

## Alyson Stewart

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**From:** Rafael Andrade  
**Sent:** Wednesday, September 13, 2023 1:13 PM  
**To:** Bruce Durbin; Alyson Stewart  
**Cc:** Elida Luna  
**Subject:** FW: Support of LA County Multifamily Parking Ordinance

FYI

-----Original Message-----

From: camiles@everyactioncustom.com <camiles@everyactioncustom.com>  
Sent: Wednesday, September 13, 2023 9:12 AM  
To: EDL-DRP BU-S Commission Services <commission@planning.lacounty.gov>  
Subject: Support of LA County Multifamily Parking Ordinance

CAUTION: External Email. Proceed Responsibly.

Dear LACounty Planning Commission,

At your July 26th meeting, Planning Staff will be making a presentation to you on how parking reform promotes housing affordability. Staff will discuss a number of strategies, including transit demand management, shared parking, and importantly the reduction and/or elimination of parking minimums for new multifamily housing. As we're sure you know, the Board of Supervisors made a commitment to parking reform by including it as one of the short-term programs in the LA County Housing Element. I stand with Abundant Housing in urging you to make good on that commitment by adopting a new ordinance in the months ahead which eliminates the requirement to provide parking in new multifamily housing.

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 there, the change was followed by 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. It's important to note that empirical research has shown repeatedly 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 means building less parking, and in some cases, none. The reduction in parking spots reduces the cost of construction, and as a consequence can dramatically decrease rents.

Finally, parking reform 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.

Thank you so much for your service, and please join me in supporting parking reform in LA County!

Sincerely,

Sincerely,  
Courtney Miles  
13620 Casimir Ave Gardena, CA 90249-2325 [camiles@abundanthousingla.org](mailto:camiles@abundanthousingla.org)