



Your Community Impact Statement Submittal - Council File Number: 25-0600-S41

1 message

LA City SNow <cityoflaprod@service-now.com>

Tue, Nov 11, 2025 at 4:28 AM

Reply-To: LA City SNow <cityoflaprod@service-now.com>

To: Clerk.CIS@lacity.org, connornwwnc@gmail.com, Jasmin.SanLuis@lacity.org

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 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 resolution 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: Connor Webb

Email: connornwwnc@gmail.com

The Board approved this CIS by a vote of: Yea(11) Nay(0) Abstain(2) Ineligible(0) Recusal(0)

Date of NC Board Action: 10/08/2025

Type of NC Board Action: For

Impact Information

Date: 11/11/2025

Update to a Previous Input: No

Directed To: City Council and Committees, Board of Transportation Commissioners

Council File Number: 25-0600-S41

City Planning Number:

Agenda Date:

Item Number:

Summary: The North Westwood Neighborhood Council (NWWNC) supports efforts to appropriately price parking to increase parking space turnover and encourage walking, biking, and transit mode share. On-Street Meters: The proposed rate increase to \$1.50 per an hour is consistent with inflation and the proposed extension of operational hours will improve availability while increasing revenue for the city. Off-Street Facilities: As written by Donald Shoup, on-street meter prices should be equal or slightly higher than off-street parking facilities, otherwise drivers will search for an on-street space- worsening congestion, distracted driving, etc. We asked that an initial free parking period remain for Broxton Garage, with revenue losses offset by significantly increasing the fee for a monthly permit, which is underpriced. Preferential Parking Districts: PPD Permits are currently priced at \$34.00 per year, allowing storage of personal vehicles on city ROW for less than \$0.10/day. We should adopt practices from other cities, including successive increases for each additional permit per household (encouraging less vehicle ownership and storage) and basing rates on vehicle weight and size (Road damage increases with vehicle weight to the 4th power, and larger vehicles occupy more on-street parking space). These encourage positive changes while increasing revenue. In summary, the NWWNC supports appropriately priced parking via adjustments to meter rates and hours. It is essential that meter rates are above the rate for off-street facilities, meaning additional meter increases or inclusion of an initial free period for Broxton Garage, with the underpriced monthly permit fee increased. Finally, we ask that PPD permit rates increase with each successive permit per household, and that base rates are correlated to vehicle weight/size and therefore road damage and occupied street space.

**CIS_Parking Meter and Parking Permit Rates.pdf**

192K



- COMMUNITY IMPACT STATEMENT -

Council File: [25-0600-S41](#)

Title: Revised Fee Schedule / Parking Meter Zone Rates / Parking Facilities / Preferential Parking District Permit Fees

Position: For

Summary:

The North Westwood Neighborhood Council (NWWNC) supports efforts to appropriately price parking to increase parking space turnover and encourage walking, biking, and transit mode share.

On-Street Parking Meters

The most recent parking meter rate adjustment was in 2014, and the proposed \$0.50 per hour rate increase to \$1.50 per an hour is consistent with increases to the Consumer Price Index. Additionally, the proposed extension of operational hours in areas that see non-typical high-demand periods, like weekends near the beach or late evening in entertainment districts, will improve turnover and increase availability in these areas while increasing revenue for the city.

Off-Street Parking Facilities

As written by Donald Shoup, a former NWWNC board member and author of *The High Cost of Free Parking*, on-street meter prices should be priced equally or slightly higher than city-owned off-street parking facilities. Otherwise, drivers will spend more time driving in search of an on-street space, with negative consequences like congestion, distracted drivers, etc. We [previously asked](#) that an initial free parking period remain for Broxton garage, which supports this concept. Additionally, **the proposed fee for a monthly permit in Broxton Garage is severely under-priced, and any revenue losses from an initial free period can be offset by increasing the monthly fee**, with the added benefit of ensuring that more spaces are available for high-demand periods like the nearby Westwood Farmers Market.

Preferential Parking Districts (PPDs)

PPD Permits are currently priced at \$34.00 per year, allowing residents to store personal vehicles on city right-of-way for less than \$0.10 per day. Up to three permits

are allowed per household. **Instead of pricing all equally, we ask that PPD rates increase for each additional permit** to encourage households to own and store less vehicles and freeing space for other households, as done in neighboring cities like Santa Monica where fees are double for the third vs first permit. Additionally, **PPD prices should be based on vehicle weight and size**, as is [done in cities like Montreal](#). Importantly, road damage increases with vehicle weight to the fourth power (ie a 6,000 lb SUV causes *sixteen times* as much road damage as a 3,000 lb sedan), and larger vehicles occupy more on-street parking space.

In summary, the NWWNC supports the city's efforts to appropriately price parking, including adjustments to meter rates and hours of operation to increase space turnover. However, it is essential that meter rates are above the rate for off-street parking facilities, which can involve additional meter increases or inclusion of an initial free parking period like we previously requested for Broxton Garage. Revenue impacts can be offset by increasing the monthly off-street facility permit fee, which is severely under-priced Broxton Garage. Additionally, we ask that PPD permit rates increase with each successive permit per household, and that base rates are correlated to vehicle weight/size and therefore road damage and occupied street space.