



Melrose Neighborhood Association

P.O. BOX 38384, HOLLYWOOD, CA 90038

*Item # 5- 07-2991 ✓
Submitted
Power
10/16/07*

BLOCK BY BLOCK • BUILDING A BETTER COMMUNITY

16 October 2007

Los Angeles City Council and Committees

RE: 07-2991/PROPOSED DECREASE IN REQUIRED PARKING SPACES

The Melrose Neighborhood Association joins the opposition to the proposal to decrease the number of parking spaces required for new apartment buildings within 750 feet of a bus or rail line.

The multiple and unnecessary giveaways to developers to overbuild in Los Angeles are revealing: higher densities, decreased setbacks, tax incentives, to name a few. Familiar also are the continual mantras in planning hearing after hearing of neighborhoods citing increased lack of parking and increased traffic due to these overdevelopments. The smoke and mirrors to simply state less parking spaces will bring about less parking and traffic problems is just that...smoke and mirrors.

We are intimately familiar with the massive 7-story, mixed use project proposed for the La Brea Willoughby corner. It is planned to face Willoughby, a street already in gridlock traffic from the nearby West Hollywood Gateway project. Willoughby is so narrow, parking is allowed only on one side of the street. Our neighborhood is so impacted, we already have Preferential Parking necessary to provide parking for residents.

So what is the true goal of this proposal? One clear point is if this proposal goes forth at posed, the only guaranteed walking the residents of new apartments will do is to get to their car(s) parked outside in the neighborhoods .

We ask the City Planning Department and City Council to look past the fantasies of this proposal to the realities-- and to the eventual, compounded negative consequences to the entire city.

by Lucille Saunders for
Arturo Martinez, President of
Melrose Neighborhood Association