobnwwnc@gmail.com

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

Date of NC Board Action: 09/07/2022

Type of NC Board Action: Neutral Position

Impact Information

Date: 04/15/2024

Update to a Previous Input: No

Directed To: City Council and Committees

Council File Number: 22-1111-S14

City Planning Number:


Agenda Date:

Item Number:

Summary: Community Impact Statement for Council File 22-0002-S117: The North Westwood Neighborhood Council (NWWNC) calls for improving housing affordability by eliminating costly off-street parking minimums in transit-friendly areas. NWWNC therefore asks 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.

Ref:MSG10170637

 **CIS_2097.pdf**
268K



- COMMUNITY IMPACT STATEMENT -

Assembly Bill: [2097](#)

Title: Vehicles: Residential, Commercial, or Other Development Types: Parking Requirements

Position: Support

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

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

Position: Support

Summary:

The North Westwood Neighborhood Council (NWWNC) calls for improving housing affordability by eliminating costly off-street parking minimums in transit-friendly areas. NWWNC therefore asks 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

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