

Communication from Public

Name: Antoine Wakim
Date Submitted: 08/22/2025 03:12 PM
Council File No: 25-0642
Comments for Public Posting: Parking minimums drive up the cost of housing and result in cities that are oriented toward cars rather than people. This results in unsafe streets and increased traffic deaths as well as buildings surrounded by parking lots instead of walkable communities. Let's try to figure out how to eliminate parking minimums in newly constructed homes

Communication from Public

Name: Nick Cron-DeVico
Date Submitted: 08/22/2025 03:16 PM
Council File No: 25-0642

Comments for Public Posting: I'm here to voice strong support for the motion to begin eliminating parking minimums in Los Angeles. Parking minimums are outdated policies that make housing more expensive, encourage car dependency, and undermine our efforts to create walkable, sustainable neighborhoods. By requiring developers to include excessive parking, we force them to use valuable land and resources on car storage instead of homes, parks, or local businesses. Eliminating these mandates is a critical step toward addressing our housing affordability crisis and climate goals. It will allow for more flexible, community-oriented development and help reduce traffic congestion and emissions by making alternatives to driving more viable. I urge the committee to support this motion and prioritize a city that puts people, not cars, first. Thank you.

Communication from Public

Name: Clayton Becker

Date Submitted: 08/22/2025 03:21 PM

Council File No: 25-0642

Comments for Public Posting: Parking minimums are unnecessary, distort the housing market, drive up costs, make it harder for different types of business to occupy space when the previous tenants close, and are antithetical to the city's climate goals. I strongly support removing parking mandates and allowing builders to build the amount of parking they feel the project requires. They have a clear incentive to build the right amount of parking. If they don't build the amount of parking that is demanded, then they'll simply lose out on money from those for whom parking is a crucial amenity. These mandates only serve to force builders to provide parking even when it is not necessary.

Communication from Public

Name:

Date Submitted: 08/22/2025 03:21 PM

Council File No: 25-0642

Comments for Public Posting: no more parking minimums! Make this a city for PEOPLE not for cars!

Communication from Public

Name:

Date Submitted: 08/22/2025 03:22 PM

Council File No: 25-0642

Comments for Public Posting: Parking mandates increase the cost of housing and make it harder to build the affordable, sustainable communities Los Angeles desperately needs. By requiring developers to build costly parking structures, we are prioritizing cars over people, even as many Angelenos struggle to pay rent or would prefer to live in walkable, transit-friendly neighborhoods. We know that parking minimums lead to more driving, more traffic deaths, and more dangerous streets. They also leave us with buildings surrounded by asphalt instead of housing, green space, or small businesses. Removing parking minimums is a proven step cities around the country have taken to lower housing costs, improve street safety, and reduce emissions. This is about equity as much as sustainability. Many residents cannot afford cars and rely on walking, biking, or transit. Parking mandates force them to subsidize car storage, even though they don't benefit from it. Eliminating these mandates makes Los Angeles fairer, safer, and more affordable for everyone. I urge you to eliminate parking minimums. Thank you.

Communication from Public

Name: Brooke Wirtschafter

Date Submitted: 08/22/2025 03:24 PM

Council File No: 25-0642

Comments for Public Posting: I urge the council to support the motion today today instructing the Department of City Planning to report with recommendations regarding the feasibility and cost-benefit analysis of city-wide elimination of off-street parking requirements for new development and changes of use. Parking minimums drive up the cost of building housing. They encourage car ownership and dedicate public space to private parking use. They make neighborhoods less walkable and mass transit less feasible. We need to lower the cost of building new multi-family housing and incentivize people to use public transit, to walk and bike. In the process, we will make LA more livable for everyone.

Communication from Public

Name: Alexander Bell

Date Submitted: 08/22/2025 03:28 PM

Council File No: 25-0642

Comments for Public Posting: Parking minimums drive up the cost of housing and result in cities that are oriented toward cars rather than people. This results in unsafe streets and increased traffic deaths as well as buildings surrounded by parking lots instead of walkable communities. Let the developers decide if and how many parking spaces they need.

Communication from Public

Name: Seneca J. Velling

Date Submitted: 08/22/2025 03:29 PM

Council File No: 25-0642

Comments for Public Posting: Removing off-street parking minimums is a practical, pro-housing, pro-services reform that will help Los Angeles add homes, strengthen public finances, and improve everyday city life. Parking mandates quietly raise the cost of every home. Building structured parking routinely runs tens of thousands of dollars per stall—often \$30k–50k+ for structured/underground spaces—costs that get baked into rents and sale prices whether residents need a stall or not. Research also shows that “bundled” parking raises rents by ~17% (about \$1,500-1,800 per year) and imposes hundreds of millions in deadweight costs on car-free renters. Furthermore, when cities lift minimums, developers right-size parking and build more homes. In Buffalo, the first major U.S. city to repeal minimums, nearly half of major projects provided fewer spaces than the old code demanded, cutting excess parking by ~20% and freeing land and financing for housing instead. Interviews with developers after repeal found parcels near transit and walkable amenities became more attractive, confirming that flexibility encourages infill where a car isn’t essential. When we remove parking minimums, we can better support public services. Surface lots and overbuilt garages consume valuable land while generating little tax value per acre compared with mixed-use buildings; shifting land from low-productivity parking to housing, shops, and mixed-use zones will grow the tax base. This is absolutely essential for LA given its dire budgetary position. More compact development also lowers per-capita infrastructure costs—with multiple studies finding sprawling urban/peri-urban environments spend far more on streets, sewers, and utilities per resident than denser places. LA’s current budget woes reflect this: Los Angeles spends nearly \$888 per resident on water and sewer, far above Chicago’s \$481 or New York City’s \$194, while allocating just \$59 per resident for streets (compared with \$165 in NYC and \$544 in Chicago, though Chicago’s figure includes large grant-funded capital investments). This imbalance underscores LA’s budgetary inefficiency (and looming fiscal cliff). The city is bearing sharply higher utility costs without the density or tax base to justify it. On top of that, LA faces a nearly \$1-billion ongoing budget deficit. Those savings can be redirected to core services like transit, safety, parks, and libraries, thereby improving everyday life for

Angelenos. Beyond tax revenue and good planning policy, it is worth observing that travel behavior in our community is changing—especially among younger Angelenos. National licensing data show only about 69% of 19-year-olds and 77% of people aged 20–24 are licensed, far below older age groups and down markedly from the 1980s. That trend, paired with more delivery/telework, on-demand mobility like rent-a-bikes and scooters, means fewer households will demand a space per unit, particularly in walkable, transit-rich neighborhoods and if they do it will be for storage of small more mobile vehicles, not parking lots/garages for cars. Finally, Los Angeles is expanding high-quality transit, which makes homes without parking more desirable over time. The Regional Connector opened a year and a half ago in June of 2023, simplifying cross-county trips, and the D Line subway is extending to Westwood, with new stations slated to open in 2026 & 2027. Measure M has invested roughly \$120 billion over four decades to build out the network—meaning more households will live a short walk from frequent service; while the recent HLA measure is improving multi-modal transportation, thereby reducing demand for automobiles. State law already recognizes this shift: California’s AB 2097 prohibits cities from imposing minimums within a half-mile of major transit stops. Removing remaining minimums citywide would align LA’s zoning with this transit future and accelerate the production of homes near jobs and schools. In sum, parking minimums are an expensive, outdated mandate that suppress housing supply, inflate rents, and divert land and tax capacity from better uses. Ending them will let builders provide the right amount of parking where it’s truly needed, while enabling more homes, more neighborhood amenities, safer streets, and stronger city services—exactly the ingredients of a more affordable, livable Los Angeles.

Communication from Public

Name: Leo Shahbazian
Date Submitted: 08/22/2025 03:33 PM
Council File No: 25-0642
Comments for Public Posting: I support removing parking minimums. Parking minimums make it more expensive for things to get built, and make it more difficult for people to choose a car-free or light lifestyle due to the direct and indirect costs parking minimums impose.

Communication from Public

Name: Jay Deuby

Date Submitted: 08/22/2025 03:33 PM

Council File No: 25-0642

Comments for Public Posting: I wholeheartedly support removing parking minimums for housing and commercial buildings in Los Angeles. An across the board rule no longer makes sense for the population density of present-day Los Angeles and increases the cost and therefore price of housing. In areas where limited parking is an issue, other more targeted solutions should be found rather than an across the board mandate. The city has long suffered a housing crisis and had little impact on remedying it. It's more than time to remove hurdles like parking minimums. Thank you for your attention and consideration to this matter.

Communication from Public

Name: AM

Date Submitted: 08/22/2025 03:37 PM

Council File No: 25-0642

Comments for Public Posting: Parking is a societal burden! No parking minimums, no free parking. Yes to more housing and public transit instead.

Communication from Public

Name: Sara Siegal

Date Submitted: 08/22/2025 03:37 PM

Council File No: 25-0642

Comments for Public Posting: This is a comment on item 21. Parking minimums drive up the cost of housing and result in cities that are oriented toward cars rather than people. This results in unsafe streets and increased traffic deaths as well as buildings surrounded by parking lots instead of walkable communities. Please approve this motion to eliminate parking minimums. Thank you.

Communication from Public

Name: Michael
Date Submitted: 08/22/2025 03:43 PM
Council File No: 25-0642
Comments for Public Posting: NO PARKING MINIMUMS

Communication from Public

Name: Andrew Adams
Date Submitted: 08/22/2025 03:48 PM
Council File No: 25-0642
Comments for Public Posting: Parking minimums do nothing to improve quality of life, and only get in the way of progress. It makes building the absolutely necessary housing of all types more expensive without noticeable benefit. Build homes for people not cars. If people don't like a project, let them challenge on the merits. No more hiding all manner of objections to progress and the building of then city we all need in these amorphous traffic or parking requirements. We all pay the high cost for these parking minimums and the City doesn't need to do obstructionists' work for them.

Communication from Public

Name: Yonatan Ahituv
Date Submitted: 08/22/2025 03:48 PM
Council File No: 25-0642
Comments for Public Posting: To the city council, I am highly in favor of the motion to begin to remove parking minimums in the city of Los Angeles. This would place LA in the same path as other cities in improving walkability and affordability; instead of enforced car dependency.

Communication from Public

Name: Carey Bennett

Date Submitted: 08/22/2025 03:57 PM

Council File No: 25-0642

Comments for Public Posting: Parking minimums drive up the cost of housing and result in cities that are oriented toward cars rather than people. This results in unsafe streets and increased traffic deaths as well as buildings surrounded by parking lots instead of walkable communities. Please eliminate parking minimums!

Communication from Public

Name: Hans R Vermy

Date Submitted: 08/22/2025 03:57 PM

Council File No: 25-0642

Comments for Public Posting: Please vote in favor of removing parking minimums. Housing and people first. The city should not be beholden to car companies and policies that enrich Car culture and coddle those who chose to drive. I travel 26 miles round trip on public transit and hate how much I subsidize car culture and get no safe streets or bike lanes in return. End minimum parking.

Communication from Public

Name: Luke Klipp

Date Submitted: 08/22/2025 04:02 PM

Council File No: 25-0642

Comments for Public Posting: You're going to hear that people need a car in Los Angeles. However, (a) not **everyone** needs a car, (b) not **every** new home needs parking, and (c) there's plenty of other, and better, ways to tackle parking challenges that don't involve requiring tons of parking in new housing and commercial buildings. At a time when housing costs are skyrocketing and people are being pushed onto the streets, the one thing LA makes sure we still have is parking. Parking in absolute abundance. And parking is the single-greatest reason for, and perpetuator of, auto dependence. Any member of the City Council who cares about the environment knows LA's auto dependence is the largest contributor to our greenhouse gas emissions. What's more, auto dependence makes LA less affordable, in several ways. For starters, "everyone driving on their own" is the most expensive way for people to get around, period, and nothing comes close (except maybe if we're all trying to get around in flying drones). On top of that, the sheer amount of space that LA sets aside for parking is incredibly expensive in a city where land is already at a premium. And what's more, parking minimums both reduce the amount of housing that gets built and also cause the housing that DOES get built to be even more expensive. But here's the kicker: all these parking requirements are just made up. There's absolutely no science behind any of them. Mostly they're just "here's what people do elsewhere" so we do it here too. They may seem logical, but why do we require 4 parking spaces for 1,000 square feet of commercial space? Why not 3 spaces? Or 10? Or 2? Truth is, no one can give you a good answer. Go ahead and look at the code for all these minimums and it starts to read like a children's magic spell, complete with references to all kinds of uses you probably never even knew existed. Every single parking space takes up 300-350 square feet, when you include access and the space itself. That means those 4 parking spaces for 1,000 square feet of commercial are taking up MORE space for parking than the actual use itself (1,200-1,400 square feet for parking for 1,000 square feet of commercial space). For a restaurant, Los Angeles requires 10 parking spaces for 1,000 square feet of use, that's THREE TIMES the amount of space for parking as the restaurant itself. And that includes space for the kitchen, so we see restauranteurs trying to limit kitchen size because the parking

requirements are so onerous. Sorry, LA, but this is bonkers. For all things good and holy, please just approve Council File 25-0642 and move on. It doesn't even get rid of these ridiculous requirements yet, just saying let's see how we could do it. You could do like San Francisco and just eliminate the entire section of parking requirements out of the city's planning and zoning code. Just nix it out. Voila. And anyone who says "but then they'll never build more parking" either doesn't understand how these things work or literally thinks that parking only gets built because the City requires it. Anyone who takes two minutes to talk to lenders who finance new housing or commercial projects will be disabused of that idea very quickly, because they demand parking too as a condition for financing new construction. So, yeah, please just do this. Since I first studied these issues and realized what a crockpot science they are and how they make everything more expensive I've now gone completely gray and am a couple decades closer to my own grave. It's beyond bonkers to me that we're still even debating the rationale of parking requirements that make about as much sense in 2025 as would requirements for telephone jacks or cable television hookups. Thank you.

Communication from Public

Name: Elizabeth O'Brien

Date Submitted: 08/22/2025 04:08 PM

Council File No: 25-0642

Comments for Public Posting: Hello, I support eliminating parking minimums. No one in my family has a car, since we live in west LA where we are well served by transit and taking an occasional ride share is cheaper than having a car. When I pay rent I don't want to pay for parking I don't use. We need to make it cheaper and easier to build housing and we need to prepare for a more resilient climate future with less car dependency. Build LA for people, not cars! Thank you, Elizabeth O'Brien Associate Professor, UCLA

Communication from Public

Name: Sameer Erramilli

Date Submitted: 08/22/2025 11:04 PM

Council File No: 25-0642

Comments for Public Posting: It's time to eliminate legal parking minimums. The numbers set for parking minima today are largely based on ill-evidenced studies from decades ago that are hardly relevant in the modern day. More importantly, parking space allocation should be left up to business owners, instead of forcing them to use up most of their land on parking instead of more valuable and efficient causes.

Communication from Public

Name:

Date Submitted: 08/22/2025 11:34 PM

Council File No: 25-0642

Comments for Public Posting: I support eliminating parking minimums (25-0642).

Communication from Public

Name: Ian Lundy

Date Submitted: 08/22/2025 04:28 PM

Council File No: 25-0642

Comments for Public Posting: I am writing to support the elimination of parking minimums. We have to move away from prioritizing costs and space on cars instead of people. LA needs to become a City for people.

Communication from Public

Name: Elijah Lopez

Date Submitted: 08/22/2025 04:39 PM

Council File No: 25-0642

Comments for Public Posting: I plea as your constituat to support the elimination of parking minimums. As parking minimums do nothing but worsen the California housing crisis, and ensure that are communities are made more unsafe for our children and elderly.

Communication from Public

Name: Courtney Davis

Date Submitted: 08/22/2025 04:42 PM

Council File No: 25-0642

Comments for Public Posting: I am writing in SUPPORT of eliminating parking minimums. Parking minimums drive up the cost of housing and result in cities that are oriented toward cars rather than people. This results in unsafe streets and increased traffic deaths as well as buildings surrounded by parking lots instead of walkable communities. Thank you.

Communication from Public

Name: Kelly Marie Martin

Date Submitted: 08/22/2025 04:51 PM

Council File No: 25-0642

Comments for Public Posting: I am in support of the motion to eliminate parking minimums. Parking minimums drive up the cost of housing and result in cities that are oriented toward cars rather than people. This results in unsafe streets and increased traffic deaths as well as buildings surrounded by parking lots instead of walkable communities.

Communication from Public

Name:

Date Submitted: 08/22/2025 05:16 PM

Council File No: 25-0642

Comments for Public Posting: Parking minimums make housing unaffordable. LA is at a turning point and needs to start building for the future, where many people are car-free and do not want to pay for a parking space with their rent. Our land is valuable and too much of it is car storage today. Moving away from car culture and parking minimums, which are a large part of that culture, will improve public health, air quality, the environment, and the wellbeing of our community. I live near Hollywood/Vine station and live a very comfortable life without a car. Please remove parking minimums to encourage our residents to be thoughtful about whether they actually need a car instead of making it the default choice. Thanks!

Communication from Public

Name: Angelo Mike

Date Submitted: 08/22/2025 06:28 PM

Council File No: 25-0642

Comments for Public Posting: Hi, I went from a car chauvinist who refused to ride public transportation and hadn't ridden a bike in over twenty years to losing two cars to overnight hit and runs, both while parked on the street overnight in LA at different times, and going car free. I was already supportive of the urbanist movement but had no idea how beneficial going car free would be to my life, despite the over abundance of parking and lack of transit and housing to make transit hubs viable. And I see how homeless people suffer for the abundance of parking. Someone's got to give up their chance to be housed to make space for parking, but nobody wants to be inconvenienced for it. So that's what I was for 2 1/2 years when I was homeless: nobody. I could always find hundreds of free parking spots while homeless to sleep in my car, but couldn't get housing. Sex predators love this system. They prey on people like me, homeless or housing insecure, to lure them to their homes to sexually abuse them. Happened with my first landlord when I was sleeping on my friend's couch after I left my home due to domestic violence. I rented a dirt cheap room from William Wagner, a retired Baptist pastor. He didn't require a deposit and I had little earning ability, working as a bouncer after having been disabled for 9 months. Two weeks into living with him, he asked if he could get in the shower with me. It was disgusting and outrageous, and he got worse from there. Predators preyed on me later when I moved into my car. They'd pretend to be my friends. They knew I was homeless. And they rely on the city of LA to keep people like me homeless. Because where are you going to go if you're far from home with a predator? If you don't have a home? Or, as I found when I went to work in Hollywood and got housed, the scarcity of housing and abundance of parking meant that an IT guy was able to sexually harass me for six months and get away with it because the company knew as a rule that most people wouldn't complain. So when I did, they counted on me not complaining too hard. And when I still did, they shuffled me out of the company, and my social safety of savings due to being car free saved me the indignity of signing their ridiculous severance agreement which meant I couldn't sue them. Most people will not have that benefit. Most people pay huge portions of their meager paychecks for rent. I'm in the veritable 1% despite being one hospital visit away from going broke again and homeless. I'm one

of the lucky ones in that I recovered from my disability, and the torture that sexual abuse and the isolation of being poor caused me hasn't completely destroyed me. We can have a healthy, happy, joyous city if we stop kicking up free money for Elon Musk's Teslas to park and for parking when we need housing closer to where people work so they don't need cars to commute. When we need housing for people who have to work two or three jobs and drive around the city, keeping them broke and burdening the city's congestion, air quality, and infrastructure. We need less parking for people to take viable alternatives to driving when they can, which I didn't realize I could do and which improved my life immeasurably. We need it to save lives. So many people in my former neighborhood of Koreatown have been killed as pedestrians in hit and runs. Two people outside cars were hit and killed by my job in Culver City. Several more were hit down the street from there in multiple other incidents. Two days ago, my roommate in Palms was hit on his bike while out for his job doing Door Dash deliveries. This over dependence on cars and parking means people are driving who shouldn't be in every sense of the word - who aren't safe enough to drive, who could benefit from commuting without a car, and who don't want to drive or can't drive. That's up to you. But this system of an abundance of parking is unsustainable, both financially and as far as where the younger generation is going. They're the least likely to own cars because it's unaffordable. Elon Musk gets free parking for cars he sells, but people don't have dignity in the form of quality food, housing, jobs, social connections, and healthcare. Getting out of our cars brings all those things closer to us. So get rid of parking minimums and save our city a lot of pain and needless deaths. Thanks, Angelo Mike 90034

Communication from Public

Name: Yuval
Date Submitted: 08/22/2025 03:08 PM
Council File No: 25-0642
Comments for Public Posting: Strongly support eliminating parking minimums. They are unnecessary and force us to build for cars, not people! Developers can choose to build as much parking as they like, but they shouldn't be required.

Communication from Public

Name:

Date Submitted: 08/22/2025 03:10 PM

Council File No: 25-0642

Comments for Public Posting: Please eliminate parking minimums! This recent heatwave should serve as an example living in a car-oriented concrete jungle is not a way to live. Removing parking minimums allows for cheaper housing and greater support for walkable neighborhoods!