

Communication from Public

Name:

Date Submitted: 06/23/2025 04:59 PM

Council File No: 25-0642

Comments for Public Posting: This is unacceptable, a complete disregard for everyone's safety and only serves yourselves. This is by far not the worst idea that comes out of this council but that's only because no good ones ever do. Passing this motion would be the end of any pedestrian safety, ADA compliance and traffic efficiency left in this city. You guys are absolute failures, at that, you actually do succeed.

Communication from Public

Name: richard

Date Submitted: 06/23/2025 05:16 PM

Council File No: 25-0642

Comments for Public Posting: understand the urgency to get housing in this area and efforts are being made, but most of those who can pay any rent have some form of personal transportation or access to repeat personal transportation. I am of the opinion that some parking SHOULD be available for renters. the streets in those multi tenant dwelling areas are overload as is, double parking rampant.

Communication from Public

Name: George Walsh

Date Submitted: 06/23/2025 03:48 PM

Council File No: 25-0642

Comments for Public Posting: This is a horrible idea. This will disproportionately affect low income people in disadvantaged communities who are limited on where they can live by cost. Can you imagine having a newborn baby, and no place to park your car? Places with no parking have more traffic because people are traveling around the block more than once just looking for a place to park. This circling also contributes to increased carbon emissions and air pollution. Please vote no.

Communication from Public

Name: John
Date Submitted: 06/23/2025 07:02 PM
Council File No: 25-0642

Comments for Public Posting: We cannot allow builders and lenders to determine necessary parking. They don't make money on the parking. Only the living spaces. Less parking equates to more living spaces which equates to more money. There are so many housing projects planned with "affordable" units along with retail and "unaffordable" units. Traffic will be even more of a nightmare if residents don't have sufficient assigned parking. The residents of these new housing projects will be forced to infiltrate neighboring neighborhoods and take up their spaces

Communication from Public

Name:

Date Submitted: 06/23/2025 08:56 PM

Council File No: 25-0642

Comments for Public Posting: Please do not go forward with your plan to eliminate parking for new developments. This would hurt the elderly and people who have to cart small children with them as they do their errands. This decision would change our everyday life in ways which should not be allowed to be decided by any governing body without a vote from the people who live in the city! This is for the benefit of developers only. It does not serve the public!

Communication from Public

Name: Robert Meer

Date Submitted: 06/23/2025 10:56 PM

Council File No: 25-0642

Comments for Public Posting: You must realize that parking is already an issue in many neighborhoods and will only get worse if you add housing without sufficient parking. It is quite possible that there may be violent arguments over parking spaces and vehicle damage through vandalism. Public transportation is insufficient in most areas, especially in the San Fernando Valley. Don't make life tougher, especially with the Governor and his henchmen proposing to add a 65 cent increase in the price of gas. This is bad policy and will turn your constituents against you.

Communication from Public

Name: North Valley Coalition of Concerned Citizens Inc.
Date Submitted: 06/23/2025 11:00 PM
Council File No: 25-0642
Comments for Public Posting: The elimination of all parking requirements for all new developments is insane. Every development has its own environmental impacts and having sufficient parking is one of them. Failure to address this critical issue would be a failure to comply with CEQA.

Communication from Public

Name: Veronica Castillo

Date Submitted: 06/23/2025 09:22 AM

Council File No: 25-0642

Comments for Public Posting: Eliminating parking will be disastrous to families and community. I/we already have no parking in the street, people leave their trash bins on street to “save parking”. People double park on street so save parking. Eliminating parking will cause confrontation, conflicts, harassment and possible assault if people have to fight for parking spots. Please do not eliminate the parking requirements. On a separate note- why are all the new luxury buildings going up and most of them are vacant.

Communication from Public

Name:

Date Submitted: 06/23/2025 01:57 PM

Council File No: 25-0642

Comments for Public Posting: The parking is already very hard to find, adding more people and not requiring parking will only make this worse. Some streets in the area are already almost impassable with all the parking, and you have to park long distances from your own home. This is not something any of us want. Vote NO.

Communication from Public

Name: Abundant Housing LA
Date Submitted: 06/23/2025 02:21 PM
Council File No: 25-0642
Comments for Public Posting: Abundant Housing LA strongly supports CF 25-0642



6/23/2025

Los Angeles City Council
200 N Spring St., Los Angeles
cc: Los Angeles Department of City Planning,

Re: CF 25-0642 (eliminating off-street parking requirements)

Dear Los Angeles City Council Members,

Abundant Housing LA proudly supports evidence-based strategies to lower the cost of housing, reduce greenhouse gas emissions and improve the livability of our communities. That is why we write to express strong support for CF 25-0642, which would study the elimination of off-street parking requirements for new development and changes of use.

It is fitting that the motion for this item begins by honoring Donald Shoup, a Los Angeles legend, whose academic work paved the way for a new generation of evidence-based best practices in urban planning. As Shoup showed us, the costs posed by onerous parking standards are prohibitive, often totaling \$50,000 or more per space, thus making new development both more expensive and more challenging. These factors, in turn, increase local housing costs, costs that ultimately get passed along to residents. These unnecessary standards additionally limit the forms of housing construction we see. They preclude, for instance, the construction of bungalow courts and other housing typologies that are quintessentially LA and a part of what makes this city such a special place to live. Many beloved pre-war-era apartments would be illegal to build today, under current codes, in part because of such requirements. Parking minimums are also bad for our transportation network; they incentivize solo car trips (including for those who would not otherwise choose to drive), reduce transit ridership, and increase traffic on our streets, all of which leads to increased carbon emissions and dirtier air.

There is a myth that everyone in LA drives everywhere. In actuality, many Angelenos lead car-free or car-light lifestyles. The Metro system saw 311 million bus and rail boardings last year, an 8% increase over 2023 annual ridership numbers and the highest numbers seen since the Covid-19 pandemic. Importantly, eliminating parking minimums does not forbid new parking spaces; it just allows builders to right-size their parking allotments to the needs of a given development and its future residents.

Emboldened by the evidence, California's government leaders, at the state and local levels, have already begun to chip away at parking requirements across the state. Through AB 2097 (Friedman), the State of California already eliminated parking requirements near major transit stops in 2022. Many local jurisdictions have gone above and beyond this and pursued deeper reforms. Last year, for instance, the County of Los Angeles loosened parking requirements for multifamily development. The Cities of San Francisco, San Jose, and Sacramento have gone further still, eliminating them altogether. Los Angeles has an opportunity to do the same and join these cities in leading on this issue.

We urge you to advise the Department of City Planning, in consultation with the Department of Building & Safety, to report back with recommendations regarding the feasibility and cost-benefit analysis of citywide elimination of off-street parking requirements for new development and changes of use.

This is a meaningful step forward toward a more equitable, sustainable and livable future in Los Angeles and a sign that an ever better LA is possible.

Sincerely,

A handwritten signature in black ink, appearing to read 'Azeen Khanmalek', with a long horizontal flourish extending to the right.

Azeen Khanmalek
Executive Director
Abundant Housing LA

Communication from Public

Name: Joyce M.Prescott

Date Submitted: 06/23/2025 02:46 PM

Council File No: 25-0642

Comments for Public Posting: I live one block north of the Orange line. When “someone” determined that multiple ADU’s could be built on what used to be a one house lot, we lost any parking on our street. One address has 3 residential properties, 8 vehicles and ONE parking space on the property. Another one also has three units, two parking spaces, and 5 vehicles. Reducing parking restrictions even further will make it even worse. Just drive through these streets some evening where restrictions were already lifted to allow multiple units and you will see. Think about trash pickup with additional cars and cans! It is a nightmare. Please don’t allow this to happen!