



clerk CIS <clerk.cis@lacity.org>

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## Your Community Impact Statement Submittal - Council File Number: 25-0642

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LA City SNow <cityoflaprod@service-now.com>  
Reply-To: LA City SNow <cityoflaprod@service-now.com>  
To: Clerk.CIS@lacity.org, jesslund@gmail.com

Thu, Oct 2, 2025 at 10:14 AM

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](mailto:empowerla@lacity.org).

\*\*\*\*\* This is an automated response, please DO NOT reply to this email. \*\*\*\*\*

### Contact Information

Neighborhood Council: P.I.C.O.

Name: Jessica Lund

Email: [Jesslund@gmail.com](mailto:Jesslund@gmail.com)

The Board approved this CIS by a vote of: Yea(9) Nay(5) Abstain(0) Ineligible(0) Recusal(0)

Date of NC Board Action: 09/10/2025

Type of NC Board Action: For

### Impact Information

Date: 10/02/2025

Update to a Previous Input: No

Directed To: City Council and Committees

Council File Number: 25-0642

City Planning Number:

Agenda Date:

Item Number:

Summary: The PICO Neighborhood Council ("NC") supports the Council's adoption of Resolution #25-0642 to direct the Department of City Planning, in consultation with the Department of Building & Safety to conduct a feasibility study and cost-benefit analysis of city-wide elimination of off-street parking requirements for new developments and changes of use. Indeed, PICO NC urges the city to go further in reducing the city's dependence on personal vehicles in the most fair and equitable way possible especially to the city's working class. In addition to the significant and negative climate impact that many personal vehicles have, personal vehicles are also incredibly costly to both their individual drivers/owners as well as to governments and businesses that must provide the infrastructure to support them. The PICO NC supports moving

away from a reliance on personal vehicles for transportation to further climate goals, accessibility, equity, and to reduce economic burdens on individuals, the government, and small businesses who are currently and have been for decades forced to bear those costs by the lack of easy, reliable, clean, and safe alternatives. Already, as the motion itself recounts, many Angelenos either do not have any personal vehicles at all, or at very most have one. Yet 14% of Los Angeles's incorporated land is used for parking according to a report in the Journal of the American Planning Association. (<https://www.transportationlca.org/losangelesparking/>). The cost of each of those parking spaces makes the city even less affordable, less walkable, less welcoming, and more congested. Indeed, as the Motion itself recounts, underground parking can cost as much as \$50,000. And the impact of building our city for cars instead of people in terms of community building, aesthetics, and overall quality of life is evident in the simplest comparison of a Los Angeles street to a European one.



**Off-Street Parking Requirements - CIS 25-0642.pdf**

236K



**P.I.C.O. NEIGHBORHOOD COUNCIL**

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**COMMUNITY IMPACT STATEMENT**

**SUPPORT for Council File: #25-0642**

Title: Off-Street Parking / Requirement Elimination / New Developments / Change of Use / Cost-Benefit (CC MEMBERS)

Dear Members of the Los Angeles, City Council:

The PICO Neighborhood Council (“NC”) supports the Council’s adoption of Resolution **#25-0642** to direct the Department of City Planning, in consultation with the Department of Building & Safety to conduct a feasibility study and cost-benefit analysis of city-wide elimination of off-street parking requirements for new developments and changes of use. Indeed, PICO NC urges the city to go further in reducing the city’s dependence on personal vehicles in the most fair and equitable way possible especially to the city’s working class.

Earth could exceed the key limit of increasing average temperatures more than 1.5 degrees Celsius above pre-industrial averages in as little as three years, according to more than 60 of the world’s leading climate scientists in the most up-to-date assessment of the status of global warning. (Poynting, Mark, “Three Years Left To Limit Warming to 1.5C, Leading Scientists Warn, BBC News, June 18, 2025, <https://www.bbc.com/news/articles/cn4l927dj5zo>). Impacts of that will include even more frequent extreme weather events, further damage to ecosystems, and increased risks to human (as well as non-human, animal) health and well-being. Specifically, the world will face more severe and prolonged heat waves, droughts, floods, and storms.

In response to the extreme danger of climate change and the urgency of the issue, Los Angeles has committed to becoming carbon neutral by 2050 and to reducing greenhouse gas emissions 83% below 2015 levels by 2045. Personal vehicles and freight transportation, collectively, contribute roughly 40% of Los Angeles’s greenhouse gas emissions according to Streetsblog LA. (Linton, Joe, “Tailpipe Emissions Account for Around 40 Percent of L.A. County Greenhouse Gas Emissions”, StreetsBlog LA, November 8, 2022, <https://la.streetsblog.org/2022/11/08/tailpipe-emissions-account-for-around-40-percent-of-l-a-county-greenhouse-gas-emissions>). That makes transportation one of the most significant factors in the city’s ability to adequately fight against climate change.

In addition to the significant and negative climate impact that many personal vehicles have, personal vehicles are also incredibly costly to both their individual drivers/owners as well as to governments and businesses that must provide the infrastructure to support them. The PICO NC supports moving away from a reliance on personal vehicles for transportation to further climate goals, accessibility, equity, and to reduce economic burdens on individuals, the government, and small

businesses who are currently and have been for decades forced to bear those costs by the lack of easy, reliable, clean, and safe alternatives.

Already, as the motion itself recounts, many Angelenos either do not have any personal vehicles at all, or at very most have one. Yet 14% of Los Angeles's incorporated land is used for parking according to a report in the Journal of the American Planning Association.

(<https://www.transportationlca.org/losangelesparking/>). The cost of each of those parking spaces makes the city even less affordable, less walkable, less welcoming, and more congested. Indeed, as the Motion itself recounts, underground parking can cost as much as \$50,000. And the impact of building our city for cars instead of people in terms of community building, aesthetics, and overall quality of life is evident in the simplest comparison of a Los Angeles street to a European one.

For all the foregoing reasons, PICO NC strongly supports City Council Resolution **#25-0642** in support of conducting a feasibility study and cost-benefit analysis of eliminating all off-street parking for new development and changes of use and indeed urges the city to go further in reducing the city's dependence on personal vehicles in the most fair and equitable way possible especially to the city's working class.

PRESENTED BY: Sustainability, Transportation, & Mobility Committee

SECONDED BY: Mimi Holt

YES: 9, NO: 5, ABSTAIN: 0, RECUSAL: 0

ON THIS DATE: September 10, 2025