

Craig, Sondra

From: Kevin Hundt <kevinhundt0@gmail.com>
Sent: Thursday, December 12, 2024 11:48 AM
To: ZZ City Clerk External
Subject: Re: 24-1323

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Sorry, one more thing that I think it's important to add. Ending the system by which the number of parking spaces is tied to the number of bedrooms creates the opportunity to decouple parking spaces from apartments. Right now, a parking space is taken for granted as being provided for renting an apartment. What this actually means is that the costs (construction, maintenance, taxes) of that parking space are part of the tenant's rent. But if that cost was removed from rent and instead an optional additional charge, that would create an incentive for the tenants to ditch the car without raising anyone's rent. E.g. if an apartment is \$800 with the parking space included, then changing it to \$750 with an optional extra charge of \$50 allows non-drivers to save \$50 but still costs the same for car owners.* This lets people make their own choices about what to pay for, and incentivizes ditching the car without penalizing those who choose not to.

*These numbers are purely speculative

Kevin Hundt

On Wed, Dec 11, 2024 at 2:14 PM Kevin Hundt <kevinhundt0@gmail.com> wrote:

Other people have noted that further reforms are necessary after this passes, so I think this is a good ordinance to start off with because its effects won't hit for several years. That gives us time to implement those other changes. To be specific:

- Parking Benefit Districts to ensure that people who choose to drive pay for the infrastructure they use
- Changes to the MTU routes and schedule to move to 20 minute frequency, an hourly overnight loop, and Bus Rapid Transit routes on South-Downtown-Rose, West-Lang-George, and Losey-16 in order to make the bus system fast enough for the general population
- Changes to zoning to allow high-density construction in more places, particularly along the aforementioned major road corridors
- Changes to design standards to allow for higher-density construction, such as reducing setbacks
- Attracting, or fostering the creation of, businesses which offer short-term car rental to apartments, which would allow residents to run errands (such as grocery shopping) without having to own their own car.

The City should also consider using State Statute § 66.12 to issue bonds to build our own Social Housing rather than relying on a fickle free market process that has to be cajoled into providing affordable housing.

Cars are not "going away" but that is not the goal. The problem is that cars are currently essentially mandatory for life in the modern city. This is not natural or entirely due to preferences, but because governments at local, state, and federal levels have created laws and infrastructure that make car ownership and use extremely easy while making non-car transportation expensive, inconvenient, and time-consuming. If we want to tackle our housing crisis and climate obligations, these are the sort of reforms we need to implement.

Kevin Hundt