

Communication from Public

Name:

Date Submitted: 08/25/2025 12:10 PM

Council File No: 25-0642

Comments for Public Posting: I urge the Council to lift parking minimums. As a driver, cyclist, and pedestrian living in Venice, I'd love to see the city prioritize the use of space to provide housing and enrich civic life, rather than to reinforce a car-first culture that is not well-suited to the needs of our city in the twenty-first century.

Communication from Public

Name: Chris Rhie

Date Submitted: 08/25/2025 12:27 PM

Council File No: 25-0642

Comments for Public Posting: Dear Councilmembers, I support this motion to study the elimination of off-street parking minimums citywide. This reform is critical for addressing both our climate crisis and our housing affordability challenges. Parking mandates force developers to overbuild parking, which encourages car dependency, increases greenhouse gas emissions, and paves over land that could support housing, trees, or small businesses. Large surface lots also worsen urban heat and air pollution. At the same time, each structured parking space can add tens of thousands of dollars to the cost of a home, making housing less affordable. Eliminating parking requirements does not prevent developers from building parking. It simply allows them to determine the market-appropriate amount, just as they do with bedrooms, bathrooms, and other amenities. This approach has worked in other cities and will allow Los Angeles to align with its climate goals while reducing unnecessary costs and creating more walkable, people-centered neighborhoods. I urge you to support this motion. Respectfully,
Chris Rhie Co-Chair Urban Environmentalists Los Angeles

Communication from Public

Name: Morgan Goodwin

Date Submitted: 08/25/2025 01:44 PM

Council File No: 25-0642

Comments for Public Posting: I wholeheartedly support this motion. Please remove parking minimums from the city's code. Our development should be more about people and less about cars. The many residents who do not drive should not have to pay for parking spaces to be created.

Communication from Public

Name:

Date Submitted: 08/25/2025 10:52 AM

Council File No: 25-0642

Comments for Public Posting: Parking minimums is an outdated concept that destroyed the fabric of cities for decades by being a key reason for sprawl and an increase in housing prices. Housing for cars should not be prioritized over housing for people. Los Angeles is the second most populated city and should take inspiration from other high population, high density cities domestically and internationally and eliminate parking requirements. We are in a decades-in-the-making housing crisis that will not be solved overnight but it will never be solved with things like parking minimum still in effect.

Communication from Public

Name: David Welch

Date Submitted: 08/25/2025 09:54 AM

Council File No: 25-0642

Comments for Public Posting: Dear Council Members, I strongly support the motion to eliminate parking minimums in Los Angeles. This evidence-based policy change will meaningfully address our housing affordability crisis while producing minimal negative impacts. Housing Affordability Benefits Research by UCLA Professor Donald Shoup and other experts demonstrates that parking requirements impose substantial hidden costs on housing development. A single parking space in a structure can cost \$50,000 or more to build, and studies show that including garage parking can dramatically increase rents. These mandatory minimums force all residents — including those who don't own cars — to subsidize parking they may never use. Proven Success in Other Cities Los Angeles would join a growing movement of successful cities that have eliminated parking minimums. Early results show promising outcomes with more housing and appropriately sized parking based on actual demand rather than arbitrary minimums. Minimal Negative Impacts Contrary to concerns about parking shortages, eliminating minimums doesn't eliminate parking — it allows market-driven solutions. Developers will still provide parking where there's genuine demand, but won't be forced to overbuild expensive spaces that sit empty. Environmental and Economic Benefits Reducing excess parking supports LA's climate goals by decreasing impervious surfaces that create heat islands and stormwater runoff. It also allows more efficient land use, enabling more housing units on the same footprint while reducing development costs that get passed on to renters and buyers. This reform represents smart, evidence-based policymaking that will help address our housing crisis while supporting sustainable development. I urge you to pass this motion. Thank you for your consideration.

Communication from Public

Name: D-J Haanraadts

Date Submitted: 08/25/2025 09:05 AM

Council File No: 25-0642

Comments for Public Posting: I hope we can get rid of the minimum parking demands so that there will be more incentive to create spaces for pedestrians and other more humane ways of transportation. Thank you!

Communication from Public

Name: Ellen Schwartz

Date Submitted: 08/24/2025 04:04 PM

Council File No: 25-0642

Comments for Public Posting: I'm writing in support of the motion to study the elimination of off-street parking requirements. I have a car, and I enjoy finding free parking. But not at the cost of: • Affordable, abundant housing options • Fairness and opportunity for people who don't drive • Thriving small businesses and strong local economies • Healthy, active neighborhoods • Parks, gardens, and green space • Clean air, smooth traffic, and great public transit • Beautiful, walkable streets safe for all ages Off-street parking requirements were created with good intentions. Requiring abundant, excessive parking was supposed to save drivers from wasting time and fuel searching for a space. However, research has shown (and the City's cost-benefit analysis will surely confirm) that this policy creates and contributes to far worse problems than the one it solves. There is a better solution. In *The High Cost of Free Parking*, Donald Shoup suggested managing parking demand with smart pricing. The City can raise prices on any blocks that are always full and lower them on blocks with more than 1-2 empty spaces. This way, public parking spaces will be easy to find, but still well-used. We know how to manage parking in a way that is efficient and equitable, a way that even generates new revenue for neighborhoods. There is no need to continue wastefully mandating an ever-increasing supply of parking at the expense of everything else we care about.

Communication from Public

Name: Narayan

Date Submitted: 08/23/2025 04:31 AM

Council File No: 25-0642

Comments for Public Posting: Dear City Council, I encourage you to eliminate parking minimums across the City of LA. Parking minimum policies eat up valuable urban land and practically force people to drive everywhere, and thus worsen the multiple problems that LA has, such as housing and homelessness, traffic and transportation, and climate change and air quality. For that reason, cities across America are rethinking and eliminating parking minimum policies. It is time for LA to do the same. Thanks!

Communication from Public

Name: Matthew Litwiller

Date Submitted: 08/23/2025 05:11 AM

Council File No: 25-0642

Comments for Public Posting: Why are we inflating the prices of homes in the midst of a housing crisis for the sake of parking. Cities are for people. Give valuable real estate to housing for people, not parking spaces.

Communication from Public

Name: Vincent Busam

Date Submitted: 08/25/2025 11:16 AM

Council File No: 25-0642

Comments for Public Posting: Removing parking minimums is a great, important step to improving our communities. Another important part of Shoup's plan is pricing parking correctly to avoid hoarding of street parking spots, which should also be included in these studies.

Communication from Public

Name: Carrick Moore Gerety

Date Submitted: 08/25/2025 04:02 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. The safest, most livable cities are ones that were built before cars. The least livable are the ones built after cars, and after parking minimums specifically. Time to end the scourge of the modern city once and for all.

Communication from Public

Name: Griffin

Date Submitted: 08/25/2025 10:29 AM

Council File No: 25-0642

Comments for Public Posting: Hello, My name is Griffin Faye, and I would like to endorse this proposal to remove parking minimums from Los Angeles. 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. We have the opportunity to build a better Los Angeles that encourages all modes of transportation, makes our streets safer, and improves our air quality. I strongly urge the council to consider ending parking minimums and make our communities safer. Thank you, Griffin faye

Communication from Public

Name: Benjamin Hudnut

Date Submitted: 08/25/2025 10:30 AM

Council File No: 25-0642

Comments for Public Posting: Parking minimums stand in the way of an affordable, sustainable, and vibrant Los Angeles. It is crucial now more than ever to overturn parking minimums.

Communication from Public

Name: Dillon Foster

Date Submitted: 08/25/2025 08:28 PM

Council File No: 25-0642

Comments for Public Posting: I strongly support ending parking minimums as a practice in building new housing in the City of Los Angeles. Parking minimums make housing more expensive and encourage urbanism that is more oriented around cars (not sustainable urbanism) than the needs and safety of Angelenos in day to day life. At a time where the climate crisis is causing expensive and devastating disasters, the UN is mandating environmentally friendly action, the housing crisis is at boiling point, and traffic violence is still an issue specifically for young people, this is a good step (and non-controversial. So non-controversial that North Carolina unanimously at 107 to 0 vote, ended parking minimums) that municipalities in blue and red areas of the country have taken to move in the direction of building sustainable, human oriented, and safer cities than they previously have. Parking minimums mean that we are requiring space that can be used for housing or parks in areas that do not have enough parks or housing to be used for cars instead while said housing becomes more expensive with parking being required. At this moment, Los Angeles is one of the most expensive and unaffordable cities in the entire world while simultaneously being one of the wealthiest economic engines in the world and much of that is due to urban policy which has long been hostile to renters in a city that is over 70 percent renters. This council made a fit of epic proportions just last week with some council members claiming that building housing near high quality public transit would result in people being evicted which is not true but it also brings me to a point of questioning that I feel must be asked. If the City and more specifically this council are trying to build housing to meet the demand set out by the housing crisis without evicting people than why has it taken so long for the city to even consider ending parking minimums which are a much more inefficient use of built environment (regardless of whether that parking is built vertically or horizontally) as compared to green space (to reduce urban heat island effect) or more units of housing (to increase stock and affordability)? In a city devoid of both, we must change our policies. Los Angeles and our leaders tend to say that we lead the way and the rest of the world follows but in this moment, many municipalities (both in the United States and around the world) have beaten us to urban policy solutions around sustainability and housing affordability. Furthermore, it is

no secret that Angelenos are at risk of suffering illness or death from extreme heat events that are only getting worse as the climate crisis gets worse. It is the top climate related killer that Angelenos have to endure and our urban policy makes it worse. Parking minimums make for unnecessary built environment and more asphalt which only increases the chances of Angelenos suffering from the effects of extreme heat and the urban heat island effect. While ending parking minimums is not the whole extent of taking on this issue it must be a part of the solution and we must eliminate built environment where we can, not only because it is better for the health of Angelenos but because each and every council member is charged with keeping Angelenos safe and that must include from the effects of extreme heat and that solution must go further than calling a library a cooling center and saying that you did what you could to keep Angelenos safe from extreme heat when you could have done more. Many Angelenos can't spend their entire day hanging out at a library and not doing more about the issue such as but not limited to ending parking minimums and reducing built environment that makes Angelenos more susceptible to extreme heat is inequitable. Many Angelenos have to work and some even have to work outside and can't hangout in a library. The solution to the urban heat island effect should include solutions to reduce built environment + increasing vegetation. Furthermore, ending parking minimums is a small step in reducing car dependency which is necessary to reduce greenhouse gas emissions in the cities transportation system and to cool the planet and reduce the risks that Angelenos face with severity and number of occurrences with extreme heat. In other words, urban policy changes like this but not limited to this is a great way that council members can carry out their duty to keep Angelenos safe as is spelled out in the City charter. To make a point further on the inequity of parking minimums in regard to unnecessary built environment, the asphalt that is used for the cars to park increases the chances of flash flooding (lack of permeable surfaces) as well as pollutants that are byproducts of cars to run off into bodies (lack of drainage and filtration system) of water that are used for drinking supply and recreation. If not for affordability or sustainability, the council should move to end parking minimums to keep people safe.

Communication from Public

Name: Isaac Poplin

Date Submitted: 08/25/2025 10:09 PM

Council File No: 25-0642

Comments for Public Posting: I support ending parking minimums