

## Communication from Public

**Name:**

**Date Submitted:** 08/23/2025 11:53 PM

**Council File No:** 25-0642

**Comments for Public Posting:** I strongly support eliminating parking minimums in Los Angeles. Parking mandates make housing more expensive, add tens of thousands of dollars in unnecessary construction costs, and force renters to pay for parking they may not need. They also make our city less walkable and more dangerous by prioritizing cars over people. Los Angeles should join other California cities in removing these outdated rules. Ending parking minimums will help create more affordable housing, reduce traffic deaths, cut pollution, and build safer, people-oriented neighborhoods. This is not about banning parking—it's about letting builders provide the right amount of parking based on actual demand. Please move forward with Council File 25-0642 and make Los Angeles a leader in smart, people-first planning. Thank you.

## Communication from Public

**Name:** Gabbie Metheny  
**Date Submitted:** 08/23/2025 04:40 PM  
**Council File No:** 25-0642

**Comments for Public Posting:** I urge the council to move forward with citywide elimination of off-street parking requirements for new development and changes of use. Reading the community impact statements has only cemented my opinion: our city is too large, and its transportation needs too diverse, to impose a single strict requirement on all 99 neighborhood council zones. This will not take away anyone's parking, it will merely allow flexibility. Developments near transit, such as in much of my neighborhood of Highland Park, will obviously have different parking needs than Sylmar, the Westside NC, or Harbor Gateway North, but parking minimums currently hold us all to the same parking standard. My family of 4 is car-free and exclusively uses walking and Metro for our transit, and we are not anomalies. Highland Park is a dense, walkable neighborhood with good access to transit, and while my NC did not submit a community impact statement, I can tell you that like Los Feliz, which is also near transit, the limited space in our neighborhood could be put to better use by eliminating parking minimums. Additionally, neighborhoods with crowded street parking should consider implementing permitted street parking. Just within 3 blocks of my apartment, I routinely walk past an abandoned Nissan with broken windows that has been in Highland Park longer than the 12 years I have, and a single family home whose owner's classic car collection takes up the better part of a city block. Vehicle collections and abandoned cars contribute to a perceived lack of parking in many neighborhoods, and implementing permitting could potentially free up more street parking than would be lost by eliminating off-street parking minimums. We need room to be creative in our land use in such a large, diverse city as Los Angeles, and the city should absolutely move forward with this resolution.

## Communication from Public

**Name:** Jonah Henry

**Date Submitted:** 08/23/2025 04:41 PM

**Council File No:** 25-0642

**Comments for Public Posting:** I strongly support this motion. Government-mandated parking minimums disincentivize housing development and perpetuate our inequitable and unsustainable car-centric urban planning regime. I believe that private developers know better than government agencies what the parking demand will be amongst their future tenants. It is long past time that our government reconsider these requirements.

## Communication from Public

**Name:** Allen Natian

**Date Submitted:** 08/23/2025 05:53 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.

## Communication from Public

**Name:** Nathan Schilling

**Date Submitted:** 08/23/2025 06:58 PM

**Council File No:** 25-0642

**Comments for Public Posting:** I support the legacy of Donald Shoup in moving that the Department of City Planning, in consultation with the Department of Building & Safety, be INSTRUCTED to report with recommendations regarding the feasibility and cost-benefit analysis of citywide elimination of off-street parking requirements for new development and changes of use. Parking minimums are heavy-handed and do not reflect the parking that businesses actually need. Businesses should determine the parking they need

## Communication from Public

**Name:** NANCY L MATSON

**Date Submitted:** 08/23/2025 07:27 PM

**Council File No:** 25-0642

**Comments for Public Posting:** We must end parking minimums, which are not calculated from any real data to begin with. This will allow us to move towards a less car centric and more affordable future here in Los Angeles.  
Thanks!

## Communication from Public

**Name:** Eddie Navarrette  
**Date Submitted:** 08/23/2025 02:40 PM  
**Council File No:** 25-0642  
**Comments for Public Posting:** See attached IHC letter of support CF 25-0642 Item 21



# Independent Hospitality Coalition

August 23, 2025

Los Angeles City Council  
Planning and Land Use Management Committee  
200 N. Spring Street  
Los Angeles, CA 90012

**Re: Letter of Support – Council File 25-0642 Agenda Item# 21  
Feasibility of Eliminating Off-Street Parking Minimums Citywide**

Dear Honorable Chair and Committee Members,

On behalf of the **Independent Hospitality Coalition (IHC)**, representing over 800 independent restaurants and hospitality businesses across Los Angeles, I write in **strong support of Council File 25-0642**.

This motion honors the late Donald Shoup, whose groundbreaking research revealed the hidden costs of free parking and how outdated minimum parking requirements suppress small businesses, inflate housing costs, and weaken our neighborhoods. His vision—that cities thrive when people, not cars, are at the center—aligns directly with the urgent needs of Los Angeles today.

## **The Restaurant & Small Business Perspective**

For independent restaurants, parking mandates are more than an inconvenience:

- **They raise costs dramatically** for tenant improvements and adaptive reuse, often requiring property owners to pursue infeasible upgrades before a restaurant can open.

- **They block business growth** by making older buildings or smaller spaces unusable, cutting off the very fabric of neighborhood-serving commerce.
- **They tilt the playing field against small operators**, while delivery giants and e-commerce businesses operate freely without mandated parking.

We have seen firsthand how **emergency parking relief measures under Council File 20-0380 (and its extensions)** offered a lifeline during the pandemic. By exempting the first 5,000 square feet of tenant space from additional parking requirements, those provisions allowed restaurants to open, adapt, and survive at a time when every dollar mattered. After five years in effect, these measures have proven successful, with **no negative impacts on infrastructure or neighborhood quality of life**—only thriving businesses and more active streets.

## Why This Reform Is Needed Now

Los Angeles is at a crossroads:

- Our **local economy remains fragile**, with small businesses still reeling from the pandemic, wildfires, strikes, and inflation.
- The City itself faces **budget shortfalls**, and maintaining outdated, labor-intensive parking enforcement costs both staff time and potential revenue.
- With the **2026 FIFA World Cup and 2028 Olympics** on the horizon, Los Angeles must present itself as a modern, business-friendly city prepared to welcome the world.

**Eliminating parking minimums citywide would reduce costs for both the City and small businesses.** Developers and operators—those with the most at stake in their projects’ success—are best positioned to determine how much parking is truly needed.

## A Proven, Competitive Policy

Other cities across California—San Francisco, San Diego, Sacramento, Oakland, and Berkeley—have already embraced parking reform. Los Angeles risks falling behind if we do not make our own temporary provisions permanent and expand them citywide.

## Conclusion

The Independent Hospitality Coalition urges swift passage of this motion. Eliminating outdated parking minimums will:

- Lower costs for small businesses and housing development.
- Free up LADBS and Planning resources for higher-priority work.
- Level the playing field for independent restaurants.
- Honor the legacy of Donald Shoup by making Los Angeles a leader in people-focused urban policy.

We are prepared to support this effort through continued stakeholder engagement, legislative input, and community mobilization. Thank you for your leadership in advancing this critical reform.

Sincerely,  
Eddie Navarrette

A handwritten signature in black ink, appearing to read "E. Navarrette", with a stylized flourish at the end.

Executive Director  
Independent Hospitality Coalition

[www.ihcla.org](http://www.ihcla.org)

## Communication from Public

**Name:** Roghan Weafer

**Date Submitted:** 08/23/2025 11:32 AM

**Council File No:** 25-0642

**Comments for Public Posting:** Removing parking minimums supports a more affordable, environmentally sound, and economically sound LA. Keeping parking minimums works against all those goals. Living in an LA neighborhood with many walkable businesses and amenities is great, and by eliminating parking minimums and supporting public transit we can make that better while also helping to keep rent burdens down.

## Communication from Public

**Name:**

**Date Submitted:** 08/23/2025 08:55 AM

**Council File No:** 25-0642

**Comments for Public Posting:** Please remove parking minimums, they unnecessarily drive up the cost of construction and aren't grounded in reality. Just because we get rid of minimums, doesn't mean that parking won't be built, it will just be more aligned with market-demand in the context of the new construction which is much more efficient.