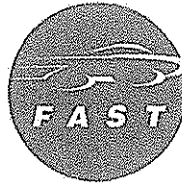


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Date: 9.13.11
Submitted in plum Committee
Council File No: 11-1332
Item No.: 4
Deputy: public

September 13th, 2011

The Honorable Ed P. Reyes, Chair
Planning and Land Use Management Committee
200 N. Spring Street
Los Angeles, CA 90012

Re: Support for Item #4: Proposed Parking Ordinance Amendments

Dear Councilmember Reyes:

As Executive Director of FAST (Fixing Angelenos Stuck in Traffic), I am writing to support the proposed parking ordinance amendments and the creation of Modified Parking Requirement Districts.

FAST is a non-profit, public-private coalition of business, labor, education, transit, planning and community organizations, and individuals, representing over two million business owners, workers, faculty, students, and residents in Los Angeles County, including the Los Angeles County Bicycle Coalition. FAST is dedicated to practical, short-term solutions to fixing Los Angeles' traffic -- the worst traffic crisis in the entire nation -- which costs our economy \$12 billion each year and a total of 515 million hours each year in lost productivity.

The Planning Department's statements highlight the need to encourage more efficient parking policies and incentives to use car alternatives: "Los Angeles has more parking spaces per square mile than any other city on Earth. And Downtown Los Angeles has more parking spaces per square mile than any other downtown on Earth...The minimum parking requirements are the real barrier to building allowed density in this city; not floor area limits. It is not the dwelling units allowed per acre, it is the minimum parking requirements."

FAST supports the MPR ordinance as amended, allowing for flexibility within the different neighborhoods of Los Angeles to suit the needs of local communities, while remaining fair to businesses and developers. This will spur innovation and empower communities to optimize land use to fit their needs and wants.

Expanding the MPR district size requirements to be "two entire block faces, one full city block, or five acres" in size will incentivize collaboration among businesses and residents to combine resources and create more centralized parking, encouraging walking and commerce while being a more efficient use of public space. This will enable businesses to provide off-site parking and supply new modes of transporting users either through shuttles or transit.

FAST also supports the amendment to encourage the creation of additional affordable housing near transit, by further reducing the parking requirements for affordable units. This both encourages development near transit sites and does not penalize those who likely do not own a car by forcing them to pay for the costs of developing parking they will not use.

Additionally, as an 18-year resident of Eagle Rock, who lives just off Colorado Boulevard, I can attest to the success of Modified Parking Restriction (MPR) Districts. Eagle Rock's MPR promoted adaptive reuse of empty store-fronts by incentivizing community-serving restaurants and retail to locate in our historic community. Adding "countdown" crosswalks encouraged us to walk, rather than drive our own cars to these new nearby locations. In short, the MPR helped revitalize Eagle Rock.

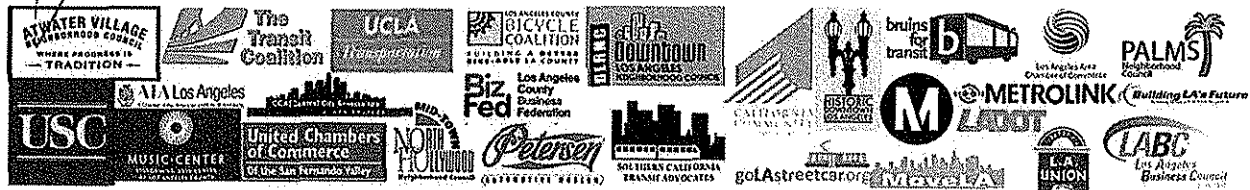
The MPR ordinance will encourage other communities to create such new, inviting business corridors, while efficiently using existing parking spaces throughout the area. Allowing commercial parking credits will further incentivize joint use of existing parking, and pay for new parking to be created where appropriate, which will help build communities that are walkable and transit accessible.

FAST and all of our community partners look forward to working with the City of Los Angeles to support and implement MPR Districts in appropriate areas throughout Los Angeles. .

Sincerely,



Hilary Norton
Executive Director



CC: Councilmember Jose Huizar
Councilmember Paul Krekorian