



clerk CIS <clerk.cis@lacity.org>

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

1 message

LA City SNow <cityoflaprod@service-now.com>

Wed, Sep 10, 2025 at 1:03 PM

Reply-To: LA City SNow <cityoflaprod@service-now.com>

To: Clerk.CIS@lacity.org, CPC@lacity.org, connornwwnc@gmail.com

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 enable by the to 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 rResolution 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 Councils 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.

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

Contact Information

Neighborhood Council: North Westwood

Name: Connor Webb

Email: connornwwnc@gmail.com

The Board approved this CIS by a vote of: Yea(9) Nay(0) Abstain(2) Ineligible(0) Recusal(0)

Date of NC Board Action: 09/09/2025

Type of NC Board Action: For

Impact Information

Date: 09/10/2025

Update to a Previous Input: No

Directed To: City Council and Committees, City Planning Commission

Council File Number: 25-0642

City Planning Number:

Agenda Date:

Item Number:

Summary: The North Westwood Neighborhood Council calls for an end to parking mandates in the City of Los Angeles. Study after study has shown that parking requirements drive up the cost of housing, goods, and services; are set through pseudoscientific processes; risk the lives of the users of our streets; hurt walkability; hamper good urban design; promote sprawl; depress transit use; and exacerbate climate change and emissions. These requirements mandate in many cases more square feet of parking than the actual residential or commercial use they are meant to serve. Parking takes up an incredible 200 square miles of Los Angeles County and can add upward of \$50,000 to the cost of each new unit. In our

housing crisis, reforms like this are much needed. Ending parking requirements allows for more flexibility in building, including in student housing near campuses, where fewer parking spots are needed, at a commensurate lower rent, as well as potential conversion of existing parking to housing. Parking mandates also impede the development of subsidized affordable housing, transitional and supportive housing, and other below-market-rate housing, which may only be financially feasible to build with less parking. To be clear, such a change would eliminate parking requirements, but not parking itself. Builders can still choose to construct off-street parking—and, according to studies of Los Angeles, they almost always do so, even when minimums are lowered. However, getting rid of parking requirements opens the option for greener, more affordable buildings. Hundreds of cities across the U.S. have removed their parking mandates, to great success. We wholeheartedly embrace the lifelong work of our former Board Member and Westwood leader, UCLA Professor Donald Shoup, in calling for better urban planning and design without forced off-street parking. In his words: “It’s unfair to have cities where parking is free for cars and housing is expensive for people.”

**CIS_Parking Requirements.pdf**

167K



- COMMUNITY IMPACT STATEMENT -

Council File: [25-0642](#)

Title: Off-Street Parking / Requirement Elimination / New Developments / Change of Use / Cost-Benefit Analysis

Position: For

Summary:

The North Westwood Neighborhood Council calls for an end to parking mandates in the City of Los Angeles.

Study after study has shown that parking requirements drive up the cost of housing, goods, and services; are set through pseudoscientific processes; risk the lives of the users of our streets; hurt walkability; hamper good urban design; promote sprawl; depress transit use; and exacerbate climate change and emissions. These requirements mandate in many cases more square feet of parking than the actual residential or commercial use they are meant to serve. Parking takes up an incredible 200 square miles of Los Angeles County and can add upward of \$50,000 to the cost of each new unit. In our housing crisis, reforms like this are much needed.

Ending parking requirements allows for more flexibility in building, including in student housing near campuses, where fewer parking spots are needed, at a commensurate lower rent, as well as potential conversion of existing parking to housing. Parking mandates also impede the development of subsidized affordable housing, transitional and supportive housing, and other below-market-rate housing, which may only be financially feasible to build with less parking.

To be clear, such a change would eliminate *parking requirements*, but not *parking* itself. Builders can still choose to construct off-street parking—and, according to studies of Los Angeles, they almost always do so, even when minimums are lowered. However, getting rid of parking requirements opens the option for greener, more affordable buildings.

Hundreds of cities across the U.S. have removed their parking mandates, to great success. We wholeheartedly embrace the lifelong work of our former Board

Member and Westwood leader, UCLA Professor Donald Shoup, in calling for better urban planning and design without forced off-street parking. In his words:

"It's unfair to have cities where parking is free for cars and housing is expensive for people."