



**PUBLIC REQUEST TO ADDRESS
THE BOARD OF SUPERVISORS
COUNTY OF LOS ANGELES, CALIFORNIA**

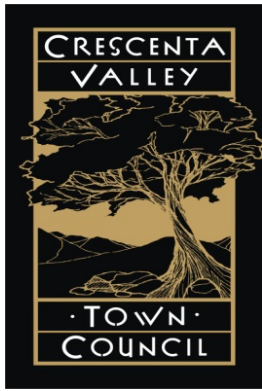
MEMBERS OF THE BOARD

HILDA L. SOLIS
HOLLY J. MITCHELL
LINDSEY P. HORVATH
JANICE HAHN
KATHRYN BARGER

Correspondence Received

The following individuals submitted comments on agenda item:				
Agenda #	Relate To	Position	Name	Comments
7.		Favor	GENEVIEVE M Clavreul	
			Kurt Canfield	Onerous parking requirements have kept the cost of housing high in Southern California, and have prevented many thousands upon thousands of units from being constructed. Allowing multifamily housing in smaller form factors to exist will allow densification without significantly changing the aesthetic characteristics of many neighborhoods. Where I live in Long Beach, the neighborhood has many historic 4-plexes that would be illegal to construct in many parts of my city and the county today. We must add to the supply of housing in any way possible, and eliminating parking requirements is one of the cheapest, most effective ways of doing so.
			R Liu	We need to house people, not cars. As a home owner who has apartment developments going up all around them, the idea of having NO parking requirements for any type of development is absolutely WRONG. Residential streets are already currently filled to the brim, adding more housing without any type of off-street parking is irresponsible. This city is far too spread out and wide with a terrible transit system that is dirty and dangerous to accept that people are going to be taking public transit to get around a city that was never built to handle the extremely spread out county that is currently Los Angeles. I am absolutely AGAINST what Streets for All, Abundant Housing LA and these other PAC organizations that are popping up all over this city. They DO NOT represent the majority of the population and need to stop acting as if they do. They are NOT our voice, the people of this city who are clearly against road diets, housing complexes without the appropriate parking, bus lanes, congested roads while bike lanes are clear.....
		Oppose	Carol Springer	Parking minimums drive up the cost of housing, induce more driving, and are incompatible with fighting climate change and creating a more multimodal region. At the complex where I live, we Do not have parking, and we offer a rent reduction incentive for people who live here to not own a car. We want to promote reduction in greenhouse gases and reduction in traffic, congestion by encouraging people to use public transportation, Bike,, and use shared vehicles. Creating parking spaces ads mini thousands of dollars to the construction of new buildings that is passed onto renters. Please do not insist on parking minimum for new construction. Thank you, Carol Springer.

The following individuals submitted comments on agenda item:				
Agenda #	Relate To	Position	Name	Comments
7.		Oppose	Jamaal Cowan	I stand in opposition to this change. Proponents of this change believe they are going to force poeple out of their vehicles by eliminating parking and eliminating travel lanes on roadways, basically forcing poeple to adapt to their transportation preferences through inconvenience. Parking is already challenging in areas with multi-family housing (and even single family housing), the elimination of a minimum parking requirement is a step in the wrong direction, I urge you not to adapt this amendment.
		Other	Dawn Elliott	N/A
			Dawn Elliott	N/A
			Scott Epstein	Support with amendment to eliminate parking minimums for apartment buildings with 10 or fewer units.
		Item Total	8	
Grand Total			8	



CRESCENTA VALLEY TOWN COUNCIL

February 27, 2024

Los Angeles County Department of Regional Planning
320 West Temple Street
Los Angeles, CA 90012
Sent via email: parking@planning.lacounty.gov
Cc: Supervisor Kathryn Barger

Harry Leon
President

Frida Baghdassarian
Vice President

Jeffrey Rodriguez
Recording Secretary

Donna Libra
Treasurer

Kerri Lewin Bräutigam
Corresponding Secretary

COUNCIL MEMBERS

Chris Kilpatrick

Aram Ordubegian

Elizabeth Ahlers

Dede Mueller

Daniel Kim
1st Alternate

Subject: Updated Response to County Regarding Proposed Updates to Parking Requirements for Multifamily Housing:

This letter serves to reiterate our community's response to the proposed multifamily residential parking ordinance changes prior to the upcoming hearing at the County.

Last year, the Crescenta Valley Town Council Land Use Committee provided the County with a detailed evaluation of how the loosed guidelines for off street parking would significantly impact our community and how not all areas of the County fit the bill for the long-term benefit of leniency of off-street parking requirements.

Please see the attached letter that was submitted to the Department of Regional Planning last year for review.

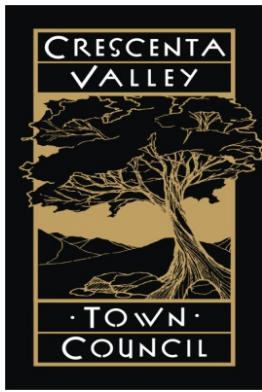
We understand and appreciate all the hard work it takes to ensure that all communities under your umbrella adhere to the ever-changing environment and implementing those changes in a thoughtful manner.

Harry Leon
President

Frida Baghdassarian
Vice President

Kerri Bräutigam
Corresponding Secretary

"A Community that Cares"



CRESCENTA VALLEY TOWN COUNCIL

February 13, 2023

Los Angeles County Department of Regional Planning
320 West Temple Street
Los Angeles, CA 90012
Sent via email: parking@planning.lacounty.gov

Subject: Updated Response to County Regarding Proposed Updates to Parking Requirements for Multifamily Housing:

Multifamily Residential Parking Ordinance (Project No. PRJ2022-003630-(1-5); Advance Planning Case No. RPPL2022009338

Dear Department of Regional Planning and Supervisor Barger,

This letter serves to communicate and reiterate our concerns of the community in regards to the proposed changes and leniency for off street parking requirements for multifamily housing developments.

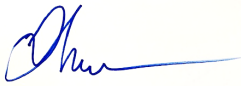
Earlier this month the Land Use Committee meet to discuss how this proposed change would affect our community and attached are their findings regarding the impact to our area.

The recent changes to the ordinances to address State Senate Bills to mitigate the housing shortage can already be felt here with the allowance of ADU and JR. ADU on R-1 lots without the need for off street parking. Many of our residents are experiencing overcrowded parking on our small residential streets taking away from the slightly more rural feeling that this area is sought after and known for.

We respectfully request that you consider the uniqueness of Unincorporated La Crescenta-Montrose and how this would negatively impact our community from the many standpoints that have been highlighted.

With respect,


CHRIS KILPATRICK
President


HARRY LEON
Vice President


Kerri Bräutigam
Corresponding Secretary

Chris Kilpatrick
President

Harry Leon
Vice President

Jeffrey Rodriguez
Recording Secretary

Donna Libra
Treasurer

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COUNCIL MEMBERS

Aram Ordubegian

Elizabeth Ahlers

Dede Mueller

Frida Baghdassairan

Ted Yu
1st Alternate

Dr. Young Suh
2nd Alternate

"A Community that Cares"

Motion passed at the LUC Committee meeting held on February 2, 2023.

After reviewing the proposed Multifamily Residential Parking Ordinance (Project No. PRJ2022-003630-(1-5); Advance Planning Case No. RPPL2022009338), the LUC's recommendation to the CVTC is as follows:

The CVTC sent a letter in the past, however the LUC would like to document the following concerns about the lack of parking. LA County's proposed ordinance is to revise parking standards for multifamily residential development standards, elimination of parking minimums for small multifamily developments of less than nine units, and addition of Transportation Demand Management (TDM) incentives to qualify for further parking reductions.

- The County's conducted a survey was not conducted in the La Crescenta area. Only a handful of surveys were conducted.
- One size does not fit all, and there must be flexibility to accommodate the nature of the community and specific needs and issues in the hope of producing more affordable housing.
- When counting empty parking spaces, the study did not allow for vacancy rates that could be approximately 20%, not 100% occupancy.
- Bill 2027, already in place, reduces parking requirements within 1/2 mile of public transit. The effects of how this Bill impacts parking should be studied before relaxing parking requirements further.
- Where will people park to charge their electric cars due to the requirement that all new cars sold in California must be electric starting in 2035?
- Very few people present at the outreach meetings were in support of the reduction of parking and a vast number expressed concern about traffic congestion. The public is experiencing parking congestion at the curb currently and is therefore concerned that multifamily housing will exacerbate on-street parking conditions, particularly if parking requirements are reduced.
- A large portion of La Crescenta-Montrose is in a State-designated severe fire hazard area.
- The foothill topography of the area is such that walking or riding a bike is not feasible for much of the population when going to work or doctor appointments, running errands, etc. You must have a car.

Demographics

- Unincorporated La Crescenta-Montrose is less than 3.5 square miles and based on the 2020 Census, the population is approximately 20,000.
- Schools result in a significant increase in traffic and curb parking. Within this 3.5 square mile area, Unincorporated La Crescenta has:
 - Three elementary schools
 - One private school on the former site of an elementary school
 - One middle school
 - One high school
- 17.4% of La Crescenta-Montrose residents are persons aged 65 years and over, which is higher than the LA County average. Due to the topography of the La Crescenta foothills, the preferred mode of transportation is car.
- In the Walker Consultants Demographic and Socioeconomic Data of the parking study:
 - The housing tenure for La Crescenta-Montrose is 81% owners and 19% renters. Owner occupied units make up a much larger percentage, which contrasts with

the finding in LA County as a whole, where renters make up the majority. The study found that owners are more likely to drive alone and work from home, while renters are more likely to utilize public transportation, walk, taxi, motorcycle, bike, or use other means. La Crescenta-Montrose is not one of the handful of communities where renter occupied units make up a majority;

- The study concludes this means near high-frequency transit, residents of multifamily properties (i.e., renters) may be more inclined to utilize other commuting options than owners. This may translate into less demand for parking as compared to owner-occupied units. However, La Crescenta-Montrose has no Transit Score, or “usefulness” value based on the frequency, type of route (rail, bus), and distance to the nearest stop.
 - The number of vehicles available per household in La Crescenta-Montrose is higher than the county average for 2 vehicles and 3 vehicles (28% vs. 19%). Only 2% of households have no vehicles while the county average is 6%.
 - On a scale of 0 to 100, La Crescenta-Montrose has a Walk Score of 53, a Bike Score of 28, and no Transit Score. Our community is not well served by public transit.
- During the County’s most recent Regional Housing Needs Assessment (RHNA), the County determined that for the 8-year housing cycle (2021-2029), unincorporated areas of LA County require approximately 90,000 additional housing units. Of the 90,000 units required, the County proposed 1,200 housing units be provided for within unincorporated La Crescenta-Montrose. The County is proposing rezoning 33 lots in the La Crescenta-Montrose area to a higher density.
 - In its Task 6 memorandum, Walker Consultants summarized the results of its outreach efforts to “core community voices,” representatives of communities throughout the County. Key feedback obtained from the meetings was the following, which was considered and incorporated into the development of their recommendations:
 - **Attention to Local Context** and the uniqueness of the various communities throughout the County and that the study must address local issues and factors. *Due to its demographics, size and topography, La Crescenta-Montrose is extremely unique, and the one size fits all approach is not applicable to our community.*
 - **Relationship with Other Studies and Efforts:** Participants emphasized the importance of active and intentional coordination with other planning efforts undertaken by the County, such as active transportation plans and community plans. *La Crescenta-Montrose will be included in the County’s West San Gabriel Area Plan, which was slated for completion by fall 2024. However, the Core Element, General Stakeholder Group and Planning Advisory Group for this Area Plan have not been identified or formed yet.*
 - **Multimodal Network:** In keeping with the comments to address and appreciate local context, participants discussed the vast differences in the multimodal network, including bicycle, pedestrian, and transit access, across unincorporated Los Angeles County. Participants also referenced feelings of insecurity related to first mile/last efforts to access transit. *On a scale of 0 to 100, the Walker Consultants Demographic and Socioeconomic Data of the parking study rates La Crescenta-Montrose as having a Walk Score of 53, a Bike Score of 28, and no Transit Score. Our community is not well served by public transit.*
 - **Parking Management:** Participants shared their personal experience of crowded, overused on-street parking resources in their neighborhoods and

concerns over lack of on-street parking availability as a limiting factor for the ordinance work. *The five schools in our 3.5 square mile community already result in overused on-street parking. An overwhelming majority of the housing tenure is owners and due to more than one generation living in the same household, the average number of car ownership is higher than the county average.*

- Key feedback from Walker's community questionnaire including **Parking Usage:** The street is an integral parking resource for many respondents – whether they live in a single-family home or a large apartment building. About one-fourth of respondents reported using the street as their primary parking option.

Our residential streets are already feeling the impact of reduced parking requirements under the allowed ADU and JADUs. It would be advisable for the County to study the effects of the new laws already in place - SB 1818, SB 9, SB 10, and the most recent LA County Housing Element before implementing further changes that destroy the integrity and character of our La Crescenta-Montrose community.

Future Considerations - The State of California is considering or has already passed legislation that can impact minimum parking requirements for California jurisdictions, including LA County

- AB 2097 (Friedman) prohibits a public agency from imposing a minimum parking requirement on residential development if located within one-half mile of public transit.
- State Density Bonus Law limits the minimum parking requirements for Affordable housing developments that offer units at a certain level of affordability within one-half mile of a major transit stop.

Respectfully submitted,
Land Use Committee for CVTC



March 7, 2024

Los Angeles County Board of Supervisors
500 W. Temple Street, Room 383
Los Angeles, CA 90012

Re: Agenda Item 7 on 3/12/24 BOS Agenda (Multifamily Residential Parking Ordinance)

Dear Los Angeles County Board of Supervisors,

Thank you very much for making a commitment to parking reform by including it as one of the short-term programs in the LA County Housing Element you adopted. At your March 12, 2024 meeting, you are being asked to consider the Multifamily Residential Parking Ordinance, prepared by LA County Planning and recommended by the Regional Planning Commission for adoption. The draft ordinance makes many laudable changes, including removing the requirement for covered parking, removing the requirement for ownership of offsite parking, and rightsizing the dimensions of parking spaces and areas. These changes will help provide more flexibility and reduce the cost of providing parking (which are passed down to tenants' rents). **However, Abundant Housing LA is deeply concerned that the most impactful piece of the original ordinance has been removed from the current draft: the elimination of parking minimums for small apartment buildings of 10 units or fewer.** We urge you to restore this much needed reform to the Multifamily Residential Parking Ordinance, to legalize the naturally affordable missing middle housing types beloved by Angelenos.

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 match the scale of many LA County neighborhoods 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.

Parking reform is a tool that addresses LA County's ambitious housing and climate goals, without any public subsidy! We ask that you take advantage of this zero cost, high impact opportunity by passing a meaningful package which includes eliminating parking minimums for small apartment buildings.

Sincerely,

Scott Epstein

Scott Epstein
Director of Policy and Research
Abundant Housing LA

March 10,, 2024
Los Angeles Regional Planning Commission
320 W. Temple Street
Los Angeles, CA 90012



Dear Los Angeles County Board of Supervisors,

Thank you for your work and commitment to parking reform as a part of the LA County Housing Element and the current Multifamily Residential Parking Ordinance. While we appreciate many aspects of the current draft, we urge you before the upcoming March 12th meeting to consider further **amending the current ordinance to eliminate all parking minimums on new multi-family buildings of 10 or fewer units.**

Eastside Housing for All is a housing advocacy group rooted in the Eastside of Los Angeles, including multiple residents and organizers who live in Unincorporated East Los Angeles. We envision the broader Los Angeles metro area as a vibrant and growing place where everyone and anyone can find and afford a home in any neighborhood that meets their needs, especially on the Eastside. **Parking reform is vital to creating a future in Los Angeles County where housing is abundant and affordable.** Every day, we see working- and middle-class residents of the Eastside find housing costs an immense burden, and many are pushed out of the community. Recently, we have heard more residents particularly frustrated by the lack of homeownership opportunities. By many measures, home prices in unincorporated East Los Angeles have doubled since the beginning of 2016. This housing crisis can only be fixed by building more homes, specifically “missing middle” homes that are naturally far more affordable than single-family alternatives.

Parking minimums are one of the most significant cost drivers of new construction. Estimates show that adding each parking space can cost, on average, [\\$55,000 for new housing in Los Angeles](#). By some measures, [17% of all rent burden can be attributed to the cost of parking](#). Parking reform allows builders to right-size parking for their unique projects, eliminating these underutilized spaces. In the case of many projects, developers still include ample on-site parking due to residents' preferences - but for many deed-restricted affordable and missing middle housing projects, residents value the housing more than the parking. Thus, **removing parking minimums is one of the best ways to increase the number of new missing middle and affordable housing developments.** San Diego [saw its affordable housing production increase 6-fold when it eliminated parking minimums around transit](#). New missing-middle housing that we desperately need has not been built at scale on the Eastside for decades - and developers cite parking requirements as a critical cost barrier to these projects.

Most of all, though, the Eastside would disproportionately benefit from seeing less driving in Los Angeles. The Eastside is home to many deeply low-income households, who are the most likely to use public transportation and [least likely to need parking](#). Furthermore, due to the historical legacy of racism, the Eastside is disparately impacted by air pollution from cars, leading to some of the highest asthma rates and [pedestrian deaths](#) in the nation and tragically shortening the lives of many residents. The status quo is simply unacceptable. Our community has enough density to support walkable streets - but car dependence stands in the way. Parking reform is a crucial policy aspect to save the lives of Eastside Residents through decreased car dependency.

Again, we ask that you **amend the ordinance to include total parking flexibility for multi-family buildings between 2-10 units.** Thank you for your consideration!

Sincerely,
Thomas Irwin
Lead Organizer and Policy Director
Eastside Housing for All

March 12, 2024

BOS Public Hearing on Multifamily Residential Parking Ordinance

Dear members of the Board of Supervisors for Los Angeles County.

I live in the unincorporated area of the Los Angeles County, La Crescenta, which falls under the 5th District. The 5th District is responsible for approximately 2,000,000 people!

In the past few years, under the mandate to provide “Affordable Housing”, we have slowly but surely watched the methodical destruction of our communities.

By increasing densities from 1 family house per lot to possibly 5 family units in an R-1 lot, with reduced parking requirements, and now by also reducing parking requirements on multifamily developments our communities are becoming overwhelmed. And the most impacted are the areas that are unincorporated given that we have no City Council protecting our community.

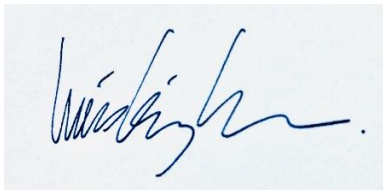
Rather than providing better environments for those that can't afford housing, you are destroying the communities that all who live in them have worked very hard and for many years in order to achieve peace, tranquility, good education for our children and yards that bring healthy environments for families to thrive. And, who is overbuilding our communities under the state mandate? Developers that purchase small homes tear them down and overbuild for money. It appears that it is contractors who mostly support this bill.

And now, we are supposed to add into the mix “De-tox” centers for drug and alcohol users, sex abusers and any other type of destructive behavior next to our homes, schools and parks!

Is not the purpose of the Board of Supervisors to protect the communities that have been built up by hard work and perseverance?

Please find solutions that are not based on the destruction of what we have achieved!

Respectfully submitted.

A handwritten signature in blue ink, appearing to read "Inés Gómez-Chessum", is written on a light blue rectangular background.

Inés Gómez-Chessum
5020 Rosemont Ave.
La Crescenta, CA 91214