

# **Craig Lawson & Co., LLC**

## **Land Use Consultants**

December 2, 2014

Councilmember Huizar, Chair of the  
Planning and Land Use Management Committee  
City Council, City of Los Angeles  
200 N. Spring Street, Room 272  
Los Angeles, CA 90012

**RE: CF 14-1548**  
**VTT-72558-CN**  
**CPC-2013-3340-GPA-ZC-DB-SPR**  
**ENV-2013-3341-MND**  
**1060 - 1094 West Exposition**  
**3779 - 3785 South Wisconsin**  
**1061 - 1095 West 38<sup>th</sup> Street**

Councilmember Huizar and Honorable Members of the Committee:

I am writing on behalf of Rolland Curtis Partners, LLC, the Applicant in the above-referenced Project. The Applicant entity is a partnership between Abode Communities, a non-profit housing developer, and T.R.U.S.T South Los Angeles, a community based land trust. On October 26, 2013, the Applicant filed discretionary applications with the City of Los Angeles for a high density mixed-use transit-oriented project. The Project proposes 140 residential units (of which 138 are to be constructed as Restricted Affordable Units) and approximately 8,000 square feet of neighborhood serving commercial space. St. John's Well Child and Family Center intends (Exhibit A) to lease up to 6,500 square feet of the commercial space to provide low cost healthcare to the community. The project site is located on the commercial corridor of Exposition Boulevard, one block west of Vermont Avenue and the Expo Line station. Under the proposed South Los Angeles Community Plan's Community Plan Implementation Overlay, the project site is located in Subarea G of the Transit-Oriented District, which permits and incentivizes 100% affordable housing projects based upon the R4 Zone density (which would yield 251 dwelling units<sup>1</sup> at this site).

In order to achieve the vision of this proposed project, approval of the General Plan Amendment and a Zone Change are required by the City Council. The Project's other related entitlements, including a Density Bonus approval (not including a by-right density increase), Site Plan Review and a Vertical Airspace Vesting Tentative Tract Map (#72558) have already been approved.

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<sup>1</sup> The proposed project will utilize 111 less units than permitted by the proposed Zone Change and proposed by the South Los Angeles Community Plan's Community Plan Implementation Overlay proposed update.

While the Applicant is very encouraged about this Project's near completion of the entitlement process, they are disheartened by the continuation of some neighboring opposition to the Project and the apparent lack of understanding of the many benefits to be derived from the Applicant's significant investment in the community. For this reason, we would like to respond to larger themes raised by the opponents including the allegation that the Project potentially violates the community's civil rights by concentrating poverty. It is our position that this project is a visionary response to the City's housing affordability crisis which is being exacerbated by the Expo Line and ascension of USC's academic programs.

An August 27, 2014 letter, attached as Exhibit B, authored by a mix of scholars, including ex-City of Los Angeles City Planning Commissioner Regina Freer, Manuel Pastor, Gary Blasi, and Peter Dreier, working on planning and housing issues, outlines why the concentration of poverty arguments are not readily applicable to this site when considering various site and project specific factors. The scholars believe the proximity to transit expands not only economic opportunities but also educational opportunities. Additionally, they believe proximity to high quality transit and the expiration of numerous deed-restricted covenants related to rental units in the area could make this site "an island of affordability in the midst of a part of Los Angeles already suffering significant displacement pressures."

The Applicant contends that this Project will provide service-rich, deed-restricted affordable housing units immediately adjacent to a robust public transit node, that includes fixed rail transit, rapid and local bus service, providing resident access to a multitude of educational and employment opportunities. Not only is the Project visionary for its combination of long term affordable housing density with healthcare services proximate to transit, it is unique for its level of community involvement in the planning process. As addressed in detail below, the Applicant conducted extensive outreach in the community prior to submitting its discretionary applications with the City, along with more outreach following the appeal of the vesting tentative tract map.

There is clear evidence in the public record that the City of Los Angeles faces an unprecedented housing crisis and a potential economic crisis due to the lack of housing affordability, as referenced in the following sources:

- According to the Los Angeles Department of City Planning Housing Needs Assessment, "The city needs to produce roughly 5,300 units per year that are affordable to moderate-income households or below." Los Angeles has "instead averaged roughly 1,100 units per year since 2006. Since 2000, 143,000 rental units that had been affordable to those making less than \$44,000 per year became unaffordable."
- According to a study released in July 2014 by the UCLA Ziman Center for Real Estate, Los Angeles is now the most unaffordable rental market in the country. The UCLA Luskin School of Public Affairs, shows that the average renter in Los Angeles devotes 47 percent of his or her

paycheck to rent. Affordable housing is achieved when one spends no more than 30% of their paycheck on housing. The study points out that affordability in the Los Angeles rental market has been growing worse for decades.

Not only is there an existing crisis as outlined above, it is predicted to worsen due to expiring affordable deed restrictions, the conversion of units to student housing and the success of the Expo Light Rail which is driving up property values. The California Department of Housing and Community Development, Division of Housing Policy Development, issued a report entitled "State of Housing in California 2012: Affordability Worsens, Supply Problems Remain" which focuses on the critical need to increase the supply and affordability of housing, noting that in the Los Angeles area, "nearly 15,000 income units have covenants, rental assistance contracts, mortgages, or other time-limited affordability requirements that will expire or are at risk of being terminated between 2012 and 2017." A factor to consider is the increased demand for student housing in the area and its potential impacts. As graphically illustrated in Exhibit C prepared by United Neighbors In Defense Against Displacement ("UNIDAD") through interviews with long term residents, one block by the intersection of 36<sup>th</sup> and Vermont experienced an almost complete conversion from community serving housing to student housing. The financial incentive to eliminate these covenants and agreements is significant.

While not directly related to rental housing but illustrative of the increased demand to live in the area near transit, a recent Los Angeles Times article, dated April 30, 2014, titled "Soaring Home Prices Spur A Resurgence Near USC" highlight a 40% increase in the median home prices in the area west of USC. One active area realtor is quoted as saying, "In the next five, 10, 15 years, the whole neighborhood is going to change. There is a lot of money being poured in." A study conducted by Reconnecting America, a non-profit organization that completed its study in 2012 on efforts needed to protect affordable housing projects in the Los Angeles area, found that the preservation of affordable housing stock is important near transit:

"As transit catalyzes reinvestment in transit-rich neighborhoods, lower income residents and workers risk displacement to areas with fewer transportation and employment choices."

The Applicant's proposal to build 138 Restricted Affordable housing units at a location within close proximity to several public transit options, including the Expo Light Rail Line and Metro Rapid Bus provides a rare opportunity to address this concern. The existing Rolland Curtis Gardens was built in 1981 with the purpose of providing affordable housing. In 2004, the property was sold to an absentee landlord who decided in 2011, when the units were no longer protected by an enforceable covenant, to convert the units to market rate. T.R.U.S.T. South LA and Abode Communities joined together to defend the existing tenants and ultimately bought the property (Exhibit D: this timeline is discussed in more detail). Instead of trying to concentrate poverty, this Project is trying to protect housing affordability in an

area well served by transit. This is important because low income residents are statistically more likely to use transit that offers easy and affordable access to employment centers, commercial areas and schools without the need to incur the expense of maintaining personal vehicles.

In January 2013, the California Housing Partnership Corporation issued a CHPC Working Paper entitled “Building and Preserving Affordable Homes Near Transit: Affordable TOD as a Greenhouse Gas Reduction and Equity Strategy” which supports the approval of projects like Rolland Curtis Gardens. CHPC highlighted the following:

- Lower income households are less likely to own a car, more likely than other income groups to walk or take transit, especially in transit rich areas, and have lower vehicle miles traveled (VMT);
- Living in transit-oriented development (TOD) reduces auto use and resulting GHG emissions while also lowering transportation costs; and
- Housing near transit stations is subject to more rapidly increasing rents and property values, making these areas less affordable to low income households over time.

The Applicant also commissioned a Parking Demand Study (Exhibit E), prepared by Walker Parking Consultants<sup>2</sup>, which also highlights that residents of affordable housing developments tend to have lower rates of car ownership than residents of market rate housing. As a result, affordable housing projects built in close proximity to major transit portals offer greater mobility options to low income residents, allowing them to conveniently access job and educational opportunities.

In addition to outlining the large need to protect and expand affordable housing, we would like to address the opponent’s concern that this project will lead to a cycle of poverty. We believe the stability created by the Project’s deed-restricted affordability helps families focus on needs other than immediate economic ones. Conveniently located near transit and commercial opportunities, the Project’s location reduces commuting time allowing parents more time to be part of their children’s education and everyday growth. Additionally, residents will be able to take evening educational/training classes instead of a second job just to survive.

In addition to providing stable rents, Abode’s signature resident service program, Beyond Homes, facilitates the growth and advancement of residents. The program was crafted for working families, offering residents an on-site connection to workforce development, after-school, financial literacy, and other educational and cultural programs designed to assist residents achieve their potential and become leaders in their community. Abode proposes the same type of program for Rolland Curtis Gardens. As part of its management program, Abode employs an on-site resident service coordinator with offices in its community education center. Beyond Homes is rooted both in service delivery and an empowerment model. Through referrals and

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<sup>2</sup> Parking Demand Study by Walker Parking Consultants dated September 24, 2013.



neighborhood orientations, Abode fosters connections with existing local services, thereby strengthening the existing community fabric.

Another notable community program is the USC outreach program with numerous schools in the area to help strengthen academic achievement in the community. According to the university's website: "The **USC Family of Schools** began in 1994 as a partnership with five public schools near the University Park campus. Today, the USC Family of Schools provides educational, cultural and developmental opportunities to more than 17,000 children in 15 schools surrounding the University Park and Health Sciences campuses." Additionally, the project site's proximity to transit permits families the flexibility to explore educational opportunities outside of their immediate community if dictated by the local schools. This project stabilizes residents and offers them the realistic opportunity to climb up the economic ladder.

As a community based organization, T.R.U.S.T. South LA took the outreach to the community very seriously and partnered with Abode Communities on an extensive effort to reach the largest number of area residents living within ½ mile of the site. Community outreach occurred during the second and third weeks of December 2012 and during three weeks in January 2013. Aside from the consistent outreach with the 48 units of the existing Rolland Curtis Gardens apartments, the Applicant trained an eight-person Outreach Team, which conducted door-to-door outreach in the community, knocking on approximately 500 doors which resulted in 122 individual contacts. Furthermore, 50 surveys were collected and data was analyzed and utilized in visioning sessions and parking working groups. Through follow-up phone calls, house-visits, and mailings, 59 of these contacts attended one or more sessions of the planning process. In addition, through contact with local community and faith organizations and other stakeholders, an additional 24 people participated in the Planning sessions, for a total of 93 people. An extensive report on the Rolland Curtis Gardens Outreach and Engagement is attached in Exhibit D. The attached video link, <https://www.youtube.com/watch?v=C2VlYsWfoIE>, provides visual evidence of the robust outreach process and Exhibit F includes F letters for support.

This vigorous community outreach effort was restarted when project opponents submitted an opposition petition to the City of Los Angeles as part of an appeal of the Vesting Tentative Tract map. As addressed in Exhibit G, T.R.U.S.T. South LA embarked on a new community engagement campaign by conducting door-to-door outreach and house visits based on the addresses that appeared on the petition submitted to the City Planning Department by the opposing residents. T.R.U.S.T. South L.A. specifically focused on the petition signers who live in homes and small apartment buildings scattered throughout the target neighborhood. Their outreach determined that almost one third of those who signed the opposition petition, with whom they were able to engage in dialogue through house visits, had little or no knowledge about the Rolland Curtis Gardens project itself, despite the fact that they themselves or a member of their household signed the petition with their name.

In closing, the housing affordability crisis facing Los Angeles is undeniable. Unfortunately, evidence points to a dramatic loss of housing affordability in the City of Los Angeles and this area surrounding the project site is no different. For the many reasons stated above, we strongly believe this Project, representing a significant investment in the community and offering public benefits, should be encouraged and supported. The Project creates long term affordability near transit for riders most willing to use public transit. Equally important are the services and training to be provided to the residents, as well as access to health services for the residents and surrounding neighborhood. This Project is consistent with the vision of smart land use development and deserves the City of Los Angeles' strong support.

Consequently, we urge you to approve the Zone Change and General Plan Amendment as recommended by the City Planning Commission

Sincerely,



Jim Ries  
Senior Vice President  
Craig Lawson & Co., LLC

May 30, 2014

Renee Dake Wilson  
President, City Planning Commission  
200 North Spring Street, Los Angeles, CA 90012

**RE: Support of Rolland Curtis Gardens mixed-use development located at 1077 West 38<sup>th</sup> Street**  
**Case Number: CPC-2013-3340-GPA-ZC-DB-SPR, ENV-2013-3341-EAF, and VTT-72559-CN**

Dear Ms. Wilson:

I am writing to express my strong support of the plans proposed by Abode Communities and T.R.U.S.T. South LA for rebuilding Rolland Curtis Gardens, located at 1077 West 38<sup>th</sup> Street, Los Angeles, CA 90037. The program proposed for the 2.3 acre Rolland Curtis Gardens site is to tear down the existing 48 units and rebuild a transit-oriented and mixed-use development in two wings with a 4-story residential on top of podium parking.

This proposed project with a total of 140 residential units, 8,000 square feet of commercial space, 114 residential podium parking spaces, and 18 commercial surface parking spaces will maximize the transit-rich neighborhood and existing community assets, and will provide much-needed affordable housing in close proximity to jobs, schools, and public transit. Rolland Curtis Gardens sits immediately one block west of the new Metro Expo Vermont Station and Exposition Park stop, and Rapid and Local bus lines on Vermont Avenue. In addition, the site is within walking distance to Exposition Park, University of Southern California, a local elementary school, and various shops, restaurants and services off of Vermont Avenue.

St. John's Well Child and Family Center (St. John's) is an independent, 501(c)(3) organization founded in 1964 as a small, volunteer pediatric clinic in downtown Los Angeles. Over the last five decades, the organization has expanded to become one of the most significant and comprehensive FQHC safety-net primary care medical, dental and mental health providers in Los Angeles County. Our network now includes eleven health centers and school-based clinics and two mobile units that span the breadth of South Los Angeles and Compton. In 2013, St. John's served over 45,000 unduplicated low-income children, adolescents, and adults through more than 165,000 primary medical, dental, and mental health visits. Our mission is to *eliminate health disparities and foster community well-being by providing and promoting the highest quality care in South Los Angeles.*

Abode Communities has teamed with St. John's to build-out the 8,000 square foot commercial space at Rolland Curtis Gardens to provide essential health care services to the low-income residents. Together we have created a project that ensures that the basic primary health care and support services appropriate to the health needs of the target population are available and accessible to all persons in the target services area, regardless of ability to pay. By eliminating unhealthy living conditions and providing direct access to health care via a major transit corridor, low-income families and individuals can physically, emotionally and financially thrive.

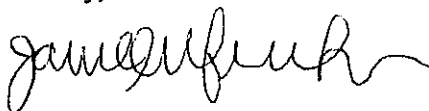
According to the UCLA Center for Health Policy Research, Adult Health Profiles (2012) the Downtown and South Los Angeles areas had worse indicators in every health related category as compared to the County overall. 40.1% of adults in the service area are uninsured all or part year compared to 30.8% in the County, and 24.2% have no usual source of health care, compared to 20.4% in the County who report no usual source of care. 8.7% of adults experienced serious emotional distress in the past year, compared to 8% in the County. Reported poor health, asthmas and diabetes diagnosis, obesity, and high blood pressure rates are all significantly higher than County averages. In the targeted service area, there are few hospitals, clinics and preventive care services for the low-income residents. In fact, the clinic is located in a federally designated Medically Underserved Area. This area is disproportionately disadvantaged and harmed by inequities in health care and physical resource environments. The residents of this area have some of the highest overall rates of disease and premature deaths in Los Angeles County.

Awareness of the barrier's to care for the residents of the target service area has driven the proposed health care delivery strategy, and is modeled after the successful Casa Dominguez health clinic. St. John's is in an on-going conversation with local stakeholders to assess specific service gaps and conduct a needs assessment of the area, which will inform its plans for Rolland Curtis Gardens' health clinic. As with all of St. John's health clinics, the vision is to provide quality and accessible patient centered comprehensive health services: General primary medical care including testing and disease management for all life cycles; Routine screenings for disease indicators; Well child services; Voluntary family planning services; Immunizations; Gynecology services; Oral health care services including oral examinations, fillings and crowns, X-rays and dental cleanings, periodontal treatment, orthodontic screenings, and dental health education; Diagnostic laboratory procedures; Case management services including counseling/assessment, referral, follow-up/discharge planning, and eligibility assistance; Health education and wellness including diabetes and hypertension self-care management classes; and Community outreach and education.

In the first year of operations at full capacity, it is estimated that the clinic will serve a minimum of 4,467 medical patients, and 3,514 dental patients. Investment in primary care is associated with reduced inpatient utilization, lower readmission rates, and fewer ED visits for their patient populations. Furthermore, along with providing quality health care, investments in community health centers will help the neighborhoods in and surrounding Rolland Curtis Gardens. Studies demonstrate that increased funding to health centers creates additional economic stimulus both within the center and beyond.

I fully support this project, and urge the approval of its entitlement requests: change of land use designation; zone change; density bonus requests; site plan review and airspace tentative tract map in order to develop this proposed project. Thank you.

Sincerely,



Jim Mangia, MPH  
Presidents and CEO  
St. John's Well Child and Family Center



August 27, 2014

Christina Toy-Lee  
Los Angeles Department of City Planning  
200 North Spring Street, Room 721  
Los Angeles, CA 90012

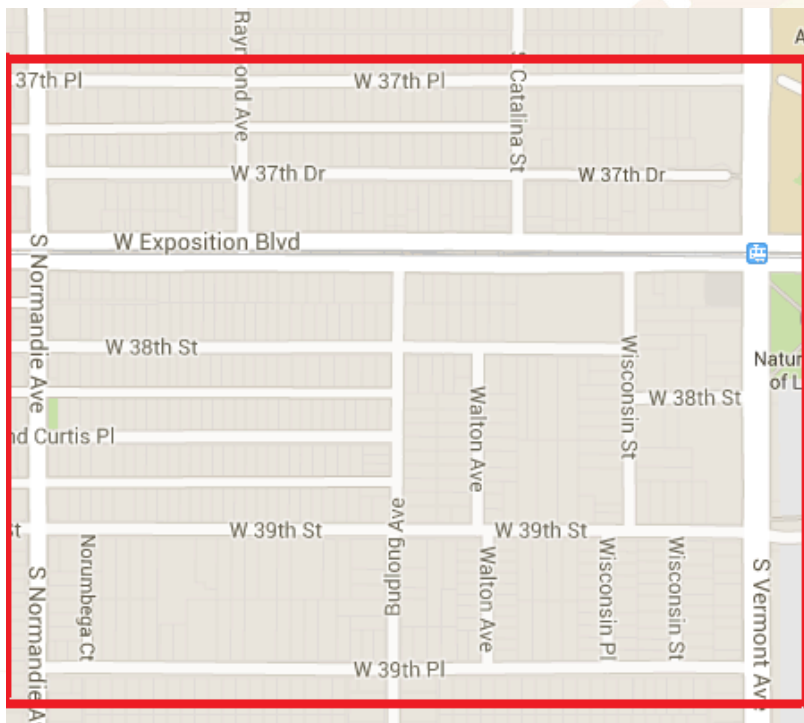
Dear Ms. Toy-Lee:

T.R.U.S.T. South LA launched an additional phase of community engagement, in order to respond to a petition which was circulated in the community surrounding Rolland Curtis Gardens, and submitted to the City Planning Department in conjunction with the June 4<sup>th</sup> Zoning Administration, in opposition to the development proposed by Abode Communities and T.R.U.S.T. South LA. A group of residents who live near Rolland Curtis Gardens has organized around efforts to challenge the project, citing reasons ranging from crime to parking, which they argue will ensue as a result of the Rolland Curtis project. In addressing this opposition, T.R.U.S.T. South LA has embarked on a community engagement campaign by conducting door-to-door outreach and house visits, to further engage residents who live near Rolland Curtis in the conversation about our development plans. These visits started on approximately June 15, 2014, and they are still being conducted at this time.

#### **House Visit Boundaries**

The boundaries of the homes visited fall within the following perimeter:

- Vermont Avenue on the East,
- Normandie Avenue on the West ,
- 39<sup>th</sup> Place as the Southern boundary; and
- 37<sup>th</sup> Place as the Northern boundary.



T.R.U.S.T. South LA selected these boundaries based on the addresses that appeared on the petition submitted to the City Planning Department by the opposing residents. We specifically focused on the petition signers who live in homes and small apartment buildings scattered throughout the target neighborhood, as opposed to those who signed the petitions submitted by the property managers of the affordable housing developed by CRTD, whose concerns are articulated through an appeal to the tract map submitted on July 28, 2014 by the property manager of CRTD's buildings on Wisconsin Avenue.

### **Targeted Households**

Our community engagement process was streamlined in order to reach as many of the petition-signers as possible. The strategy employed by T.R.U.S.T. has been to focus on dialogue with these particular residents. In an effort to optimize the chances of reaching the targeted residents, T.R.U.S.T. conducted the home visits after 5pm on Mondays, Wednesdays and/or Fridays, for two and one-half hours each day. Additionally, visits were also conducted over the weekends between 2pm and 5pm. We made between two and four attempts to visit each household where the petition signers live. When we were successful in making contact with a petition-signer, the ensuing house visits lasted for between 20 and 45 minutes, and were conducted in either English or Spanish, depending on the preference of the petition-signer. Our bi-lingual, multi-ethnic outreach team included T.R.U.S.T. South LA staff and Members, current residents of Rolland Curtis Gardens, and neighborhood residents. Up to this point, we have had significant dialogue with 27 of the 82 people whose names were on the original petition.

### **Results**

During these house visits, we have been trying to understand the petitioners' point of view regarding the Rolland Curtis Gardens project, and found a significant portion of the residents appearing conflicted on various issues related to the project. Of the 27 homes where we were successful in conducting house visits, eight residents appear to have signed the petition with a vague understanding of what the Rolland Curtis Gardens project entails. These residents adjusted their position after the house visits, during which we were able to discuss and provide clarifications regarding parking, crime and neighborhood safety concerns, this history of the building, and our development plans; and they now appear to be leaning towards supporting the Rolland Curtis Gardens project.

In addition, some of these residents pointed out that they did not sign the petition themselves and suggested that the petition was signed by either their children or whoever might have been at home when the petition was circulated. We found many low-income residents in the area who are renters actually encouraged to learn that the project will provide more low-income housing in the area which would be beneficial to them.

A number of the opposition petition-signers visited by T.R.U.S.T. South LA who have changed their position regarding the project cited that the petition did not explain the development project in detail, but simply emphasized the potential increase in crime and reduction in parking spaces for the residents. Five of these opposition-petition signers have firmly state their support of the project, and have made themselves available for future hearings and T.R.U.S.T. activities in the community.

### **Conclusion**

At this time, we have been able to confirm that almost one third of those who signed the opposition petition, with whom we were able to engage in dialogue through a house visit, had little or no knowledge about the Rolland Curtis Gardens project itself, despite the fact that they themselves or a member of their household signed the petition with their name. T.R.U.S.T. South LA continues to conduct house visits to those petition-signers in the area who we have not yet spoken with, even after several attempts.

Should you have any questions, please feel free to contact me at 323-233-4118 or [sandra@trustsouthla.org](mailto:sandra@trustsouthla.org).

Sincerely,



Sandra McNeill  
Executive Director

## MEMORANDUM – TOD/AFFORDABLE HOUSING PARKING DEMAND STUDY

ROLLAND CURTIS GARDENS

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DATE: SEPTEMBER 24, 2013

TO: HOLLY BENSON, VICE PRESIDENT, HOUSING  
DEVELOPMENT

COMPANY: ROLLAND CURTIS PARTNERS, LLC C/O ABODE  
COMMUNITIES

ADDRESS: 701 EAST 3<sup>RD</sup> STREET, SUITE 400

CITY/STATE: LOS ANGELES, CA 90013

FROM: STEFFEN TUROFF

PROJECT NAME: ABODE PARKING DEMAND ASSESSMENT

PROJECT NUMBER: 37-8372.00

SUBJECT: ROLLAND CURTIS GARDENS PARKING DEMAND ASSESSMENT

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### SUMMARY

Abode Communities (Abode) is proposing to build the Rolland Curtis Gardens (RCG), a transit-oriented development (TOD) with 140 residential units and 8,000 square feet of commercial space. This development will be located at 1077 West 38<sup>th</sup> Street, Los Angeles, California, 90037. Of the 140 residential units, 138 will be affordable housing units.

Abode is currently planning to build 114 parking spaces to serve the residential units. The commercial space will have 16 parking spaces for employees and customers. In addition, the commercial area will have two parking spaces reserved for a car sharing program and an area devoted to bicycle storage. Residents of the RCG will be able to store their bicycles and access the car sharing vehicles in the commercial parking area, but there is no plan to share the commercial parking supply with the residential use.

Abode believes the planned parking supply will be sufficient to park residents' cars. This conclusion is based upon Abode's own internal studies on the proposed development as a TOD and as a residential complex that will mostly consist of affordable housing units. To assess the viability of the planned parking supply, Abode engaged Walker Parking Consultants to perform a study that examines the feasibility of the proposed development's planned parking supply for its residents.

Walker Parking Consultants (Walker) projects that the proposed parking supply likely will be adequate for the Rolland Curtis Garden's residential tenants.

## MEMORANDUM – TOD/AFFORDABLE HOUSING PARKING DEMAND STUDY

ROLLAND CURTIS GARDENS

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The balance of this memorandum:

1. provides the current program information for the Rolland Curtis Gardens;
2. details the methodology Walker used to project the parking demand at the Rolland Curtis Gardens; and
3. provides findings and measures that may help provide Abode with the ability to manage the parking demand for the residential portion of the Rolland Curtis Gardens development.

### PROJECT UNDERSTANDING/THE ROLLAND CURTIS GARDENS

Abode is proposing the Rolland Curtis Gardens, a TOD with 140 residential units and 8,000 square feet of commercial space. The development will be located at 1077 West 38<sup>th</sup> Street, Los Angeles, California, 90037.

A TOD is designed to maximize access to public transportation, and often incorporates features to encourage transit ridership, most notably its location, typically within a quarter mile of frequent transit service. A TOD is typically a mixed-use residential and commercial space.

The site currently contains a fully occupied multifamily property, which consists of 47 affordable units and one unit occupied by the property manager.



# MEMORANDUM – TOD/AFFORDABLE HOUSING PARKING DEMAND STUDY

## ROLLAND CURTIS GARDENS

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Figure 1: Rolland Curtis Gardens Development Proposed Location



The Rolland Curtis Gardens will be built in two phases. Phase I will see the construction of the 8,000 sf commercial space and 70 residential units. Phase I will also see the construction of the parking areas for both the residential and commercial portions of the development. Phase II will see the construction of the remaining 70 residential units. Table 1, below, summarizes the planned construction for each of the two phases of the proposed development.

Table 1: Proposed Phases of Rolland Curtis Gardens Development

Project Phase	Number of housing units	Commercial Square Feet	Parking Spaces by Area		
			Residential Area	Commercial Area	
				Staff and Visitors	Car Sharing
Phase I	70	8000	114	16	2
Phase II	70	--	--	--	--
Totals	140	8000	114	16	2

Source: *Abode Communities*, 2013

Current plans call for the Rolland Curtis to have 114 parking spaces for the residential units and 16 parking spaces for the commercial units. There are currently no plans to share the parking

## MEMORANDUM – TOD/AFFORDABLE HOUSING PARKING DEMAND STUDY

ROLLAND CURTIS GARDENS

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areas. Abode believes the parking supply will be sufficient. This conclusion is based upon Abode's own internal studies on the proposed development as a transit oriented development and as residential complex that will mostly consist of affordable housing units.

To assess the viability of the planned parking supply, Abode engaged Walker to perform a study that examines the feasibility of the proposed development's planned parking supply. Walker's senior functional design staff reviewed the parking layout and confirmed that it maximized the efficiency of the layout for the site. The next step, the purpose of this report, is to determine whether the number of residential spaces for the proposed project is adequate to accommodate residential parking demand.

### APPROACH

Based on our understanding of the development and its location, we see three phenomena that are most likely to reduce the demand for parking at RCG compared to a typical, market rate multifamily property.

### CAR OWNERSHIP RATES AND AFFORDABLE HOUSING

Residents of affordable housing developments tend to have lower rates of car ownership (and thus generate a lower demand for parking) than residents of market rate housing as will be shown and discussed throughout the memorandum. We suggest that, although the City of Los Angeles's minimum parking requirement for affordable housing is less than the parking requirement for market rate housing, in many instances the new requirement for affordable housing still appears to be higher than the actual parking demand generated by affordable units, particularly those well served by transit.

### IMPACT OF TOD ON CAR OWNERSHIP RATES

RCG's close proximity to frequent transit service allows for relatively quick and convenient access to three of the region's major job centers and a number of amenities in the region. We see the ability to access these destinations conveniently, by public transportation, from the RCG location as reducing the need for residents to own a car. Based on research, the availability of a shared vehicle, provided by a car-sharing service on the RCG site, further incents residents to own fewer vehicles than a household that did not have easy access to transit.

# MEMORANDUM – TOD/AFFORDABLE HOUSING PARKING DEMAND STUDY

ROLLAND CURTIS GARDENS

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Figure 2: Transit stops in closest proximity to the RCG site

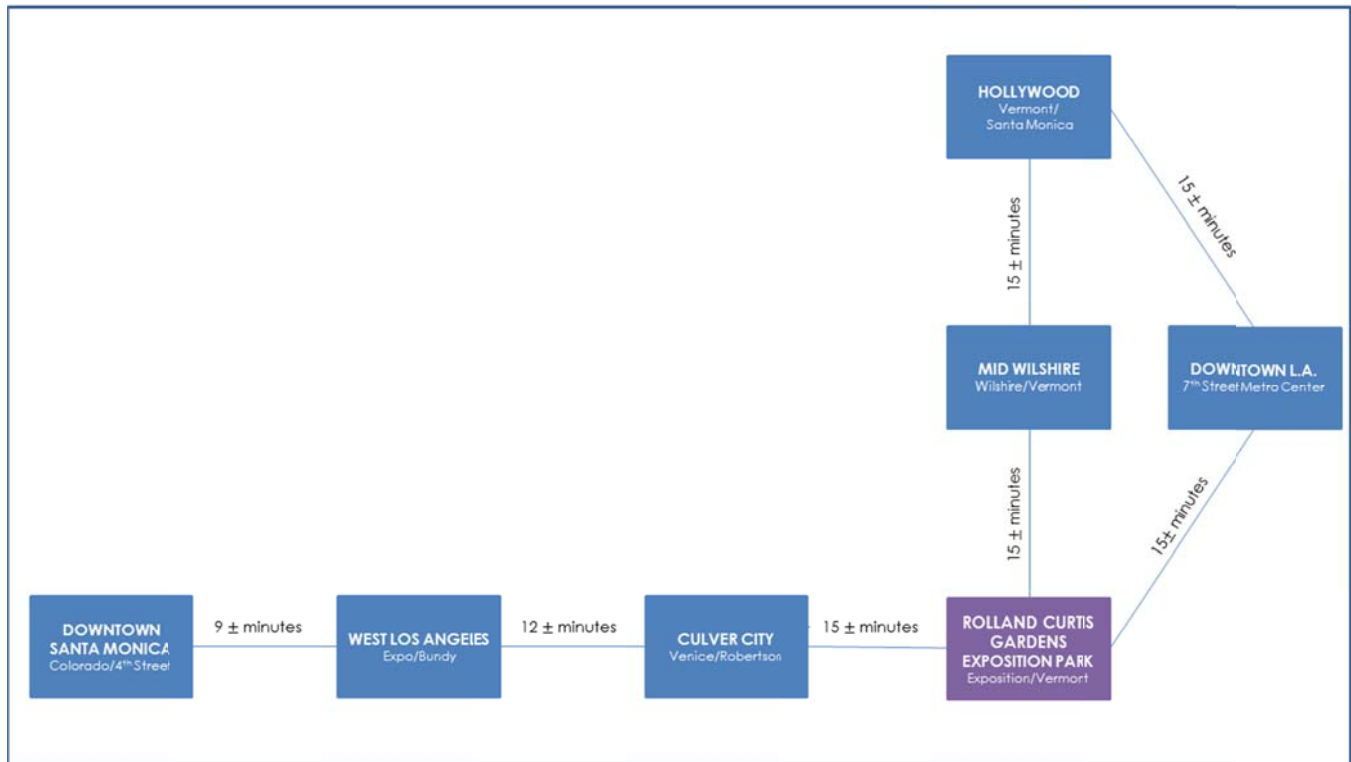


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ROLLAND CURTIS GARDENS

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Figure 3: Major Employment Centers Accessible by Transit (and Time to Destination)



Source: Los Angeles MTA, 2013

We note direct access to Downtown Los Angeles via the Exposition Line and Dash service, direct access to Santa Monica and West Los Angeles (the region's largest job center) via the Exposition Line's Phase 2, opening in 2015, and direct access to the Mid-Wilshire corridor and Hollywood via rapid bus service along Vermont Avenue. For some destinations on the Exposition Line in particular, travel may be faster and more convenient than by automobile—particularly during rush hour. Based on the costs to purchase, operate, and park a car in each of these areas, the cost of using transit represents a fraction of the cost of driving. The impetus for reduced car ownership at this location appears strong, especially for a household with limited financial means. Table 2, below, summarizes the transit lines serving the RCG. Figure 3 shows the location of transit stops in closest proximity to the RCG.



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ROLLAND CURTIS GARDENS

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Table 2: Summary of Transit Lines Serving the Rolland Curtis Gardens

			Approximate Hours of Service*			
Provider	Line	Service Type	Weekdays	Weekends/ Holidays‡	Terminal Points	
LA METRO	Expo (806)	Light Rail	5:22 A - 1:22 A	5:23 A - 1:22 A	Culver City	Metro Center
	102	Local	5:53 A - 10:30 P	5:53 A - 10:30 P	LAX	South Gate
	754	Rapid	5:22 A - 9:10 P	6:26 A - 8:10 P	Hollywood	Athens
	550	Express	5:30 A - 7:30 P	None	Exposition Park	San Pedro
LA DOT	F	DASH	6:48 A - 6:48 P	10:18 A - 5:18 P	Financial District	Exposition Park/USC
	Southeast	DASH	6:40 A - 7:20 P	8:50 A - 7:20 P	Exposition Park	South Los Angeles
USC		Bus/Shuttle				

\* LA METRO Expo line runs until 2:22 A Saturday and Sunday mornings.

‡LA DOT DASH F does not operate on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day

Sources: Los Angeles County, Los Angeles Department of Transportation, University of Southern California, 2013.

Provider	Number of Lines
LA Metro	4
LA DOT	2
USC	2
Total	8

Source: Walker Parking Consultants, 2013

As discussed later in this memorandum, the City of Portland, Oregon has been at the forefront of TOD and has been a laboratory for measuring the effects of transit availability on car ownership and parking demand. We recognize the differences between Los Angeles and Portland, but suggest that the trends in increased transit usage, mixed-use development, and urban living are similar. The following table illustrates findings from Portland documented in 2009 since which time, we note, that car ownership levels have decreased.

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Table 3: Land Use Impacts on Vehicle Ownership and Travel (Portland 2009)

Land Use Type	Auto Ownership	Daily VMT	Mode Split				
	Per Household	Per Capita	Auto	Walk	Transit	Bike	Other
Good transit/Mixed use	0.93	9.8	58%	27%	12%	1.90%	1.50%
Good transit only	1.5	13.3	74%	15%	7.90%	1.40%	1.10%
Remainder of county	1.74	17.3	82%	10%	3.50%	1.60%	3.70%
Remainder of region	1.93	21.8	87%	6.10%	1.20%	0.80%	4.00%

Source: Victoria Transportation Policy Institute: <http://www.vtpi.org/tdm/tdm45.htm>

In general, the data in the table suggest that residents of transit-oriented neighborhoods tend to own significantly fewer motor vehicles, drive less, and rely more on walking and public transit than residents of other neighborhoods. This dynamic has generally been our experience when performing parking studies in urban districts and a tendency that we explore in this memorandum.

## IMPACT OF CAR SHARING BICYCLE STORAGE FACILITIES ON CAR OWNERSHIP RATES

We take into account that the new RCG will feature bicycle storage and a car sharing program for its residents. Industry research indicates that a residential development's participation in a car sharing program can reduce vehicle ownership among its participants significantly. Ian Sacs, a transportation planner, recently found that, based on a number of recent studies:

*Surveys of members, data from existing programs, and empirical evidence from several developments have shown that when a car share vehicle is available in a convenient location, and usually combined with transit access, a significant number of people make a decision that it is no longer necessary to own a car.*

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He concludes that the ratio of car sharing vehicles to households that voluntarily give up a personal car is roughly 1:4 but suggests that that as car sharing becomes more widespread, the ratio could double.<sup>1</sup> Based on the data we've observed, it appears that conservatively a single car sharing vehicle could reduce the number of cars owned by a program's participants by four to six vehicles in the case of a development the size of RCG.<sup>2</sup>

### *A GENERAL TREND TOWARD LOWER CAR OWNERSHIP RATES*

An important trend within the past seven years nationwide has been the reduction in rates of car ownership - and driving - along with an increase in the use of public transportation.<sup>3</sup> In June 2013, Jordan Weissman wrote in *The Atlantic*:

According to Michael Sivak of the University of Michigan's Transportation Research Institute, the number of cars per household actually began to decline pre-recession, after 2006. The same goes for cars per licensed driver and cars per person. "In other words," Sivak writes, "these rates started to decline not because of economic changes but because of other societal changes that influence the need for vehicles." And that, he argues, means it is more likely we're witnessing a permanent shift.<sup>4</sup>

An analysis released this year found that 40% of all new households in Los Angeles in the past seven years did not own a vehicle and that 89% of all new households had fewer cars than working adults.<sup>5</sup>

Based on Walker's experience in Los Angeles in particular and across the country more generally, each of the three phenomena noted in combination have resulted in parking demand ratios at affordable housing projects that are significantly less than the amount of parking typically required and provided. In combination, we expect the impact of these factors to be greater.

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<sup>1</sup> <http://www.planetizen.com/node/38233>

<sup>2</sup> Elliot Martin and Susan Shaheen, "The Impact of Carsharing on Household Vehicle Ownership," *Access*, no. 38 (Spring 2011) pp. 22-27. More recently the following was published in July 2013: [http://76.12.4.249/artman2/uploads/1/Innovative\\_Mobility\\_Industry\\_Outlook\\_Carsharing\\_Summer\\_2013\\_FINAL.pdf](http://76.12.4.249/artman2/uploads/1/Innovative_Mobility_Industry_Outlook_Carsharing_Summer_2013_FINAL.pdf)

<sup>3</sup> <http://m.theatlanticcities.com/commute/2013/07/yet-more-evidence-peak-car/6299/>

<sup>4</sup> <http://www.theatlantic.com/business/archive/2013/06/has-the-us-passed-peak-car/277016/>

<sup>5</sup> <http://la.streetsblog.org/2013/08/01/l-a-s-real-growth-is-in-car-free-and-car-lite-families/>

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The City of Los Angeles' residential parking requirement for affordable housing (1 parking space per residential unit) is in part meant to take into account the effect of (low) income on car ownership. However, this requirement may not fully take into account the transportation benefits and impacts of improved transportation systems. We suggest that it may not fully take into account people's increased willingness to use these systems. The methodology used in this memorandum is meant to account for these phenomena and their possible greater impact when combined with one another. Based on our professional experience and judgment, it is reasonable to expect that, when provided with better transit access, a low income family will be less likely to own a car.

To assess the adequacy of the proposed parking supply for RCG, Walker performed the following parking study to examine how the parking demand for both the commercial and residential areas are likely to be impacted given its nature as a transit oriented development and an affordable housing project.

After reviewing industry and professional studies on these two components, Walker performed field work to collect additional data on the parking demand at comparable affordable housing developments in the Greater Los Angeles area.



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### AFFORDABLE HOUSING AND PARKING DEMAND IN THE LOS ANGELES AREA

Walker examined parking demand for affordable housing developments in the Los Angeles area and, to the extent possible given the constraints, affordable housing located in close proximity to transit. The following properties were observed as possible comparables for parking demand at the CRG development. The following represents our findings.

### SURVEY METHODOLOGY FOR RESIDENTIAL PROPERTIES

Per the scope of work for this study, Walker was tasked with “identify(ing) and survey(ing) up to five comparable properties to determine their actual peak parking demand ratios (with) . . . Abode’s assistance in identifying comparable properties, based on its knowledge of similar projects in the area and experience with its own properties.”

In order to determine appropriate comparables for the RCG development Walker reviewed more than 60 properties from the Los Angeles Housing Department’s roster of affordable properties as well as additional affordable housing properties for which data was available in other Los Angeles County cities. The criteria we used to determine appropriate comparables for the RCG development included:

- Affordable;
- Multifamily (without a designation for a specific demographic such as seniors or people with disabilities) with a significant number of units containing two or three bedrooms;
- Proximity to transit service
- Dense, urban neighborhoods though not in the Downtown area;
- Proximity to the subject proximity;
- Parking provided (some “grandfathered” properties do not provide on-site parking);
- Visual access to the parking area for the purpose of counting the number of vehicles present during the peak.

Based on our best efforts, we were able to collect data from the following ten multifamily properties, listed below in terms of proximity to the site. While additional properties were studied, in a number of cases, sufficient data could not be obtained to include them in the list of comparables. The data for the following properties was collected and is provided later in the memorandum a tabular format. We list them in the order of proximity to the planned RCG site:

1. 1077 West 38<sup>th</sup> Street
2. 3790 Wisconsin Street
3. 681 South Bonnie Brae Street
4. 2701 Wilshire Boulevard

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5. 2500 West Fourth Street
6. 5437-5443 Carleton Way
7. 1650 – 1658 North Western Avenue

We note that Walker made a specific effort to quantify parking demand at the following affordable, multifamily properties due to their close proximity to the RCG site:

- 3845 Wisconsin Street
- 3804 Wisconsin Street
- 3901 South Vermont Avenue

However, Walker was unable to reach a representative for these properties and thus could not obtain access to their secured parking areas to perform parking occupancy counts.

### DESCRIPTION AND CONSIDERATIONS FOR EACH COMPARABLE

Below we provide a brief description of each of the property's surveyed and considerations that are relevant to the observed parking demand for each. Parking occupancy counts were performed between 5:30 AM and 6:00 AM in order to ensure a peak parking demand condition. The parking demand for residential uses typically peaks in the late evening and early morning because that's when most residents' cars are parked at home.

To the extent that some residents may have left for work before that time we note that late in the evening some residents may be working "graveyard" shifts at other businesses. Based on Walker's research for the Urban Land Institute's *Shared Parking* publication and model, the window surveyed represents a reasonable sample of peak demand for residential properties in an urban environment.

#### *1077 WEST 38<sup>TH</sup> STREET LOS ANGELES*

The existing residential property located on the site of the planned RCG should represent the most accurate comparable for determining the peak parking demand for the future development.

We assume that the location, transit access, and demographic of the current development is the same or sufficiently similar to the planned RCG as to represent comparable data. Further, we understand that the current residents will technically have the right of first refusal to live in the new RCG. Although most current residents may not take ultimately move into the new development, the opportunity further speaks to the extent to which the current parking demand ratio may reflect the future ratio once the RCG is complete and fully leased.

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As we note elsewhere in the report, transit access to and from the site will improve significantly within the next two years when the nearby Exposition Line station will provide access to West Los Angeles and Santa Monica, in addition to the current two termini of Culver City and Downtown Los Angeles (with rail and bus service to points beyond).

### Observed parking demand for current residents of 1077 West 38<sup>th</sup> Street

Walker staff visited the site at midday to observe general site conditions. Walker staff then conducted parking occupancy counts on two separate days 1) at 6:00 AM on Wednesday, July 24<sup>th</sup> and 2) prior to 6:00 AM on Thursday August 1<sup>st</sup> to determine the peak parking ratio and quantify parking demand conditions for the on-street parking supply.

Walker conducted two separate parking occupancy counts at residential property that occupies the site of the future Rolland Curtis Gardens. Walker staff counted 27 and 28 cars parked in the two parking lots serving the apartment buildings on July 24 and August 1 respectively. According to Abode staff, the parking supply totals 79 parking spaces in these two lots. Based on 47 of the 48 residential units being occupied, we calculate parking demand at the site as follows.

**Table 4: Current Parking Demand Ratio for 1077 West 38<sup>th</sup> Street Los Angeles**

Day	Number of Occupied Residential Units	Number of Vehicles Parked at 6:00 AM Peak	Peak Parking Demand Ratio
Weds July 24, 2013	47	27	<b>0.57</b>
Thurs August 1, 2013	48	28	<b>0.58</b>

*Source: Walker Parking Consultants, 2013*

Walker spoke with the property manager at the site and verified that this number was consistent with his experience observing parking demand at the site. We also note that the property manager suggested that residents of the current property were actively allowing their guests (and possibly others) to park in the parking lot, a practice that he planned to eliminate through enforcement. However for our purposes, the practice is helpful in that it suggests that the parked vehicles observed, and therefore the parking demand ratio calculated for the site, includes cars that belong to resident's guests. Based on our research on residential parking demand, guest parking for residents typically represents 10% of the total parking demand during the peak.

Walker typically projects residential parking demand using on a blended "per unit" rather than "per bedroom" basis. This is the case with *Shared Parking*, the parking demand research effort

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that Walker led for the Urban Land Institute (ULI). However, in order to provide a more comprehensive look at the projected demand for parking at the site, and recognizing that three-bedroom units will represent a larger percentage of the unit mix for RCG than currently exists at the site, we make the following calculation.

**Table 5: Current Parking Demand Ratio for 1077 West 38<sup>th</sup> Street Adjusted for Bedroom Count**

Unit Type	Number of Occupied Residential Units	Total Number of Bedrooms	Peak Parking Demand Observed	Parking Demand by Bedroom	Total Bedrooms in RCG	Projected Parking Demand for RCG @ 0.27 / bdrm	Projected Parking Demand Ratio/Unit @ 140 Units
1 bdrm	0	0			13	4	
2 bdrm	42	84			170	47	
3 bdrm	6	18			126	35	
Total	48	102	28	0.27	309	85	<b>0.61</b>

Source: Walker Parking Consultants and Abode Properties, 2013

Based on this series of calculations, for the buildings currently located at 1077 West 38<sup>th</sup> Street, the peak parking demand ratios are:

- **0.58 parking spaces per unit**
- **0.27 parking spaces per bedroom**

Based on Walker research in developing ULI's Shared Parking model, the 6:00 am hour represents peak residential parking demand. However, in order to reflect parking demand as conservatively as possible for this specific location, Walker reviewed United States Census data for the subject property site. According to this data, 14.3% of residents in the area left for work between 12:00 AM and 6:00 AM. If we assume that this same percentage holds true for the current residents of 1077 West 38<sup>th</sup> Street, we could make the following adjustment:

$$0.61 \text{ parking spaces/unit} \times 1.143 = 0.69 \text{ parking spaces/unit}$$

Based on our observations, we consider this result to be a conservatively high projection of parking demand for RCG. We note that, even if parking demand at the new RCG were to be 10% above this conservatively high projection or 0.76 parking spaces per unit, it would still be less than Abode's planned 0.80 parking spaces per unit. As noted, in conversations with the current property manager at the site, he suggested that there were cars currently parked on site that might not belong to residents and that plans were in the works to remove these vehicles and enforce access to the lots more strictly. This would result in a lower parking

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demand ratio than we have calculated for the site. Our current parking demand ratio therefore takes into account both resident and guest parking demand.

We also suggest that peak parking demand for the planned RCG could decrease from the current demand observed at the site due to future improvements to transit service. Rail service along the Exposition Line service is currently open as far as Culver City, south of the 10 Santa Monica Freeway. In 2015 this service will extend to West Los Angeles and Santa Monica, which combined represent the largest employment center in the region as well as a leisure destination. Current travel time from the RCG site to the Santa Monica Pier using public transportation was calculated at 56 minutes at the writing of this memorandum. Upon the opening of the Exposition Line Phase II in 2015, travel time is projected to be reduced to approximately 30 minutes, which based on our experience is also faster than the drive time during the morning rush hour.

### Parking demand on streets near 1077 West 38<sup>th</sup> Street

Walker Parking Consultants field staff collected data for the on-street parking demand and the inventory of parking spaces for the blocks surrounding the current Rolland Curtis Apartments. As with the off-street parking, the data were collected on 24 July 2013 and August 1, 2013 prior to 6:00 AM. For the parking demand, Walker staff counted the number of vehicles parked on the streets indicated in the table. For the inventory of parking spaces, the field staff projected the number of vehicles that could be parked with a reasonable amount of effort as spaces on the street are not striped.

The field staff found that of the 116± parking on-street parking spaces surrounding the Rolland Curtis Apartments, 87 spaces (75%) and 89 (76%) spaces were occupied on July 24 and August 1 respectively. Overall, the on-street parking demand adjacent to the Rolland Curtis Apartments was heaviest along Wisconsin Street, especially along the east side of the street. Conversely, the on street parking demand on the south side of Exposition Boulevard was low. Of the projected 23± spaces, only ten (10) and seven (7), or 43% and 30%, were occupied during our two days of field observations.

Given the low level of parking demand in the Rolland Curtis Apartment's lots and the high density of parked vehicles on the sides of the streets across from the apartment, it is our view that most or all of the cars observed parked on-street did not belong to residents of the Rolland Curtis apartments.

While 6:00 am should represent the peak parking demand for residential land uses, we recognize that residents in the area report high parking demand generated during events at the Los Angeles Coliseum and at the University of Southern California (USC).

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Table 6: On-street Parking Demand in the Area of 1077 West 38<sup>th</sup> Street

Street	Occupied	Inventory	Occupancy Percentage
Wisconsin	18	21	86%
Exposition	7	23	30%
38th Street	57	63	90%
Budlong	7	10	70%
<b>Total on-street spaces</b>	<b>89</b>	<b>117</b>	<b>76%</b>

Source: Walker Parking Consultants, 2013

## 3790 WISCONSIN STREET

3790 Wisconsin Street is located approximately one block from the planned RCG site, slightly further from the Vermont Expo Line Station, USC and some bus stops in the area. Walker was unable to reach owners of this property however, the parking facility is plainly visible from the street. A parking occupancy count was performed at 5:30 am on August 1, 2013. There were 15 parked vehicles observed on the site.

Based on data obtained from the Los Angeles Housing Department's roster of affordable housing projects, showing 28 residential units and 68 bedrooms, the following parking demand ratios were found for this property. We assume that the units are fully leased and that, because the parking lot was only about 50% full, that guests may be parking on the site although this was not confirmed. We note that the ratios calculated are within 5% of the parking demand figures calculated for the nearby project site:

- **0.58 spaces per unit**
- **0.23 spaces per bedroom**

## 681 SOUTH BONNIE BRAE STREET – WESTLAKE/MACARTHUR PARK STATION

This development was open in June 2012. It contains only 2- and 3- bedroom units and is fully leased. The site is located approximately one block from Metro's Westlake/MacArthur Park subway station, where both Red and Purple Line trains stop. It is also well-served by busses within a ¼ mile of the site. In this way, we believe that this site is a good comparable property for our study although we note that the neighborhood is denser than the location of the future RCG.

The property owner, McCormick, Baron and Salazar, provided access to the secured garage. Details regarding the number of leased units and a bedroom count were provided in addition



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to some discussion regarding the general parking patterns and car ownership of residents observed by the property managers.

We note that each household at 681 South Bonnie Brae receives a free monthly Metro pass. Also, a large number of bicycles were observed to be stored in the residential parking garage for residents' use.

We conducted occupancy counts at 681 South Bonnie Brae at 6:00 am on Friday August 2, 2013. We note that the parking garage was not full and that an ample number of empty spaces existed, suggesting that guests can use the facility if given access by residents although this may not technically be permitted. A number of cars were observed parked at metered spaces on the street near the property although there was no way to determine with which buildings in the area these drivers were associated. We note that we observed several of these drivers walking to their cars from other locations. For these reasons we assume that the 68 cars counted in the garage include guests. We calculated the following parking demand ratios for this property:

- **0.76 spaces per unit**
- **0.33 spaces per bedroom**

### *2701 WILSHIRE BOULEVARD*

Walker was unable to make contact with the owner of this property but the parking lot was visible and we could count the number of vehicles present from the public right of way. The number of units and bedrooms were obtained from the LAHD roster of affordable housing. The parking occupancy count was performed on Thursday August 1, 2013 at approximately 6:00 am. The property is located in a dense area, well-served by local bus service, although subway stations and stops for rapid bus service are located approximately six to eight blocks away.

In the case of this property, we observed a large number of vehicles parked at metered spaces on the adjacent side street. Based on our observations we conservatively assumed that most of these vehicles were associated with the building, either belonging to residents or their guests. We note that some may have been associated with activities underway at the 6:00 am hour at nearby tennis courts. An adjacent parking lot attached to a nearby commercial building was storing some trucks and cars but we assumed that these vehicles were not associated with the residents of 2701 Wilshire. We calculated the following parking demand ratios for this property by including most of the vehicles parked on the adjacent side street:

- **0.65 spaces per unit**
- **0.36 spaces per bedroom**

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### *2500 WEST FOURTH STREET*

Abode properties provided access to the secured garage at this site and a property manager provided details regarding the number of units, bedrooms and parking patterns of the residents. This property is located in a dense residential area, not far from two of the other properties but a significantly farther walk from rail stations and rapid bus stops. Frequent local bus service is available approximately two blocks away on Third Street. Street parking was shared by the large number of residential properties on the block, many of which appeared older and lacking convenient parking spaces. The street parking was essentially full and there were a significant number of unused parking spaces observed in the garage. We are unable to determine if the parking demand ratio observed included guest parkers or not. We calculated the following parking demand ratios for 2500 Fourth Street by including only vehicles in the garage:

- **1.45 spaces per unit**
- **0.53 spaces per bedroom**

Given the relatively high parking demand ratio observed at this site, we considered several explanations. We note that roughly 75% of the units in this property contained three bedrooms, a much higher ratio than observed at other properties, although this does not explain the relatively high number of vehicles per bedroom.

We also noted from the property manager that, compared with other properties we observed, 2500 West Fourth Street had been open for nearly twenty years and that many if not most of the tenants were original tenants. This suggests to us that the households in 2500 West Fourth Street likely older than households in newer affordable developments, in part because of the generational predilection we note elsewhere in the report for the millennial generation to own fewer cars than the previous generations. Further, and perhaps more importantly, based on our understanding of the certification process for affordable properties, these older households may have significantly higher incomes, and therefore have a greater propensity to own a car, than a household recently certified as eligible to live in an affordable housing development. We note that determination of income levels at surveyed properties is beyond our scope for this project.

### *5437-5443 CARLETON WAY*

This development contains 2-, 3- and 4-bedroom units and is fully leased. The site is located approximately one block from the Metro Red Line Western Avenue/Santa Monica Boulevard station. It is also well-served by bus stops within a few blocks of the site. The property owner, McCormick, Baron and Salazar, provided access to the secured parking garage. Details regarding the number of leased units and a bedroom count were provided as well. Parking occupancy counts were conducted at approximately 6:00 am on Friday August 2, 2013.



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Street parking at this location was full, but mostly shared with other multifamily properties along the street (this property is located at the far end of one block). We did not account for guest parking along the street and assume the possibility of guest parking in the garage or in the surface lot associated with a nearby property (see 1650 - 1658 North Western Avenue). We calculated the following parking demand ratios for 5437-5443 Carleton Way:

- **0.94 per unit**
- **0.39 per bedroom**

### *1650 – 1658 NORTH WESTERN AVENUE*

This development, located adjacent to 5437-5443 Carleton Way, and directly above the Metro Red Line's Western Avenue/Santa Monica Boulevard subway station, contains 2-, 3- and 4-bedroom units and is fully leased. It is also well-served by bus stops located adjacent to the site. The property owner, McCormick, Baron and Salazar, provided access to the secured parking garage. Details regarding the number of leased units and a bedroom count were provided as well. Parking occupancy counts were conducted at 6:00 am on Friday August 2, 2013.

Parking in the building is provided primarily in an underground, secured garage. However, adjacent to the building is an unsecured parking lot that serves commercial and child care uses located in the building, as well as residents. The property manager informed us that between 6:00 pm and 8:00 am all the spaces in the lot are available for resident parking. 31 of the 38 spaces in the surface lot were occupied. However, given the unsecured nature of the parking lot and the lack of street parking near the building, we suspect that some of the cars parked in the surface lot may not be associated with residents of the building or their guests.

We calculated the following parking demand ratios for 1650 – 1658 North Western Avenue:

- **2.47 spaces per unit (garage + lot), 1.44 spaces (garage only)**
- **1.00 spaces per bdrm (garage + lot), 0.59 spaces (garage only)**

The actual number likely falls within the range between these two numbers. We note that the parking demand ratio for this site is approximately 70% greater than that of the development with the next highest demand (2500 West Fourth Street, which itself is approximately 50% higher than the next highest demand ratio).

## CONCLUSION – PARKING DEMAND AT COMPARABLE TOD AFFORDABLE HOUSING SITES

Table 7 summarizes the findings from the above descriptions of the seven sites surveyed and lists them in order of distance from the subject property site (RCG). The table shows parking demand using a number of different metrics.

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Although we show the data from each of the properties we surveyed, our analysis suggests that the exceptionally high parking demand observed at 1650 – 1658 North Western Avenue is an outlier, which skews the averages is likely not helpful. Further we note, generally, a higher parking demand ratio generated by properties in our survey located north of Wilshire Boulevard in general, possibly due to higher parking demand in that area. We therefore recommend using a weighted ratio that eliminates the North Western Avenue property and weights the sites surveyed in the immediate vicinity of the planned RCG more heavily than those located further north:

- **0.73 spaces per unit**
- **0.31 spaces per bdrm**

We note that these numbers are similar to the median parking demand for all seven properties.

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Table 7: Summary of TOD/TAD Affordable Developments Surveyed in Los Angeles, CA

Location	Type	Occupancy	Inventory	Occupancy Percentage	Cars Per Unit	Cars Per Bedroom	Units	Total Bedrooms
Rolland Curtis Apartments 8/1/2013 (Peak count)	Residential Off Street	28	80	35%	0.60	0.28	47	100
3790 Wisconsin Street, Los Angeles, CA 90037	Residential Off Street	15	36	42%	0.58	0.23	26	68
681 South Bonnie Brae / Westlake/MacArthur	Residential Off Street	68	91	75%	0.76	0.33	90	207
	On-street full block	21	26	81%			90	
2701 Wilshire Boulevard	Residential Off Street	31	35	89%			80	144
2701 Wilshire Boulevard	On + Off Street	21	26	81%				
2701 Wilshire Boulevard	On + Off Street	52	61	85%	0.65	0.36	80	144
2500 West Fourth Street	Residential Off Street	71	101	70%	1.45	0.53	49	134
5437-5443 Carlton Way	Residential Off Street	57	61	93%	0.94	0.39	61	148
1650-1658 North Western Avenue	Garage + Surface Lot	74	83	89%	2.47	1.00	30	
Average by bdrm <sup>A</sup>		365			0.95	0.42	383	875
By bedroom, eliminating lowest and highest data points		276			0.84	0.38	327	733
By property:								
Average					1.06	0.45	7	sites
Median					0.76	0.36		
High					2.47	1.00		
Low					0.58	0.23		
Adjusted <sup>B</sup>					0.73	0.31	6	sites
Adjustment factor for non-South LA properties <sup>B</sup>	0.85							

<sup>A</sup>Based on the total number of cars counted per total number of bedrooms for all sites.

<sup>B</sup>Based on our findings and analysis, the adjusted ratios are based on 1) a 1.0 weight for the two properties located within the study site neighborhood 2) a 0.85 weight for four properties located outside of the immediate neighborhood and 3) the exclusion of data from the 1650 - 1658 North Western Avenue development based on our determination that the data from this development is exceptional and therefore creates a distortion and an inaccuracy the findings of this report.

Source: Walker Parking Consultants, 2013

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## PARKING DEMAND AT OTHER EXISTING ABODE PROPERTIES

In addition to the property manager at 1077 West 38<sup>th</sup> Street, Walker spoke with the property manager for 1621 South Grand Avenue (Young Apartments) and 1709 West Eighth Street (Crescent Arms). The Young Apartments are similar in nature to 1077 West 38<sup>th</sup> Street in that it is an affordable housing development located approximately one block from a light rail station and has access to numerous bus lines nearby. Walker was unable to perform parking occupancy counts at this location because it has no parking lot. According to the property manager, residents park their cars at paid lots in neighboring parking lots and structures. He estimated that 50% of units had cars.

The Crescent Arms is a senior affordable housing development, which we would expect to have a lower parking demand ratio than a development for all ages. The property manager said that all 36 parking spaces serving the 186 units were full and that there was a short waiting list that he estimated was for five vehicles. Based on 41 vehicles and 186 units, the parking demand ratio for the site would be 0.22.

### *2009 STUDY OF PARKING DEMAND AT SELECTED NON-TOD ABODE PROPERTIES*

In 2008, Linscott Law and Greenspan Engineers (LLG) collected data for a parking demand study of 17 Abode-owned properties in the Los Angeles area.<sup>6</sup> We believe that the properties included in this study, and the study itself, likely suggest an unrealistically high parking demand ratio for RCG for the following reasons:

- Location of the sites surveyed. Virtually all of the properties are located significantly further from the core of Los Angeles and the Westside than is the planned RCG. Six of the properties are located in the San Fernando Valley. Others are located in locations such as Wilmington, Lennox, Signal Hill, and North Long Beach. While many of these projects are served by bus (though not rail) transit, their locations make travel to employment centers and other major destinations in the area significantly more time consuming and inconvenient than travel from 1077 West 38<sup>th</sup> Street.
- Age of the data. The data from this study is somewhat dated. As it was collected in 2008, the data in this study would likely not incorporate fully the recent trends in the reduction in automobile ownership and the increase in transit ridership.

For the 17 surveyed properties, LLG found a peak parking demand of 1.02 spaces per unit, which occurred on the weekend. The weekday peak was observed to be 0.98 spaces per unit. Walker recalculated the data taking the highest peak ratio for each and came up with an overall peak parking demand ratio of 1.11 parking spaces per unit.

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<sup>6</sup> An additional property surveyed provided affordable units for seniors.

# MEMORANDUM – PARKING DEMAND STUDY

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Table 8: Data from Linscott, Law and Greenspan Parking Study of Selected Abode Non-TOD Properties<sup>7</sup>

<u>Year of Study</u>	<u>State</u>	<u>City</u>	<u>Zip Code</u>	<u>Units</u>	<u>Parking Spaces</u>	<u>Spaces Per Unit</u>	<u>Peak Parking Demand</u>	<u>Demand Ratio/Unit</u>
July 2009	CA	Los Angeles	90011	33	87	2.64	45	1.36
			90057	49	101	2.06	69	1.41
		Lennox	90304	21	58	2.76	45	2.14
		Wilmington	90744	132	183	1.39	127	0.96
				120	181	1.51	94	0.78
		Signal Hill	90755	93	126	1.35	71	0.76
				60	94	1.57	44	0.73
		Long Beach	90805	36	55	1.53	39	1.08
				26	39	1.50	15	0.58
				19	33	1.74	21	1.11
		Pasadena	91105	38	69	1.82	38	1.00
		Canoga Park	91303	47	75	1.60	57	1.21
		Pacoima	91331	80	175	2.19	103	1.29
		Reseda	91335	42	56	1.33	36	0.86
		Van Nuys	91401	40	40	1.00	38	0.95
		Panorama City	91402	25	49	1.96	24	0.96
				50	113	2.26	87	1.74
High				132	183	2.76	127	2.14
Low				19	33	1.00	15	0.58
Median				42	75	1.60	45	1.00
Average				54	90	1.78	56	1.11

Source: Linscott, Law and Greenspan, 2009 and Walker Parking Consultants, 2013

<sup>7</sup> We note that the specific average and median numbers shown in this table do not appear in the original report because they reflect the peak parking demand for either weekday or weekend instead of showing two separate categories. For the purpose of our study we believe that distinguishing between weekday and weekend is not useful.

# MEMORANDUM – PARKING DEMAND STUDY

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## RESEARCH REVIEW SUMMARY

Walker performed a literature review on the parking demand at existing affordable housing units in the Western United States and examined this demand in light of the benefits of TOD. A long standing theoretical question—To what extent are communities better served by less stringent parking requirements for affordable housing units?—is giving way to the more practical question—What is the residential parking demand at affordable housing units?

Walker Parking Consultants found a growing body of professional literature and independent studies show that affordable housing units tend to generate parking demand that is significantly lower than housing units that charge a market rental or lease rate to its residents.

## CITY OF LOS ANGELES

The summary of an analysis of new households in the City of Los Angeles from 2005 to 2012 found that 40% owned no automobiles and 89% had fewer cars than working adults. This study was just released in August 2013.<sup>8</sup>

## CITY OF SAN DIEGO

In December 2011, Wilbur Smith and Associates issued a report for the City of San Diego entitled *San Diego Affordable Housing Parking Study*. Although the focus of the broader study was not on TOD, the document identified residential units that had four or more mass transit lines in 1/4 a mile that were also non SRO/transition/elderly residences. Data were collected between 2 AM and 4 AM.

Among other conclusions, the study found that “parking demand for affordable projects (was) about one half of typical rental units in San Diego; almost half the units surveyed had no vehicle.”<sup>9</sup> The study also found that the availability of transit and walkability of the area in which properties were located was positively correlated with car ownership levels and, as a result, parking demand. Parking demand at affordable multifamily properties with excellent transit service or walkability scores were found to be less than half that of properties with little to no transit service or poor walkability scores.<sup>10</sup>

These findings suggest a much larger difference between parking demand generated by affordable and market rate multifamily housing than is suggested by the City of Los Angeles’ code requirements for affordable housing. For our purposes, the study also found that “parking

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<sup>8</sup> <http://la.streetsblog.org/2013/08/01/i-a-s-real-growth-is-in-car-free-and-car-lite-families/>

<sup>9</sup> <http://www.sandiego.gov/planning/programs/transportation/mobility/pdf/111231sdafhfinal.pdf>, ES-2

<sup>10</sup> <http://www.sandiego.gov/planning/programs/transportation/mobility/pdf/111231sdafhfinal.pdf>, pages 6-8 and 6-9. Tables 11 and 12.

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demand is less in areas with many walkable destinations and more transit service.”<sup>11</sup> Walker identified the following two properties as those which combined characteristics of both the affordable designation and TOD.

Table 9: City of San Diego Summary

Facility Name	Units	Parking Spaces on Site	Cars	Projected Demand
16th and Market Apartments	136	129	97	0.71
Creekside Trails	50	77	55	1.09

Source: Wilbur Smith and Associates, et al

## CITY OF PORTLAND, OREGON

Believing in TOD’s ability to reduce parking demand the City of Portland removed the parking requirements for multifamily housing located within 500 feet of frequent transit service approximately 20 years ago, in part concomitant with the growth of its light rail system. As a result, Portland no longer requires off-street parking on 38 percent of all parcels in the city. By all accounts, banks continued to lend, developers built, and tenants rent new apartments without parking.

Between 2006 and 2012, developers built 122 apartment buildings on lots exempt from parking requirements. Fifty-five of these buildings have no off-street parking, and the other 67 have an average of 0.9 parking spaces per apartment. Altogether, the 122 buildings built over the six year time frame have an average of 0.6 parking spaces per apartment. We again note that the vast majority of this housing is market rate housing and that, given the sheer amount of new housing built, concerns have been raised about impacts on on-street parking.

Below data for the City of Portland were taken from David Evans and Associates, Inc., *City of Portland, Parking Impacts for New TOD Along Portland Inner Corridors Parking Study, November 2012*. Virtually every data point in the study represented market rate multifamily housing. However, Walker reviewed the data and found two properties included that represented affordable or low income properties, which are shown below.

<sup>11</sup> Ibid.

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Table 10: City of Portland, Oregon

Type	Facility Name	Units	Parking Spaces on Site	Reported Cars per Unit	Projected Demand
AFF	Patton Park Apartments	54	33	0.8	43
LIH	Shaver Green	85	32	0.5	43

## OTHER STUDIES

Like the San Diego study noted earlier, the study “Evaluating the Impact of Transit Service on Parking Demand and Requirements,” was performed in 2011 but in Seattle/King County Washington and includes data from one affordable property well served by transit that generates peak parking demand of 0.33 spaces per unit. Similarly, as part of a study conducted in early 2013 in Pittsburgh, PA, an affordable housing development in an area served heavily by transit was found to have a peak parking demand of 0.35 spaces per unit.

Finally, in a 2004 study performed by Linscott, Law and Greenspan of four properties in Santa Monica demonstrated the highest parking demand ratios we observed for affordable housing, with per unit peak parking demand ranging from 1.07 to 1.38 cars per unit. Although there is extensive bus service in Santa Monica we note that these projects cannot necessarily be classified as TOD. Two of the four sites are located in Downtown Santa Monica while the others are located outside of the city’s core. More importantly we suggest that the average median income in Santa Monica is likely higher than in most if parts of the region, leading to a higher auto ownership rate. We also note that the study is now nine years old, and does not incorporate the reductions in car ownership and increased use of public transit that we have noted in the past six years.

## CONCLUSION AND RECOMMENDATIONS

Based on the data and trends observed, we believe that 0.8 is a reasonable peak parking demand calculation for residential units at the planned RCG and should result in sufficient residential parking at the site. Supplying more parking than this is could result in a waste of financial resources and land, and result in empty parking spaces which will sit unutilized in the event that parking demand for the RCG is consistent with parking demand at the site currently.

The findings from this memorandum suggest that parking at the current location is oversupplied to meet the current demand for an observed rate of 0.58 spaces per unit and a



# MEMORANDUM – PARKING DEMAND STUDY

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conservatively high projection of 0.69 spaces per residential unit in the busiest of scenarios. An analysis of residents' income levels at each of the comparable properties surveyed would likely serve to strengthen our understanding and assumptions in this regard. We also note that the following factors could reduce the current peak parking demand ratio at the site:

- Improved transit service to the location with opening of light rail service to Santa Monica and West Los Angeles in less than 3 years;
- The continued trend of increased usage of transit and decreased car ownership rates in Los Angeles;
- An increase in the bicycle mode share and use of car sharing, both of which will be facilitated at planned RCG;
- The possibility of subsidized transit passes for residents of the planned RCG; and
- A mix of uses planned for the site, which could allow some residents to find employment on the site.

Despite our peak parking demand projection, we note that it is possible that peak residential parking demand at the site could in some instances be higher than 0.8. In any parking supply situation some flexibility or restrictions provide the owner with a better ability to manage parking supply and demand in a way that is not onerous to residents, even if just for short-term situations.

## APPENDIX A – WALKER COMPANY PROFILE AND PROJECT MANAGER RESUME



Walker Parking Consultants is a global consulting and design firm providing innovative solutions for a wide range of parking and transportation issues. Founded in 1965, the firm has over 200 employees and is the worldwide leader in the parking field offering a full range of parking consulting, design, engineering and restoration services.

Walker is focused on delivering the best project for the clients by listening to their concerns, researching and developing industry leading standards for their benefit and providing quality and implementable solutions to their problems. We do it right the first time! As a testament to our abilities, 90% of our projects are from repeat clients.

Serving a broad spectrum of markets including government, education, healthcare, aviation, residential, retail and commercial developments, entertainment, hospitality and athletics allows our staff to collaborate with a wide array of clients in order to develop best practices for their specific parking and traffic issues and help unlock the potential of their projects.

Walker prides itself in the ability to self perform with a full complement of experienced personnel including planners, economists, sociologists, architects, structural, mechanical, electrical engineers, graphics designers, operational and management consultants, material specialists, program and project managers.

What truly differentiates Walker from other firms? It's our philosophy of staff empowerment and their ability to rapidly diagnose a problem and arrive at an appropriate solution without delay. It's the firm's singular focus on parking and the desire to continually improve in all aspects of our work. It's our dedication to developing designs that are LEED complimentary through the use of recycled or locally produced materials, energy efficient lighting systems, photovoltaic panels and access controls that minimize vehicular queuing and thereby reduce carbon emissions. It's the fact that we monitor construction change orders and on Walker designed facilities they are 75% below industry average.

The simple fact is that by retaining Walker to be your consultant, designer or engineer you can be assured you will receive great value, a substantial return on investment and the peace of mind knowing you've retained the very best.

The added benefits that we provide to our clients include:

- Walker has produced key industry research, including the important update to the Urban Land Institute's landmark Shared Parking study. Our research keeps us at the leading edge of creative parking solutions for our clients.
- Walker's team members are active in the professional organizations that train the rest of the industry. In

# CONSULTING RESOURCES GROUP

## COMPANY PROFILE



particular, we have several consultants on the Parking Consultants Council. This group interprets policy for the entire parking industry, and provides publications that guide other consultants on issues ranging from right-sizing to revenue to parking system management to efficient design guidelines.

- As an organization that invests in research and staff development, Walker has developed expertise in all areas of parking, including both planning (shared parking, financing), design (automated garages, circulation), restoration, and operations (equipment, management).
- No matter what questions our clients come up with about their parking system, we have someone within our staff who can help.

## WALKER PARKING CONSULTING RESOURCES GROUP

**W**alker's CONSULTING RESOURCES GROUP consists of parking planners and consultants who are devoted to providing specialty parking and transportation consulting services.

The organizational structure of Walker's Consulting Resources Group optimizes the advantages offered by both centralization and decentralization. Experienced leaders and support staff are located in geographical areas that serve as our training and research centers, enabling us to simultaneously serve both the east and west coasts of the U.S. To effectively service local clients, key staff members who work with Consulting Resources Group are located in most Walker offices. This structure helps us provide you with a quality project, trained staff members, and cost effective and responsive service.

The staff members comprising Consulting Resources Group include a unique mix of transportation engineers, parking planners, and experienced business people. Many of the staff have hands-on parking operations experience with municipalities, airports, hospitals, hotels, restaurants, retail establishments, office buildings, and universities. This hands-on operations experience benefits you because it allows us to go beyond theory to develop solutions that withstand the challenges of the real world.

Walker's Study Services Group has produced hundreds of studies for municipal clients that cover a wide range of topics including parking management and financial plans for downtown commercial districts. Most importantly for municipal clients, when creating a strategic parking plan, our size and history translate into an unmatched depth of experience among our staff regarding every element and facet of a parking system. This makes us exceptionally qualified to address comprehensively a variety of issues but not limited to:

- Parking policy and management, including time limits, fees, permits, operations analysis, branding and other

## Parking Facility Functional Design

Optimizes the parking experience from the user's viewpoint, including issues such as parking geometrics, site planning, access and circulation design, safety, signage and Wayfinding.

## Parking Market and Financial Analyses

Assists a parking facility developer determine whether a project is financially viable by projecting the net operating income and debt service coverage of a prospective parking facility or system.

## Parking Operations Consulting

Results in improved customer service and profitability through increased revenues and/or reduced expenses. Includes parking operator selection and negotiations; organizational analysis; operational and oversight functions; and parking access and revenue controls systems (PARCS).

## Parking and Transportation Master Planning

Maximizes user access to a campus or development addressing issues involving pedestrian and vehicular circulation, traffic impacts, bikeways, Wayfinding and signage, parking structure site analysis, cost implications, and parking and



strategies that will ultimately support economic development;

- Residential parking permit programs and related policies aimed at protecting parking areas for residents;
- Effective public outreach and interface to communicate concepts to and obtain support from stakeholders;
- Financial feasibility analyses to evaluate the financial impacts and viability of plans and policies;
- Demand projections, including special uses and shared parking. As the leading firm in the parking and planning fields in shared parking in America. Walker led the research and development of the most important shared parking publications in the field;
- Parking operations, and parking operator evaluation;
- Transportation demand management and parking management alternatives;
- Parking access and revenue control systems (PARCS) and equipment for both on- and off-street spaces.
- Plans for transit and commuter stations, including valet operations, or attendant-assist strategies;

# OFFICE LOCATIONS/REGIONS

## COMPANY PROFILE

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### Western Region

#### DENVER

5350 S. Roslyn Street, Suite 220  
Englewood, CO 80111  
303.694.6622

#### HOUSTON

17049 El Camino Real, Suite 202  
Houston, TX 77058  
281.280.0068

#### LOS ANGELES

606 South Olive Street, Suite 1100  
Los Angeles, CA 90014  
213.408.4911

#### SAN FRANCISCO

135 Main Street, Suite 1030  
San Francisco, CA 94105  
415.644.0630

### Central Region

#### CHICAGO/ELGIN

850 West Jackson Boulevard, Suite 310  
Chicago, IL 60607  
312.633.4260

505 Davis Road  
Elgin, IL 60123  
847.697.2640

#### INDIANAPOLIS

6602 E. 75th Street, Suite 210  
Indianapolis, IN 46250  
317.842.6890

#### MICHIGAN

2121 Hudson Avenue  
Kalamazoo, MI 49008  
269.381.6080

525 Avis Drive, Suite 1  
Ann Arbor, MI 48108  
734.663.1070

#### MINNEAPOLIS

1660 South Highway 100, Suite 424  
Minneapolis, MN 55416  
612.595.9116

### Eastern Region

#### BOSTON

20 Park Plaza, Suite 1202  
Boston, MA 02116  
617.350.5040

#### NEW YORK

50 West 23<sup>rd</sup> Street, Suite 704  
New York, NY 10010  
212.288.2501

#### PHILADELPHIA

565 E. Swedesford Road, Suite 300  
Wayne, PA 19087  
610.995.0260

#### TAMPA

4904 Eisenhower Boulevard, Suite 150  
Tampa, FL 33634  
813.888.5800

## STEFFEN TUROFF, AICP

PARKING CONSULTANT/PROJECT MANAGER



Steffen Turoff focuses on parking demand studies, parking policy and planning in cities, commercial districts and transit-oriented development sites. He has worked with a number of cities and business improvement districts to help manage and fund parking systems for the purpose of fostering or maintaining vibrant commercial areas. His analyses frequently deal with the relationship between parking policy and related issues such as transportation demand management, transportation alternatives, economic development, and "smart growth." He is a member of Walker's internal Municipal Task Force, whose members research the parking issues cities face. He works on studies for mixed-use developments, universities, airports and other land uses as well.

Steffen has a Master of Arts in Urban Planning from UCLA, where his concentration was transportation planning and land use. At UCLA he studied with well known parking expert Professor Donald Shoup. Prior to coming to Walker, Steffen worked in real estate development as a planning analyst at Gilmore Associates in Los Angeles, the development firm that championed the city's Adaptive Reuse Ordinance, which deals with issues of reuse of historic buildings built prior to parking or parking requirements. The firm's actions and historic preservation efforts are widely credited with sparking the residential renaissance in Los Angeles' Historic Core neighborhood.

### EDUCATION:

- Master of Arts in Urban Planning, University of California, Los Angeles
- Bachelor of Arts, University of California, Berkeley
- Charette Planner Certificate, National Charette Institute,

### NEIGHBORHOOD COUNCIL EXPERIENCE:

Chair, West Los Angeles Neighborhood Council Committee on Transportation, Traffic, and Development 2004 – 2005

### PRESENTATIONS:

"Parking Financing and Transportation Demand Management," Southern California Association of Governments, May 2010, Los Angeles, CA

"Greening the Blacktop," Greenbuild - United States Green Building Council, November 2008, Boston, MA

"Green Parking," International Parking Institute Annual Convention, June 2008, Dallas, TX

Panelist, "Parking Districts in Action," California League of Cities Planners Institute, March 2008, Sacramento, California

### RECENT PUBLICATIONS

Hey Buddy, What will you Pay for this Parking Spot?  
Planning, American Planning Association, May – June 2013

Mensa Meters  
The Parking Professional, International Parking Institute, May 2013

### LANGUAGES:

- Spanish, proficient speaking and reading
- Japanese, fluent speaking and reading

### Representative Projects:

City of Santa Monica, CA  
Finance Department  
*Citywide Rate and Policy Study*

North Park Commercial District  
San Diego, CA  
*Parking Policy Analysis and Community Consultation*

Pacific Beach  
Discover Pacific Beach Business Improvement District  
San Diego, CA  
*Parking Management and Implementation Plan and Policy Analysis*

City of Newport Beach  
Newport Beach, CA  
*Parking Requirements and Management Plan*

City & County of Honolulu  
Honolulu, HI  
*Honolulu Urban Core Master Plan*

City of Culver City, CA  
Redevelopment Agency  
*Parking Management and Pricing Plan*

Downtown Santa Rosa  
Santa Rosa, CA  
*Downtown Parking Policy and Financing Analysis*

East Liberty Development Corporation  
Pittsburgh, PA  
*Parking District Implementation Study*

Metropolitan Area Planning Association  
City of Omaha, NE  
*Comprehensive Parking Policy Study*

Copper Square Business Improvement District  
Downtown Phoenix Partnership, Inc.  
Phoenix, AZ  
*Parking Policy Analysis*

**A Report to City Planning Department on  
Rolland Curtis Gardens Entitlements Outreach and Engagement**

**Prepared by T.R.U.S.T. South LA – 7/9/14**

**BACKGROUND**

Rolland Curtis Gardens was built in 1981 with funding from the U.S. Department of Housing and Urban Development (HUD), with the purpose of providing affordable housing to low-income individuals and families in South Los Angeles. In 2003, ownership of the property was transferred from Wisconsin Gardens Development Co. to the Union Rescue Mission - a private, Christian homeless shelter - which subsequently sold it to billionaire absentee landlord, Jeffrey Greene in 2004. Upon purchase, Mr. Greene opted out of the HUD Project Based Section 8 program, despite having indicated otherwise during the sales negotiations. However, until January of 2011, Rolland Curtis Gardens was protected from conversion to market rents by an enforceable affordable covenant signed in 1981 between the Community Redevelopment Agency of the City of Los Angeles (“CRA/LA”) and Wisconsin Gardens Development Co. As the January 2011 date for expiration of the final covenants approached, Mr. Greene informed tenants through his property managers that he no longer wished to have this property as affordable housing, and instead intended to rent to the student population of the adjacent University of Southern California (USC).

Starting in the spring of 2011, T.R.U.S.T. South LA worked in conjunction with the tenants of Rolland Curtis Gardens to ensure that the property remain affordable to current and future families. When Mr. Greene attempted to displace all families from the building with the stated aim of moving in USC students, T.R.U.S.T. South LA responded by organizing with the tenants in a tenant-led campaign to preserve their affordable housing.

The campaign’s first success occurred in August 2011, with the support of the Legal Aid Foundation of Los Angeles (LAFLA) when Mr. Greene was forced to rescind the 90-day notices to vacate, which he had issued to all families living at Rolland Curtis Gardens. Mr. Greene was required to provide proper notice of the owner’s intentions to convert the complex to market rent. This effort secured the right of all tenants to remain in the property until September 2012, and for a group of a dozen low-income tenant families to remain in the property for as long as Rolland Curtis Gardens continues to operate as rental housing. In October and November of 2011, the campaign accomplished a second victory when the Los Angeles Housing Department ordered over 300 repairs to the property. Campaign efforts then focused on long-term preservation of Rolland Curtis Gardens housing as affordable.

In the winter of 2012, T.R.U.S.T. South LA’s development partner, Abode Communities, offered to purchase Rolland Curtis Gardens from Mr. Greene. After the preceding year of tenacious organizing work by T.R.U.S.T. South LA and the Rolland Curtis tenants, the owner agreed to sell. After several months of being in and out of escrow, Abode Communities and T.R.U.S.T. South LA secured over \$7 million in loans and on July 27th, 2012 became the joint owners of Rolland Curtis Gardens. The acquisition financing, in place for a maximum of five years, provides for some rehabilitation of the existing 48 units, so that the families are no longer living in sub-standard conditions.



Directly after the acquisition, the new development team, came to the conclusion that the complex would need to be demolished and rebuilt with the help of government subsidies, adding more affordable rental units, open space and commercial space to create a higher density development. Preparations for our four-month long participatory planning process for this rebuild included:

- Setting internal goals and priorities for the planning process
- Researching best practices for curriculum for participatory planning and design as well as general Transit Oriented Development (TOD) industry standards and innovations
- Defining and engaging current tenants, community residents and other stakeholders

Below we describe the three phases of this community and stakeholder engagement process; and we have provided documentation of outreach and convenings as attachments.

### **PHASE 1—INITIAL COMMUNITY AND STAKEHOLDER OUTREACH Community Outreach:**

TRUST South LA conducted door-to-door community outreach during the 2<sup>nd</sup> and 3<sup>rd</sup> weeks of December 2012, and during three weeks in January 2013. Our goal was to make contact with as many residents as possible living within a ½ mile radius of the site. We developed outreach materials to introduce our organization and the project (see Appendix A), and constructed a survey instrument which we utilized with 50 area residents (see Appendix B) as an icebreaker for engagement and to gather contact info and baseline information. 50 surveys were collected and data was analyzed and utilized in visioning sessions and parking working groups.

We convened and trained an eight-person Outreach Team, conducting door-to-door outreach at approximately 500 doors, subsequently identifying 122 contacts during this outreach process. In addition, all current tenants of Rolland Curtis Gardens were contacted through door-knocking and/or flyers prior to each Planning session. Through follow-up phone calls or house-visits, and mailings, 59 of these contacts attended one or more sessions of the Planning Process. In addition, through contact with local community and faith organizations and other stakeholders, an additional 24 people participated in the Planning sessions, for a total of 93 people.

### **Other Stakeholders**

In addition to Rolland Curtis tenants and neighbors who live in the area, T.R.U.S.T. South LA and Abode Communities have engaged with the following stakeholders, to discuss the history and potential of the site, explain the participatory planning process, and to gather feedback on our plans, at whatever stage of development we have been in at the time of our meeting, and as is relevant to the stake that they have in the development. In addition to outreaching to the numerous stakeholders who submitted letters of support (see page 7), stakeholder engagement included:

- LA City Planning Department
- Los Angeles Housing Department
- LA Department of Building and Safety
- City Council Member Bernard Parks, CD8
- Mayor Eric Garcetti
- Office of LA County Supervisor Mark Ridley-Thomas

- State Senator Curren Price
- Assemblymember Reginald Jones-Sawyer
- Congressmember Karen Bass
- North Area Neighborhood Development Council
- University of Southern California
- Child Guidance Clinic

## PHASE 2 — PARTICIPATORY PLANNING PROCESS

Our Participatory Planning Process included a series of seven sessions, including a site tour, sessions designed specifically for Rolland Curtis tenants, and the convening of a Parking Working Group. These activities are detailed below:

### Visioning Sessions –

Jointly planned and facilitated by TRUST South LA and Abode Communities staff, the development team conducted a series of four visioning sessions, as well as a tour of TOD and mixed-use developments. A total of 93 community members attended the sessions (see Appendix C). Each session included introductory information on the development project and the project partners, provided a review of the previous session, and then offered a mix of large group and small group activities, each constructed to maximize comprehension and participation. Sessions built upon one another in an iterative fashion, so that participants consistently found their suggestions and ideas made at one session to be reflected in the materials presented at the subsequent session.

The sessions were as follows:

**#1: Define a vision for Rolland Curtis Gardens:** On January 12<sup>th</sup>, at St. Mark’s Church, located just 2 blocks north of the development site, we held the first workshop, gathering information and promoting discussion about (1) how participants get around the neighborhood, (2) safety, and (3) services which are available and those that are missing from the neighborhood. This activity was structured to create dialogue between participants, and to begin to collectively define the context of the neighborhood. We then provided instructional background on *What is TOD?*, and explained the Rolland Curtis Gardens campaign, the Abode Communities/TRUST South LA partnership, and our general plans for the site. We then very productively worked in small groups to create initial design ideas for the new Rolland Curtis Gardens. These small group site plans, and the discussions that created them, were turned over to Abode Communities Architecture, and became the basis for the initial site plan proposals.

**#2: Site Visits:** On January 26<sup>th</sup> we took a van full of community members to see several examples of well-designed, mixed-use housing developments along the Gold line in Boyle Heights and Pasadena, as well as an Abode Communities’ development in Glassell Park. The tour gave residents an idea of what we could build on the Rolland Curtis site, and resulted in a rich analysis of what we would like to see, and what we would like to avoid, at Rolland Curtis.

**#3. Planning Workshop:** On February 2<sup>nd</sup>, the participants reviewed the ideas and conversations from previous workshops, including hearing presentation of learnings from the Site Visits by those

who had participated. We then spent the majority of the session in a site planning workshop where, in small groups, neighbors and current residents were able to react to and make suggestions to two preliminary plans for Rolland Curtis. These site plans had been constructed from the small group site planning work done in Session #1, as well as informed by Abode Communities' preliminary feasibility, entitlement and parking studies.

**#4. Final Site Plan:** On February 16<sup>th</sup>, based on the recommendations from the previous session, the architects presented a single proposed site plan of the redesigned Rolland Curtis Gardens property, with a particular focus on discussing design solutions to concerns raised about separation of the residential and commercial spaces, security and open space. Residents had the opportunity to comment on the plan and suggest improvements. We also had extensive discussion about feasibility of various design elements and program options generated during previous sessions, and the participants had a rich conversation in both small and large group, where they debated and prioritized among them – which served the participants to gain a deeper understanding of these design and program elements (ranging from solar systems, BBQ area and fountains as a sound barrier; to uses and location of community space, and location of laundry facilities), but the development team also walked away with clear priorities established by the group, which will inform not only the site planning, but future design decisions.

**#5. Final Presentation and Action Plan:** The March 9<sup>th</sup> session included participants from previous sessions, but we also invited participants from sister organizations in the broader neighborhood. The architects presented the final site plan for the Rolland Curtis redesign, and those who participated in the design process were able to share the manner in which their ideas had contributed to the final plan. We then spent the rest of the session beginning to identify broader community concerns that will become the framework for a community action plan to address the future of our neighborhood. At this last session, some participants agreed to for the Expo/Vermont Neighborhood Organizing Committee as an organized body of Rolland Curtis tenants and neighbors from the area who will represent the community's interests in local development discussions.

### **On-site Meetings with Rolland Curtis Tenants**

In addition to participation of 10 Rolland Curtis households in the Visioning Sessions, our staff and leaders held two additional sessions on-site, to share information from the Visioning Sessions with tenants who had not attended the Visioning Sessions, because of scheduling issues or family challenges. We reached 12 households through this process. These conversations included a review of material covered in the Visioning sessions, but also provided an opportunity for discussion of questions that are of specific concern to the residents, such as the exact timeline for demolition and lease up of the new building, and relocation. In addition, TRUST South LA organizer Andres Ramirez carried his laptop into people's homes to share videos of previous sessions, show the powerpoints from the Visioning sessions, and examples of the site plans as they were being developed. This interaction has helped to inform and enthuse some of the residents who had previously been more concerned about that fact that they will have to be moved out of the property than excited about the opportunity to design new housing. Opinions and suggestions from all of these sessions – both group and individual – have informed the site planning process.

Throughout the process, we captured the participatory planning process through photographs of all activities, as well as videotaping the four visioning sessions (not including the tour). A video of the process can be found at <http://trustsouthla.org/todguide/participatory-planning#planning-overview>.

Additionally, notetakers were assigned during all large group and small group exercises, and those notes compiled after each session, along with notes taken on poster paper by facilitators during certain exercises. Written evaluations were collected after each session; and staff (from Abode Communities and T.R.U.S.T. South LA, including volunteer facilitators, interpreters and notetakers) participated in an evaluation after each session, which was documented for use in preparing the next session. Our team then prepared and published a report which shares our TOD planning process and conclusions, to make our materials and methodology available to other communities. The resulting *Guide to Community-Driven Transit Oriented Development Planning* can be found at <http://trustsouthla.org/todguide/>.

### **PHASE 3— CONTINUED OUTREACH AND STAKEHOLDER ENGAGEMENT**

TRUST South LA's Outreach Team prepared a preliminary mapping activity and a survey to be implemented at a Resource Fair at Rolland Curtis Gardens scheduled for March 8<sup>th</sup>, 2014. The activity includes a large poster board print out of the City of LA's Mobility Element bike map, and a survey on safety and access on local streets. The plan is to invite community members to answer the survey questions, and to identify areas on the map that they felt were safe to bike/walk. The Mobility table will also maintain a separate sign in sheet from the event registration table, in order to begin to identify community members who have a specific interest in bike and pedestrian issues.

**10-10-13:** Impacts of the Dissolution of Community Redevelopment Agency– 8 participants

**11-18-13:** Training & Agenda Prep: Engaging with your Councilmember – 8 participants from TRUST South LA Membership

**11-22-13:** Engagement/Testimony at Councilmember Curren Price staff meeting – 8 participants from TRUST South LA Membership

**1-23-14:** State of the Neighborhood Focus Group Project (Neighbors) – 2 participants from Expo/Vermont Organizing Committee

**1-22-14:** State of the Neighborhood Focus Group Project – 2 participants from Expo/Vermont Organizing Committee

**2-11-14:** Union of Neighborhood Councils – Presenting Rolland Curtis Gardens as Transit Oriented Development Project – 2 participants from Expo/Vermont Organizing Committee

#### **Expo/Vermont Organizing Committee:**

After conclusion of the Visioning Sessions, local residents and Rolland Curtis Gardens tenants convened regularly to advance their vision for the transit-rich neighborhood near Rolland Curtis Gardens. Over a 6 month period, discussions of this committee included:

- How is Rolland Curtis Gardens a “Transit Oriented Development”
- History of Rolland Curtis Gardens tenant-led campaign and participatory planning process
- What is the structure of City government

- What is the process for receiving development entitlements
- How to approach local businesses, organizations and neighbors for letters of support
- Talking about affordable housing, increased density and parking reductions with our neighbors
- How to provide public testimony
- What are relocation and first right of return policies for current tenants

The Expo/Vermont Organizing Committee met on the following dates, with the following participation:

4/10/13 - 22 participants  
 4/24/13 - 15 participants  
 5/21/13 - 27 participants (North Area Neighborhood Development Council meeting)  
 5/8/13 - 7 participants  
 6/5/13 - 8 participants  
 6/19/13 - 10 participants  
 7/2/13 - 37 participants  
 7/17/13 - 25 participants  
 9/18/13 - 11 participants  
 9/25/13 - 16 participants  
 10/3/13 - 24 participants (North Area Neighborhood Development Council meeting)

The Expo/Vermont Organizing Committee supported T.R.U.S.T. South LA and Abode Communities staff with presentation about the Rolland Curtis Gardens project at two full meetings of the North Area Neighborhood Development Council, in addition to 3 Neighborhood Council committee meetings, ultimately securing a unanimous vote in support of the project concept and entitlements requests; and a letter of support that was submitted with the Entitlements Package. Subsequently, a group of homeowners living adjacent to the project, led by W. 38<sup>th</sup> Street homeowner George Ruiz, attended the Neighborhood Council meeting to complain about the project plans, notably density and parking reductions. After receiving a call from the Neighborhood Council President, alerting the developers of these concerns, T.R.U.S.T. South LA made repeated attempts to meet with Mr. Ruiz, but found him unwilling to engage in direct discussion. T.R.U.S.T. South LA and Expo/Vermont Organizing Committee members are continuing with targeted effort to meet with any community members who we have learned has concerns about the project plans.

## LETTERS OF SUPPORT

Ultimately, letters of support were submitted by the following stakeholders:

### **Current Rolland Curtis Residents-25**

Antonio Arteaga  
 Arthur Henry  
 David Mosley  
 Diane Wilks  
 Felix Wilks  
 Ishmail Bangura  
 Kishi Hundley  
 Kristal Moya  
 Lakesha Townsend  
 Linda Alexander  
 Daniel Field

Patrice Richardson  
Enedina Mares  
Carolyn Taylor  
Otis Thomas  
Irene Weaver  
Willie Blockmom  
Patricia Richardson  
Chauncey Faulks  
Melissa Arteaga  
Maritza Arteaga  
Eva Cortez  
Arinda Ross-Richardson  
Delmy Arteaga

**Rolland Curtis Area Homeowner and Renters-20**

Sandra Branch  
Juana Calel  
Maria Vargas  
Roberto Godinez  
Maria De Lourdes Gonzalez  
Hassan Nicholas  
Clementina Lopez  
Lloyd George Phillips  
Otto Guillermo Moreno  
David Salvador Chaj Calmo  
Maria Arqueta  
Mizraim Morales  
Rosy Cruz  
Victor Aquino  
Norma Castillo  
Jose Figueroa  
Felix Sutherland  
Tony Santes  
Dennis Quinn  
Gerado De La Cruz

**Local Businesses-10**

Beauty Supply (Alejandro Macias Perez)  
Broadway Federal Bank (Jose Figueroa )  
One Stop Cellular (Sofia Molina)  
Sherwin-Williams (Nick Dunikoski)  
Martinez Welding (Jose Martinez Roman)  
Foodtown Super (Ichang Yoon)  
Foodtown Super (Jorge Hernandez)  
Smokin Gifts (Abdul A. Hoosein)  
Metro PCS (Gula Vazquez)  
Super Mercado (Brad Min)

**Faith, Community Organizations/Institutions and Block Clubs-21**

Liberty Baptist Church (Pastor Terry Lovell Brown)  
United University Church (Rev. Frank Wulf)

St. Mark's Evangelical Lutheran Church (Pastor Matthew Keadle)  
Archdiocesan Youth Employment Services (Robert L. Gutierrez)  
Community Services Unlimited, Inc. (Neelam Sharma)  
CD Tech (Benjamin Torres)  
Fixing Angelenos Stuck in Traffic (Hilary Norton)  
California Hospital Medical Center Foundation (Nathan R. Nusbaum)  
Safe Routes to School National Partnership (Jessica Meaney)  
Los Angeles County Bike Coalition (Eric Bruins)  
Clifford Beers Housing (Vanessa Luna)  
Los Angeles Walks (Deborah Murphy)  
Esperanza Community Housing Corporation (Nancy Halpern Ibrahim)  
Budlong Juliet Catalina Block Club (Dru Farnham)  
Community Health Councils, Inc. (Lark Galloway-Gilliam)  
Blazers (Bernie Nuyant)  
Strategic Actions for a Just Economy (Joe Donlin)

### **Public Officials-3**

Karen Bass  
Reginald Byron Jones-Sawyer  
Mark Ridley-Thomas  
Andrea Canty

### **Others from Community Dialogue**

Yolanda Chilel (604 W. 43<sup>rd</sup> Street, Los Angeles, CA 90037)  
Andrew Wiley (5430 6<sup>th</sup> Avenue, Los Angeles, CA, 90043)  
Oliver Williams (1068 Casino Road, Los Angeles, 90049)  
Rosa Giron (2100 S. Estrella Avenue, Los Angeles, CA 90007)  
Blanca Montes (4327 S. Broadway Apt#1, Los Angeles, CA 90037)  
Edna Robidas (914 North Palomares Street, Pomona, CA 91767)  
Cristal Gonzalez (731 Whyde Park Blvd, Inglewood, CA 90301)  
Teresa Castro (5879 Inskeep Street, Los Angeles, CA 90003)

### **Letters of Intent-2**

Jim Mangia  
Jeff Shields

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<sup>1</sup> In response to the letter submitted to the City Planning Department by Child Guidance Clinic dated June 3, 2014, it should be noted that Sandra McNeill of T.R.U.S.T. South LA conducted initial outreach to Cesar Portillo of Child Guidance Clinic by phone and email prior to the January 2013 initiation of the Participatory Planning Process, inviting the Clinic staff and clients to participate in the process, and sharing a flyer for those sessions with Mr. Portillo. Representatives of T.R.U.S.T. South LA and Abode Communities (Sandra McNeill and Daniel Huynh) then met in person with Cesar Portillo and Executive Director Betsy Pfromm in October 2013. There is a long record of email exchanges between the three organizations in the interim period, prior to a second in-person meeting on May 28, 2014. During that interim period, at the request of the developers, the CEO of



St. John's Well Child Center, Jim Mangia, made three attempts to contact Ms. Pfromm by telephone to discuss any concerns about duplication of services; and Project Manager Daniel Huynh conducted a financial analysis of the feasibility of including Transition Age Youth units as requested by Child Guidance Clinic (which unfortunately we found to be financially infeasible). At the May 28<sup>th</sup> meeting, Abode Communities and T.R.U.S.T. South LA informed Cesar Portillo and Betsy Pfromm of the financial infeasibility of the Transition Age Youth units (sharing financial information on the project); and also committed to convening a joint meeting between Child Guidance Clinic and St. John's Well Child Center prior to the City Planning Commission hearing, in order to address Child Guidance Clinic's concerns regarding duplication of services.

# Appendix A

## Outreach Materials

## Rolland Curtis Gardens: Visioning Workshop Part Two

T.R.U.S.T. South LA and Abode Communities invite you to participate in our second workshop in the design process for our new development at Rolland Curtis Gardens. We want to build a beautiful, affordable, transit oriented project that will bring new homes and needed services and retail to our community.

**What :** For this next session Abode architects will be presenting examples of what the Rolland Curtis Gardens site could look like based on your recommendations and comments from the January 12th session. We need your input and collaboration on these plans to make the most accessible, most useful, most affordable, and most community serving Rolland Curtis Gardens possible. We will have many different community-building and designing activities as well as provide breakfast, lunch, childcare and language translation for participants.

**When: Saturday February 2, 2013.** The event will start at **9:30 am** with registration and **breakfast** and end around **1:00 pm** with **lunch**.

**Where:** St. Mark's Church, 3651 South Vermont

**For more information:** call, email or visit T.R.U.S.T. South LA's website

T.R.U.S.T. South LA | 4331 S. Main St Los Angeles, CA 90037 | 323.233.4118 | [trustsouthla.org](http://trustsouthla.org)



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## Rolland Curtis Gardens: Taller de Visión Parte Dos

T.R.U.S.T. South LA y Abode Communities los invita a participar en nuestro segundo taller en el proceso de diseño para nuestro nuevo desarrollo en Rolland Curtis Gardens. Queremos construir un proyecto bello, asequible, y orientado al tránsito que traerá nuevos hogares, servicios necesarios, y comercio al menor a nuestra comunidad.

**Que :** Para esta próxima sesión, los arquitectos de Abode estarán presentando ejemplos de como el sitio Rolland Curtis Gardens se puede ver basado en sus recomendaciones y comentarios de la sesión del 12 de enero. Necesitamos su contribución y colaboración en estos planes para hacer Rolland Curtis Gardens lo más accesible, más útil, más asequible, y más sirviendo a la comunidad posible. Tendremos varias diferentes actividades para construir comunidad y diseñar y también proveeremos desayuno, almuerzo, cuidado de niños, y traducción para los participantes.

**Cuando: Sábado 2 de febrero del 2013.** El evento empieza a las **9:30 am** con registro y **desayuno** y se termina alrededor de la **1:00 pm** con el **almuerzo**.

**Donde:** St. Mark's Church (San Marcos), 3651 South Vermont

**Para mas información** sobre T.R.U.S.T. South LA visite nuestra pagina web o llámenos.

T.R.U.S.T. South LA | 4331 S. Main St Los Angeles, CA 90037 | 323.233.4118 | [trustsouthla.org](http://trustsouthla.org)



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# Appendix B

## Surveys

Hola, mi nombre es Rosa Castro y Jesus Perez voluntaria(o) con T.R.U.S.T. South LA, una organización local basada en la comunidad, trabajando para establecer control comunitario sobre terreno y recursos económicos en Sur L.A. Estamos conduciendo una encuesta sobre como interactúa con su vecindario, como se transporta en su vecindario, y su visión para Sur L.A. Su participación informará el rediseño y reconstrucción de Rolland Curtis Gardens, un desarrollo de viviendas asequibles cercas de la nueva línea Expo. Nosotros organizamos a los inquilinos presentes para luchar por su vivienda cuando el antiguo dueño quiso desplazarlos para rentarles a los estudiantes de USC. Ahora estamos colectando información para que nos ayude a reconstruir Rolland Curtis Gardens.

Su opinión es muy importante para nosotros. Tomará aproximadamente 10 minutos para completar la encuesta.

¿Podemos preguntar unas preguntas sobre su experiencia en su vecindad?



Si



No

**Su respuesta es Si:** Muy bien,

**Su respuesta es No:** (Brincar a la última página para preguntar si quieren participar en el proceso de planeamiento de Rolland Curtis)

**¡Gracias por su tiempo, que pase buenas días!**

Comunidad

1. ¿Cuales son los tres lugares que más frecuenta en este vecindario?

- a. Parke de las Rosas  
b. Museo  
c. USC

2. ¿Cuál parte de su vecindario le da más orgullo?

USC

3. ¿Puede encontrar todo lo que ocupa en su comunidad?

☐ Si

☒ No

a. ¿Qué cosa le causa que salga de su comunidad para encontrar?

☐ Cuidado de niños ☒ Verduras Frescas ☐ Centro Comunitario ☐ Actividades de Recreación

☒ Cuidado Medico ☐ Otro: \_\_\_\_\_

b. ¿Qué otro lugar le va para buscarlo? Flower y Jefferson

4. ¿Quién hace decisiones/tiene poder en su vecindario?

Nichay

4a. ¿Le gustaría tener una voz en su comunidad?

☐ Si

☐ No



5. Por favor clasifique los siguientes medios de transporte dependiendo en la frecuencia que usa el transportarse en su vecindario (1-5):

2 Caminar    1 Autobús    4 Tren    5 Bicicleta    3 Carro

### Transportación

6. ¿Qué lo animaría a usted o a sus familiares a

a. ¿Caminar en su vecindad?

- ☒ Mejores banquetas    ☐ Sombra    ☐ Un lugar hacia donde caminar  
☒ Mas iluminación    ☐ Mas seguridad    ☒ Mejor salud  
☐ Otro: \_\_\_\_\_

b. ¿Usar la bicicleta en su vecindad?

- ☐ Una bicicleta    ☐ Casco    ☒ Carril especial de bicicleta y rótulos  
☒ Mejores calles    ☐ Un lugar seguro para guardar mi bicicleta  
☐ Otro: \_\_\_\_\_

c. ¿Usar transito público en su vecindad?

- ☒ Cobrar mas barato    ☐ Una parada mas cercana a mi casa    ☐ Asientos en la parada  
☐ Menos transferencias    ☐ Mas seguridad en el autobús/tren    ☐ Estación/parada segura  
☐ El autobús actualmente llega a mi destino  
☐ Otro: \_\_\_\_\_

**Viviendas**

7. ¿Cree que su vivienda es ☐ barato ☐ precio justo ☒ demasiado caro?

a. ¿Por qué cree que es caro?

- ☐ Cercano a la línea Expo ☒ Cercano a USC  
☐ Cercano al Parque Expo ☐ Cercano al centro  
☐ Otro: \_\_\_\_\_

b. ¿Cuánto tiempo a vivido en esta casa/departamento? \_\_\_\_\_

- ☐ 0-5 Años ☐ 6-10 Años ☐ 11-20 Años ☒ Mas de 20 Años

c. ¿Renta o es dueño de su hogar? ☐ Rento ☒ Soy dueña/o

8. En su opinión, ¿cuáles son características de viviendas insalubres en su comunidad?

(Por Ejemplo, contaminación, Pintura con plomo, asbestos, plagas, etcétera)

No hay

**Participación en la Comunidad**

9. ¿Usted participa en alguna organización local, Iglesias, escuela, o negocios?

NO

a. ¿Cuales de estas organizaciones debería saber sobre TRUST South LA o el proyecto de Rolland Curtis Gardens? (círculo arriba).

NO

10. Tendremos varios eventos para planear la reconstrucción de Rolland Curtis Gardens en enero y febrero. ¿Estaría interesado en recibir información sobre esto eventos?

☒ Si ☐ No

# Appendix C

## Photos

### Preparation for Outreach (10/28/11)



### Resource Fair (3/8/14)

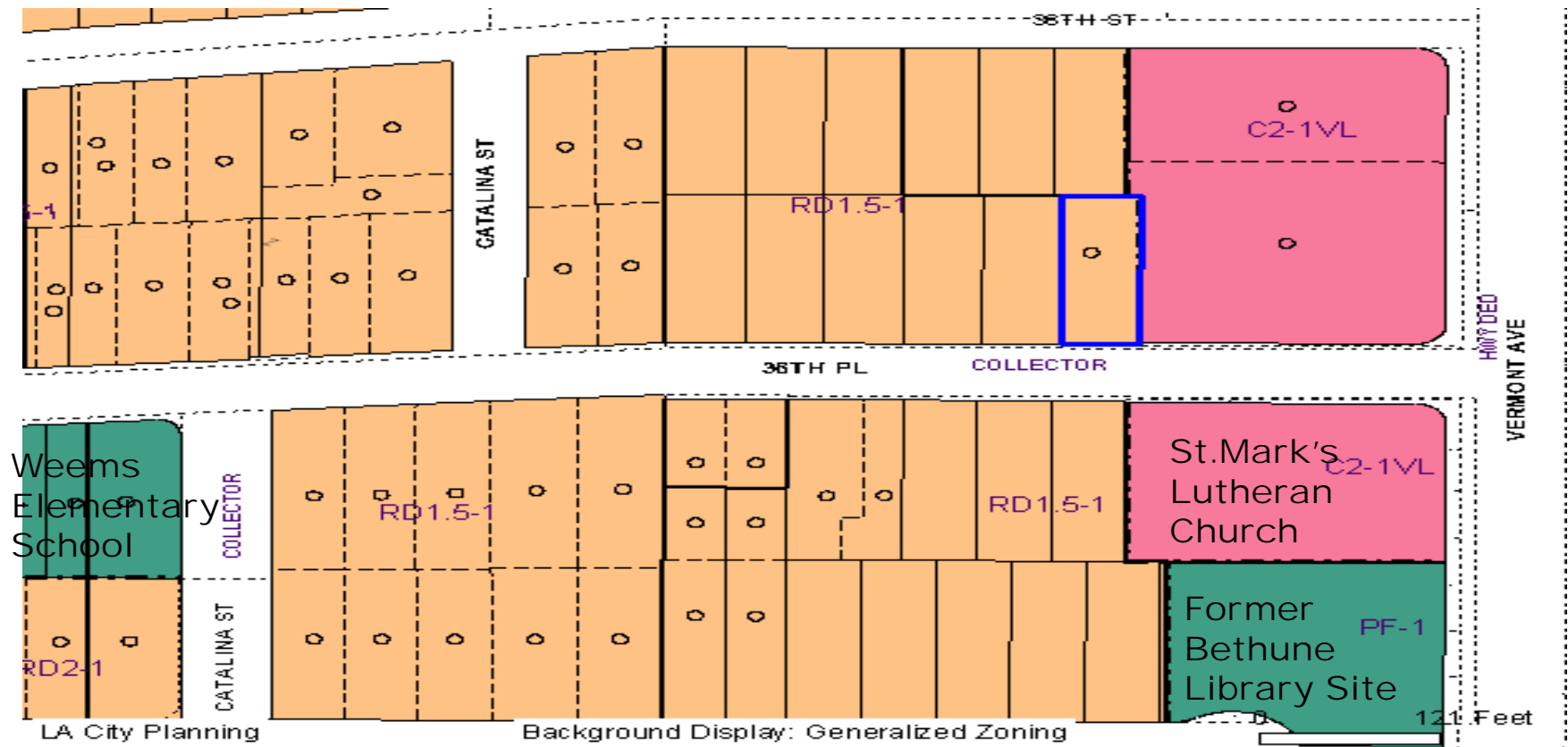




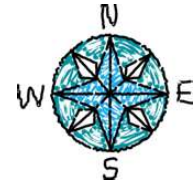
Community Dialogue (5/3/14)



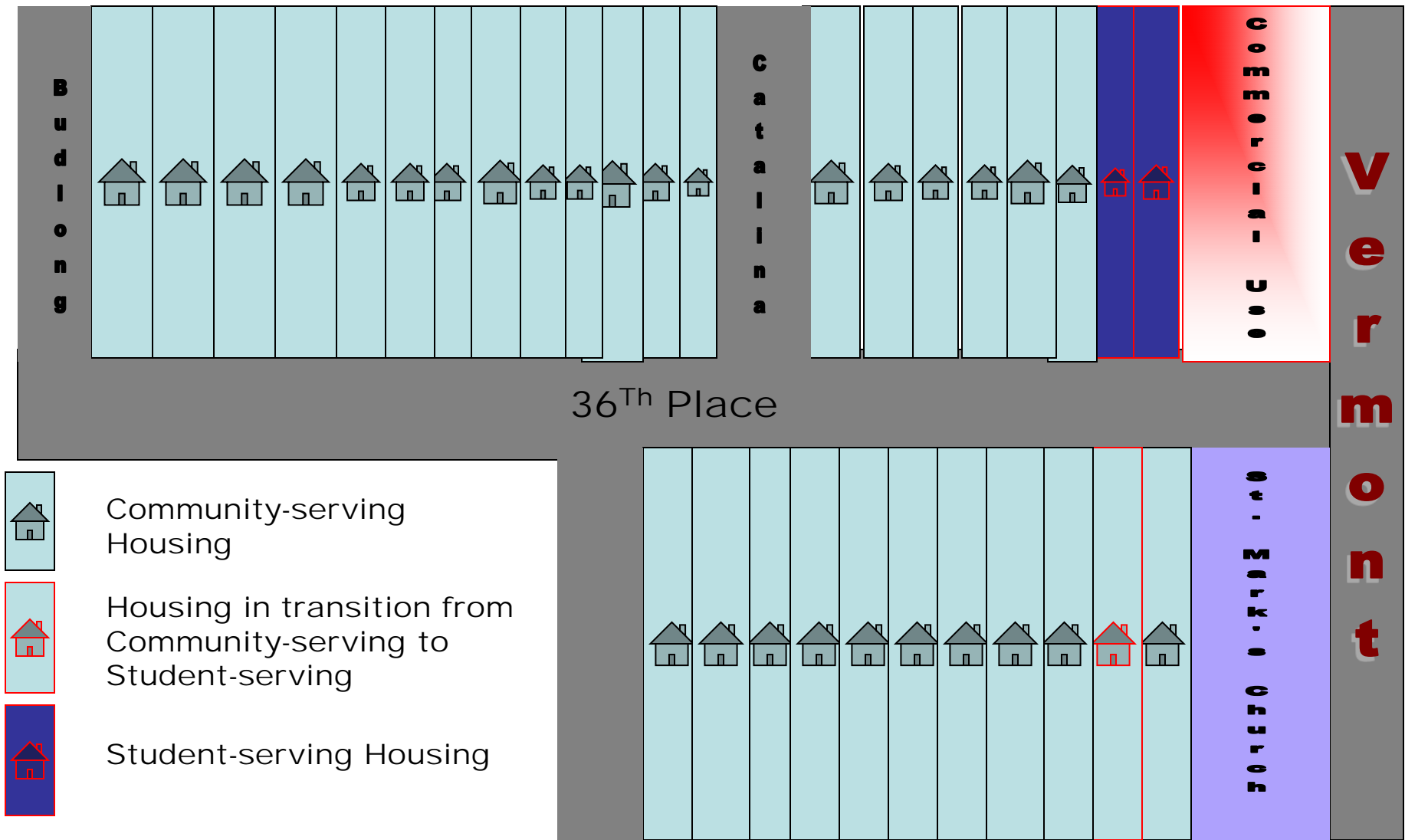
# Ten Years on 36<sup>th</sup> Place: *Conversion of Housing from Community-serving Use to Student-serving Use*



# Housing in Our Community in 1999



As documented by UNIDAD through interviews with long-term residents, September 2009





The diagram illustrates the layout of 36th Place, showing building footprints and their corresponding housing types. The street is labeled "36<sup>th</sup> Place" in the center. The buildings are color-coded: light blue for Community-serving Housing, red for Housing in transition from Community-serving to Student-serving, and dark blue for Student-serving Housing. The buildings are arranged in a row, with a central section labeled "Catalina" and a section on the right labeled "Vermont".

**Legend:**

- Community-serving Housing (Light Blue)
- Housing in transition from Community-serving to Student-serving (Red)
- Student-serving Housing (Dark Blue)

**Building Layout:**

The buildings are arranged in a row, with a central section labeled "Catalina" and a section on the right labeled "Vermont". The buildings are color-coded: light blue for Community-serving Housing, red for Housing in transition from Community-serving to Student-serving, and dark blue for Student-serving Housing. The buildings are arranged in a row, with a central section labeled "Catalina" and a section on the right labeled "Vermont".

August 27, 2014

Rene Dake Wilson  
President, City Planning Commission  
200 North Spring St.  
Los Angeles, CA 90012



Dear President Wilson:

This letter is regarding the Rolland Curtis Gardens mixed-use development located at 1077 West 38th Street in Los Angeles, Case Number: CPC-2013-3340-GPA-ZC-DB-SPR, ENV-2013-3341-EAF, and VTT-72559-CN. As you will see, while this is on the letterhead of one of the signatories, the actual letter comes from a mix of scholars working on planning and housing issues that hail from not just USC but also from UCLA and Occidental College.

As you know, the project in questions has been proposed by Abode Communities and T.R.U.S.T. South LA and involves rebuilding the current Rolland Curtis Gardens by tearing down the existing 48 units and rebuilding a transit-oriented and mixed-use development in two wings with a 4-story residential on top of podium parking. The proposed project will have a total of 140 residential units, 8,000 square feet of commercial space, 114 residential podium parking spaces, and 18 commercial surface parking spaces.

Partly because the project will consist of 100 percent affordable units, colleagues we deeply respect (Gary Orfield from UCLA and Deirdre Pfeiffer from Arizona State) have suggested that the development will concentrate low-income residents in an area which has poor educational opportunities and that this will deter their ability to advance economically and socially and so be a potential violation of fair housing law.

While we cannot speak to the legal issues involved, let us suggest that while such an analysis may make some sense as a broad argument for a more scattered site approach to affordable housing – and we do support efforts for mixed-income projects, inclusionary apartment developments, and a distribution of low-income housing that is geographically widespread – this particular project has some specifics that make that argument a poor fit.

The first is that the project will maximize economic, social and educational opportunities for the residents, partly because Rolland Curtis Gardens sits immediately adjacent to the new Metro Expo Vermont Station, and one block west of the Rapid and Local bus lines on Vermont Avenue. In addition, the site is within walking distance to Exposition Park,

University of Southern California, and, importantly, to the University Village development which is projected to provide thousands of permanent jobs for local residents. This makes the location prime for helping to advance economic opportunities for the future Rolland Curtis Garden residents: they will be able to easily access jobs in downtown LA, Culver City, Santa Monica, mid-city, and even right in the neighborhood, as well as necessary services. Easy access to public transit will also increase the practicable educational options for older students.

The second reason that this site is an inappropriate fit for the “concentration of poverty” argument is that the project is being developed in an area which is undergoing significant “gentrification” pressures. While this is most evident in the area just north of USC, such pressures are also being felt in the area west of Vermont and are likely to spill south of Exposition in coming years (particularly as South Park in downtown is further developed and adds to the pressure in the area between L.A. Live and USC). Given these dynamics, one is likely to see a large number of rental complexes move to a more mixed-income clientele (including students), particularly as existing Section 8 covenants expire. In short, this project may cause an increase in the concentration of poor in a currently poor neighborhood now, but that is not likely to be the scenario in the very near future. Rather, this may be an island of affordability in the midst of a part of Los Angeles already suffering significant displacement pressures. The changing neighborhoods may not guarantee improvements in the LAUSD traditional schools Professors Orfield and Pfeiffer identify, but they offer at least the possibility of new allies with distinct interests that can work together to improve these particular schools.

Finally, there are indeed educational challenges in the schools immediately adjoining the development: Weemes Elementary, Foshay Learning Center K-12, and Manual Arts Senior High (although there are often overlooked success stories there, which we know because we have worked with university students who have hailed from these schools). Yet it is important to stress that these are not the only neighborhood opportunities – many residents send their children to various charters and magnets, and the access to transit will facilitate these alternatives. At the same time, what Professors Orfield and Pfeiffer’s critique overlooks is the proximity of the University of Southern California and its various outreach programs, including and especially the University’s Neighborhood Academic Initiative, a rigorous, seven-year pre-college enrichment program designed to prepare low-income neighborhood students for admission to a college or university. The program is well-known, quite renowned, has an excellent track record – and the South LA component (there is also a parallel Eastside NAI) is run exclusively in conjunction with Foshay Learning Center, which is Rolland Curtis Gardens’ home school.

Whether the balance of arguments lies in the direction that Professors Orfield and Pfeiffer propose or in the direction we propose should, of course, be the topic of further research. Our simple point here is that general arguments about housing-related opportunities need to be counter-balanced by an actual analysis of the site, including transit access, employment possibilities, housing market futures (including likely shifts in the resident mix), and the full range of educational opportunities.

We also have had significant experience with one of the partners on the project, T.R.U.S.T. South LA, and know that it is very much rooted in the community in question and also actively seeks to create fair opportunity for and with neighborhood residents.

Please feel free to contact us if you have any additional questions. You may contact Manuel Pastor using the contact information on the first page and he can provide information for all the others.

Best regards,



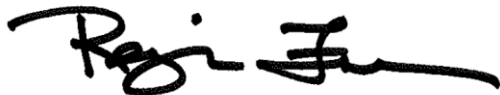
Manuel Pastor  
*Professor, Sociology / American Studies & Ethnicity*  
*University of Southern California*



Gary Blasi  
*Professor of Law Emeritus, School of Law*  
*University of California-Los Angeles*



Peter Dreier  
*Dr. E.P. Clapp Distinguished Professor of Politics*  
*Chair, Urban & Environmental Policy Department*  
*Occidental College*



Regina Freer  
*Professor, Politics*  
*Occidental College*



January 7, 2011

Bill Roschen, Chair  
Planning Commission  
Department of City Planning  
City of Los Angeles

**Reference: Case No. CPC-2010-1945-HD-SPR  
1603-1619 N. Cherokee Avenue**

Dear Commissioner Roschen:

I am writing to you to express my **support** of the proposed 66-unit affordable housing project located at 1603-1619 N. Cherokee Avenue.

I am aware that the proposed project is a joint public-private partnership between the Los Angeles Unified School District (LAUSD) and Abode Communities and that an application for a Height District Change and Site Plan Review has been submitted to the Planning Department. I also understand that a Mitigated Negative Declaration has been prepared for the project.

This innovative project will provide much-needed affordable housing in close proximity to jobs, schools, and public transit. It is a well-designed project that will transform the community. I support this project wholeheartedly and without reservation.

I urge you to approve the requested Height District Change and Site Plan Review for the proposed project located at 1603-1619 N. Cherokee Avenue.

Sincerely,

Steven Zimmer  
Board District 4

June 1, 2014

Renee Dake Wilson, President  
City Planning Commission  
200 North Spring Street  
Los Angeles, CA 90012



**RE: Support of Rolland Curtis Gardens Mixed-Use Development:  
1077 West 38<sup>th</sup> Street. Case Number: CPC-2013-3340-GPA-ZC-DB-SPR,  
ENV-2013-3341-EAF, and VTT-72559-CN**

Dear Ms. Wilson:

I am writing to confirm the intention of Zipcar to partner with Abode Communities and T.R.U.S.T. South LA at Rolland Curtis Gardens, and to express our company's support for their proposal for the site, including plans to build a transit-oriented development which will include 140 residential units, 8,000 square feet of commercial space, 114 residential podium parking spaces, and 18 commercial surface parking spaces. With Zipcar as a partner in this project, we will assist the developers' plans to maximize the transit-rich neighborhood, creating a substantial incentive for families to reduce or eliminate car ownership, and take advantage of the full variety of transportation choices and great access to key destinations from the property.

Zipcar intends to partner with T.R.U.S.T. South LA and Abode Communities to provide accessible and affordable car share service to future residents of Rolland Curtis Gardens, as well as making our services available to residents of the surrounding neighborhood. We will establish a lease agreement for two parking spaces in the commercial parking lot, making two vehicles available to the Rolland Curtis Gardens community on a 24 hour basis.

Zipcar, the world's leading car sharing network, has operations in urban areas and college campuses throughout the United States, Canada, the United Kingdom, Spain and Austria. Zipcar offers more than 30 makes and models of self-service vehicles by the hour or day to residents and businesses looking for smart, simple and convenient solutions to their urban and campus transportation needs. Zipcar is a subsidiary of Avis Budget Group, Inc., a leading global provider of vehicle rental services.

Zipcar has 30 cars in the immediate vicinity of Rolland Curtis Gardens, including at each parking structure at the adjacent University of Southern California campus; and this fleet is growing in numbers. We have provided car share services to hundreds of residential developments across the United States including several in Los Angeles including; 1600 Vine Apartments, Mosaic Apartments, Archstone Westside Apartments, and The Lorenzo, providing flexibility and increasing mobility options. A third party study conducted by the Transit Cooperative Research Program in 2005 concluded that every car share vehicle takes 15 cars off the road. Zipcar's car share service is assisting the City of Los Angeles reach its climate change goals by reducing greenhouse gas emissions, supporting the City's compliance with SB375 and AB32, and facilitating a comprehensive approach to transit-oriented development.

Zipcar is working with the developer to negotiate a set of terms that will reduce barriers for Rolland Curtis Gardens residents to participate in the program. These include but are not limited to the following:



- Reduced cost membership fee and incentives for each Rolland Curtis Gardens family; and potentially corporate sponsorship permitting Zipcar to waive initial application fees.
- A leasing agreement for the two commercial parking spaces that would provide revenue to the project, and could potentially be utilized by the developer to more deeply subsidize resident membership and/or use fees.
- Participation in education sessions, such as tabling at community events, to inform Rolland Curtis Gardens residents and local neighbors about the financial benefits of car sharing, and to facilitate program enrollment.
- Establishment of an affiliate account with the developer, which would improve access for unbanked residents and employees of the commercial space who would otherwise be required to utilize a credit or debit card to access the program; and which could also facilitate providing subsidies to participating residents and employees.
- Access to a fleet which includes utility vehicle, trucks, mini-vans, cargo vans, SUVs, and hybrid vehicles; and accommodating requests from the developer that any of these vehicle types be placed on site on a temporary or regular basis to support the unique needs of Rolland Curtis Gardens residents. This could include setting up a special program during a move-in period for one or two cargo vans to be placed on-site.
- Real-time reporting on usage, which will assist with analysis of the effectiveness of car share service on reducing car ownership.

Zipcar intends to formalize the terms of this commitment prior to the start of project construction, anticipated for late 2015. As a committed partner, I fully support the Rolland Curtis Gardens project, and urge the approval of its entitlement requests: change of land use designation; zone change; density bonus requests; site plan review and airspace tentative tract map in order to develop this proposed project.

Sincerely,

Jeff Shields  
General Manager  
Zipcar Los Angeles

Cc: Sandra McNeill, Executive Director, T.R.U.S.T. South LA  
Robin Hughes, President & CEO, Abode Communities





# United University Church

Where all are welcomed...

To love God passionate and love others radically.

---

817 W. 34<sup>th</sup> Street + Los Angeles + California + 90089-3502

Phone: 213-748-029, x13 + Fax: 213-748-5531 + Email: [sstouffer.peacecenterdirector@gmail.com](mailto:ssstouffer.peacecenterdirector@gmail.com)

Web: [www.uniteduniversitychurch.org/programs-events/the-peace-center](http://www.uniteduniversitychurch.org/programs-events/the-peace-center)

December 10, 2013

The Honorable Bernard C. Parks  
City Councilmember, Eighth District  
200 N. Spring Street, Rm. 460  
Los Angeles, CA 90012

Dear Councilmember Parks:

We are writing to you to express my support of the proposed plan for rebuilding Rolland Curtis Gardens, located at 1077 West 38th Street, Los Angeles, CA 90037, to include 140 units of affordable family housing and community-serving commercial space.

United University Church has been a presence in this neighborhood working for peace and justice since the founding of University Methodist Church for 132 years. During our long history, we have supported projects that uplift and transform the community. We believe this project to be one of those transformational projects.

We know that the proposed project is a result of a joint partnership between T.R.U.S.T. South LA and Abode Communities, and that an application for a Height District Change and Site Plan Review has been submitted to the Planning Department.

Rolland Curtis Gardens sits on a 2.3 acre site. The proposed program is to tear down the existing 48 units and rebuild a transit-oriented and mixed-use development in two wings with a total of 140 residential units, 8,000 square feet of commercial space, 112 residential podium parking spaces, and 18 commercial surface parking spaces.

The proposed project is particularly exciting due to the transit rich neighborhood and existing community assets. It will provide much-needed affordable housing in close proximity to jobs, schools, and public transit. Rolland Curtis Gardens sits immediately one block west of the new Metro Expo Vermont Station and Exposition Park stop, and Rapid and Local bus lines on Vermont Avenue. In addition, the site is within walking distance to Exposition Park, University of Southern California, a local elementary school, and various shops, restaurants and services off of Vermont Avenue.

We give our wholehearted support to this project, and urge the City to approve the requested Height District Change and Site Plan Review for the proposed project.

Sincerely,

The Rev. Frank Wulf  
Pastor and Moderator of the Church Council



Nov 22, 13

The Honorable Bernard C. Parks  
City Councilmember, Eight District  
200N. Spring Street, Rm 460  
Los Angeles, CA 90012

RE: Support of Rolland Curtis Garden mixed-used development located at 1077 west 38<sup>th</sup> Street.

Dear Councilmember Parks:

I am writing to express my support of the plans proposed by Abode Communities and T.R.U.S.T. South LA for rebuilding Rolland Curtis Gardens, located at 1077 West 38<sup>th</sup> Street, Los Angeles, CA 90037. The program proposed for 2.3 acres Rolland Curtis Garden site is to tear down the existing 48 units and rebuild a transit- oriented and mixed-use development in two wings a 4-story residential on top of podium parking.

This proposed project with a total of 140 residential units, 8,000 square feet of commercial space, 114 residential podium parking spaces and 18 commercial surface parking spaces will maximize the transit –rich neighborhood and existing community assets, and will provide much-needed affordable housing in close proximity to jobs, schools, and public transit. Roland Curtis Garden sits immediately one block west of the new Metro Expo Vermont Station and Exposition Park stop, and Rapid and Local bus lines on Vermont Avenue. In addition, the sites is within walking distance to Exposition Park, University of Southern California, and local elementary school, and various shops, restaurants and services off of Vermont Avenue

I fully support this project and urge the approval of its entitlement request-change of land use designation; zone change; density bonus request; site plan review and airspace tentative tract map in order to develop this proposed project. Thank you.

Sincerely,



Brad Min



**ST. MARK'S EVANGELICAL LUTHERAN CHURCH**  
**IGLESIA EVANGÉLICA LUTERANA DE SAN MARCOS**

3651 S. Vermont Ave., Los Angeles, CA, 323-731-2157

December 10, 2013

The Honorable Bernard C. Parks  
City Councilmember, Eighth District  
200 N. Spring Street, Rm. 460  
Los Angeles, CA 90012

**RE: Support of Rolland Curtis Gardens mixed-use development located at 1077 West 38<sup>th</sup> Street**  
**Case Number: CPC-2013-3340-GPA-ZC-DB-SPR, ENV-2013-3341-EAF, and VTT-72559-CN**

Dear Councilmember Parks:

We are writing to express our support of the plans proposed by Abode Communities and T.R.U.S.T. South LA for rebuilding Rolland Curtis Gardens, located at 1077 West 38th Street, Los Angeles, CA 90037. The program proposed for the 2.3 acre Rolland Curtis Gardens site is to tear down the existing 48 units and rebuild a transit-oriented and mixed-use development in two wings with a 4-story residential on top of podium parking.

This proposed project with a total of 140 residential units, 8,000 square feet of commercial space, 114 residential podium parking spaces, and 18 commercial surface parking spaces will maximize the transit-rich neighborhood and existing community assets, and will provide much-needed affordable housing in close proximity to jobs, schools, and public transit. Rolland Curtis Gardens sits immediately one block west of the new Metro Expo Vermont Station and Exposition Park stop, and Rapid and Local bus lines on Vermont Avenue. In addition, the site is within walking distance to Exposition Park, University of Southern California, a local elementary school, and various shops, restaurants and services off of Vermont Avenue.

We fully support this project, and urge the approval of its entitlement requests- change of land use designation; zone change; density bonus requests; site plan review and airspace tentative tract map in order to develop this proposed project. Thank you.

Sincerely,

St. Mark's Evangelical Lutheran Church  
3651 South Vermont Avenue  
Los Angeles, California 90007

Rev. Matthew Keadle  
Pastor

Denise Jackson-Serrette  
Church Council President

SMDKIN GIFTS  
1023 W.M.L. King Blvd.  
L.A. CA - 90037

12/05/13

The Honorable Bernard C. Parks  
City Councilmember, Eight District  
200N. Spring Street, Rm 460  
Los Angeles, CA 90012

RE: Support of Rolland Curtis Garden mixed-used development located at 1077 west 38<sup>th</sup> Street.

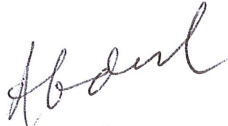
Dear Councilmember Parks:

I am writing to express my support of the plans proposed by Abode Communities and T.R.U.S.T. South LA for rebuilding Rolland Curtis Gardens, located at 1077 West 38<sup>th</sup> Street, Los Angeles, CA 90037. The program proposed for 2.3 acres Rolland Curtis Garden site is to tear down the existing 48 units and rebuild a transit-oriented and mixed-use development in two wings a 4-story residential on top of podium parking.

This proposed project with a total of 140 residential units, 8,000 square feet of commercial space, 114 residential podium parking spaces and 18 commercial surface parking spaces will maximize the transit-rich neighborhood and existing community assets, and will provide much-needed affordable housing in close proximity to jobs, schools, and public transit. Roland Curtis Garden sits immediately one block west of the new Metro Expo Vermont Station and Exposition Park stop, and Rapid and Local bus lines on Vermont Avenue. In addition, the sites is within walking distance to Exposition Park, University of Southern California, and local elementary school, and various shops, restaurants and services off of Vermont Avenue

I fully support this project and urge the approval of its entitlement request-change of land use designation; zone change; density bonus request; site plan review and airspace tentative tract map in order to develop this proposed project. Thank you.

Sincerely,

  
Abdul A. Hoosain  
12/5/13





**SHERWIN-WILLIAMS.**  
Automotive Finishes

**Nick Dunikoski**  
Assistant Branch Manager

The Sherwin-Williams Company  
3983 S. Vermont Avenue, Los Angeles, CA 90037  
sw9841@sherwin.com www.sherwin-automotive.com  
Ph: (323) 733-4632 Fax: (323) 733-4651

11/21/2013

The Honorable Bernard C. Parks  
City Councilmember, Eight District  
200N. Spring Street, Rm 460  
Los Angeles, CA 90012

RE: Support of Rolland Curtis Garden mixed-used development located at 1077 west 38<sup>th</sup> Street.

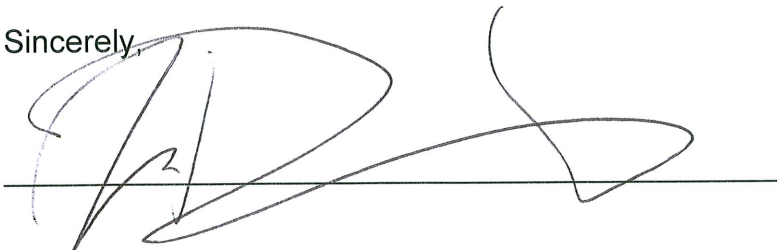
Dear Councilmember Parks:

I am writing to express my support of the plans proposed by Abode Communities and T.R.U.S.T. South LA for rebuilding Rolland Curtis Gardens, located at 1077 West 38<sup>th</sup> Street, Los Angeles, CA 90037. The program proposed for 2.3 acres Rolland Curtis Garden site is to tear down the existing 48 units and rebuild a transit-oriented and mixed-use development in two wings a 4-story residential on top of podium parking.

This proposed project with a total of 140 residential units, 8,000 square feet of commercial space, 114 residential podium parking spaces and 18 commercial surface parking spaces will maximize the transit-rich neighborhood and existing community assets, and will provide much-needed affordable housing in close proximity to jobs, schools, and public transit. Rolland Curtis Garden sits immediately one block west of the new Metro Expo Vermont Station and Exposition Park stop, and Rapid and Local bus lines on Vermont Avenue. In addition, the site is within walking distance to Exposition Park, University of Southern California, and local elementary school, and various shops, restaurants and services off of Vermont Avenue.

I fully support this project and urge the approval of its entitlement request-change of land use designation; zone change; density bonus request; site plan review and airspace tentative tract map in order to develop this proposed project. Thank you.

Sincerely,





August 29<sup>th</sup>, 2014

Renee Dake Wilson

President, City Planning Commission  
200 North Spring Street, Los Angeles, CA 90012

**RE: Support of Rolland Curtis Gardens mixed-use development located at 1077 West 38<sup>th</sup> Street  
Case Number: CPC-2013-3340-GPA-ZC-DB-SPR, ENV-2013-3341-EAF, and VTT-72559-CN**

Dear Ms. Wilson:

I am writing to express my support of the plans proposed by Abode Communities and T.R.U.S.T. South LA for rebuilding Rolland Curtis Gardens, located at 1077 West 38th Street, Los Angeles, CA 90037. The program proposed for the 2.3 acre Rolland Curtis Gardens site is to tear down the existing 48 units and rebuild a transit-oriented and mixed-use development in two wings with a 4-story residential on top of podium parking. This type of project is exactly the type of development we need in South Los Angeles and in other communities across the City.

This proposed project with a total of 140 residential units, 8,000 square feet of commercial space, 114 residential podium parking spaces, and 18 commercial surface parking spaces will maximize the transit-rich neighborhood and existing community assets, and will provide much-needed affordable housing in close proximity to jobs, schools, and public transit. Rolland Curtis Gardens sits immediately one block west of the new Metro Expo Vermont Station and Exposition Park stop, and Rapid and Local bus lines on Vermont Avenue. In addition, the site is within walking distance to Exposition Park, University of Southern California, a local elementary school, and various shops, restaurants and services off of Vermont Avenue.

LURN's mission is to find creative ways to responsibly revitalize low-income communities. Our work has concentrated around advocating for policy that supports micro-entrepreneurs and building programs that spur economic development with tactical urbanism and capacity building efforts for entrepreneurs. Housing is an important issue in the communities we work in, and we believe that we have to work together to provide better housing options for all community members.

I fully support this project, and urge the approval of its entitlement requests: change of land use designation; zone change; density bonus requests; site plan review and airspace tentative tract map in order to develop this proposed project. Thank you very much!

Sincerely,

A handwritten signature in blue ink, appearing to read 'Rudy Espinoza', with a stylized flourish at the end.

Rudy Espinoza, Executive Director  
Leadership for Urban Renewal Network

*The physician and health advocate voice for a world free from nuclear threats  
and a safe, healthy environment for all communities.*



Renee Dake Wilson  
President, City Planning Commission  
200 North Spring Street, Los Angeles, CA 90012

**RE: Support of Rolland Curtis Gardens mixed-use development located at 1077 West 38<sup>th</sup> Street  
Case Number: CPC-2013-3340-GPA-ZC-DB-SPR, ENV-2013-3341-EAF, and VTT-72559-CN**

Dear Ms. Wilson:

I am writing to express our support of the plans proposed by Abode Communities and T.R.U.S.T. South LA for rebuilding Rolland Curtis Gardens, located at 1077 West 38th Street, Los Angeles, CA 90037. The program proposed for the 2.3 acre Rolland Curtis Gardens site is to tear down the existing 48 units and rebuild a transit-oriented and mixed-use development in two wings with a 4-story residential on top of podium parking.

This proposed project with a total of 140 residential units, 8,000 square feet of commercial space, 114 residential podium parking spaces, and 18 commercial surface parking spaces will maximize the transit-rich neighborhood and existing community assets, and will provide much-needed affordable housing in close proximity to jobs, schools, and public transit. Rolland Curtis Gardens sits immediately one block west of the new Metro Expo Vermont Station and Exposition Park stop, and Rapid and Local bus lines on Vermont Avenue. In addition, the site is within walking distance to Exposition Park, University of Southern California, a local elementary school, and various shops, restaurants and services off of Vermont Avenue.

**Physicians for Social Responsibility- Los Angeles (PSR-LA)** is a physician and health advocate membership organization working to protect human health and the environment. Representing physicians, health professionals, and concerned residents in Southern California, we inform the medical community and policymakers about environmental threats, promote safer practices, and strengthen local community organizations to engage in meaningful public health and environmental advocacy.

Project like this one can create vibrant and healthy communities by promoting walking, biking, and use public transportation. We support this project, and urge the approval of its entitlement requests: change of land use designation; zone change; density bonus requests; site plan review and airspace tentative tract map in order to develop this proposed project.

Thank you.

Sincerely,

A handwritten signature in black ink that reads 'Martha Dine Asciello'.

Executive Director

June 3, 2014

Renee Dake Wilson  
President, City Planning Commission  
200 North Spring Street, Los Angeles, CA 90012

**RE: Support of Rolland Curtis Gardens mixed-use development located at 1077 West 38<sup>th</sup> Street  
Case Number: CPC-2013-3340-GPA-ZC-DB-SPR, ENV-2013-3341-EAF, and VTT-72559-CN**

Dear Ms. Wilson:

I am writing to express my support of the plans proposed by Abode Communities and T.R.U.S.T. South LA for rebuilding Rolland Curtis Gardens, located at 1077 West 38th Street, Los Angeles, CA 90037. The program proposed for the 2.3 acre Rolland Curtis Gardens site is to tear down the existing 48 units and rebuild a transit-oriented and mixed-use development in two wings with a 4-story residential on top of podium parking.

This proposed project with a total of 140 residential units, 8,000 square feet of commercial space, 114 residential podium parking spaces, and 18 commercial surface parking spaces will maximize the transit-rich neighborhood and existing community assets, and will provide much-needed affordable housing in close proximity to jobs, schools, and public transit. Rolland Curtis Gardens sits immediately one block west of the new Metro Expo Vermont Station and Exposition Park stop, and Rapid and Local bus lines on Vermont Avenue. In addition, the site is within walking distance to Exposition Park, University of Southern California, a local elementary school, and various shops, restaurants and services off of Vermont Avenue.

Prevention Institute is a national nonprofit organization committed to preventing illness and injury, to fostering health and social equity, and to building momentum for community prevention as an integral component of a quality health system. As part of a recent effort to understand the connections between health and equity in Los Angeles, we recently conducted 40 key informant interviews with architects, city planners, nonprofit leaders, and other experts working in fields related to land use throughout Los Angeles. The proposed project represents the kind of planning and development that will help advance health and equity in Los Angeles and adheres to the principles in the General Plan. It is vital that the City take the kind of leadership needed to make this project a reality. We fully support this project, and urge the approval of its entitlement requests: change of land use designation; zone change; density bonus requests; site plan review and airspace tentative tract map in order to develop this proposed project. Thank you.

Sincerely,



Manal J. Aboelata  
Managing Director, Prevention Institute

March 8, 2014

Renee Dake Wilson  
President, City Planning Commission  
200 North Spring Street, Los Angeles, CA 90012

The Honorable Bernard C. Parks  
City Councilmember, Eight District  
200 N. Spring Street, Rm. 460  
Los Angeles, CA 90012

RE: Support of Rolland Curtis Gardens mixed-use development located at 1077 West 38<sup>th</sup> Street Case Number: CPC-2013-3340-GPA-ZC-DB-SPR, ENV-2013-3341-EAF, and VTT-72559-CN

Dear Ms. Wilson and Councilmember Parks:

I am writing to express my support of the plans proposed by Abode Communities and T.R.U.S.T. South LA for rebuilding Rolland Curtis Gardens, located at 1077 West 38<sup>th</sup> Street, Los Angeles, CA 90037

As a current Rolland Curtis Gardens tenant of 25 years I fully support this project because this building has meant a lot to families over the years and I truly hope it stays. I have lived here at 1077 W 38<sup>th</sup> Street since I was 12 years old. The project needs to be approved because the community needs it.

I urge the approval of its entitlement requests: change of land use designation; zone charge; density bonus requests; site plan review and airspace tentative tract map in order to develop this proposed project.

Sincerely,

Patrice Richardson  
Print Name

  
Signature

3/08/14  
Date

1077 W. 38<sup>th</sup> Street apt #B202 Los Angeles CA 90037  
Address



12/3/13

The Honorable Bernard C. Parks  
City Councilmember, Eight District  
200N. Spring Street, Rm. 460  
Los Angeles, CA 90012



4004 S. Vermont Ave Unit # 10  
Los Angeles, CA 90037  
323.432.2234

onestop3413@gmail.com

- SALES
- SERVICE
- REPAIR
- FLASH
- UNLOCKS
- PAYMENT CENTER

RE: Support of Rolland Curtis Garden mixed-used development located at 1077 west 38<sup>th</sup> Street.  
Case Number: CPC-2013-3340-GPA-ZC-DB-SPR, ENV-2013-3341-EAF, and VTT-72559-CN

Dear Councilmember Parks:

I am writing to express my support of the plans proposed by Abode Communities and T.R.U.S.T. South LA for rebuilding Rolland Curtis Gardens, located at 1077 West 38<sup>th</sup> Street, Los Angeles, CA 90037. The program proposed for 2.3 acres Rolland Curtis Garden site is to tear down the existing 48 units and rebuild a transit-oriented and mixed-use development in two wings a 4-story residential on top of podium parking.

This proposed project with a total of 140 residential units, 8,000 square feet of commercial space, 114 residential podium parking spaces and 18 commercial surface parking spaces will maximize the Transit-rich neighborhood and existing community assets, and will provide much-needed affordable housing in close proximity to jobs, schools, and public transit. Roland Curtis Garden sits immediately one block west of the new Metro Expo Vermont Station and Exposition Park stop, and Rapid and Local bus lines on Vermont Avenue. In addition, the sites is within walking distance to Exposition Park, University of Southern California, a local elementary school, and various shops, restaurants and services off of Vermont Avenue

I fully support this project and urge the approval of its entitlement request-change of land use designation; zone change; density bonus request; site plan review and airspace tentative tract map in order to develop this proposed project. Thank you.

Sincerely,

S. Molina

Sofia Molina



August 27, 2014

Renee Dake Wilson  
President, City Planning Commission  
200 North Spring Street  
Los Angeles, CA 90012

**RE: Support of Rolland Curtis Gardens mixed-use development located at 1077 West 38<sup>th</sup> Street  
Case Number: CPC-2013-3340-GPA-ZC-DB-SPR, ENV-2013-3341-EAF, and VTT-72559-CN**

Dear Ms. Wilson,

I am writing to express my support of the plans proposed by Abode Communities and T.R.U.S.T. South LA for rebuilding Rolland Curtis Gardens. The program proposed for the Rolland Curtis Gardens site is to tear down 48 apartments and rebuild a transit-oriented and mixed-use development with 140 new apartments, commercial space and, of course, parking.

Move LA is a coalition that was instrumental in getting Measure R, LA County's half-cent sales tax for transportation on the ballot in 2008. Approved by 68% of the voters, Measure R includes expansion of 12 light rail, subway and bus way lines which will make LA's transit system a truly robust one with over 114 transit stations. For Move LA it's not just about building a better transit system; it's also about local land use policies that support transit-oriented neighborhoods. As we build up around the stations we want to be sure to increase the opportunity for high-propensity transit users to live nearby. Most new residential apartments are only affordable to people making about \$90,000/year, while high propensity LA Metro riders have much more modest incomes closer to \$25,000/year. Since most people who use transit walk to the bus stop or transit station, who will ride the new transit if we don't have enough affordable places to live near the system?

The proposal for a new Rolland Curtis Gardens will maximize the transit-rich neighborhood and existing community assets, and will provide much-needed affordable housing in close proximity to jobs, schools, and public transit. Rolland Curtis Gardens sits immediately one block west of the new Metro Expo Vermont Station and Exposition Park stop, and Rapid and Local bus lines on Vermont Avenue. In addition, the site is within walking distance to Exposition Park, University of Southern California, a local elementary school, and various shops, restaurants and services off of Vermont Avenue.

I fully support this project, and urge the approval of its entitlement requests: change of land use designation; zone change; density bonus requests; site plan review and airspace tentative tract map in order to develop this proposed project. Thank you.

Sincerely,

Denny Zane  
Executive Director



METRO PCS

11-21-13

The Honorable Bernard C. Parks  
City Councilmember, Eight District  
200N. Spring Street, Rm 460  
Los Angeles, CA 90012

RE: Support of Rolland Curtis Garden mixed-used development located at 1077 west 38<sup>th</sup> Street.


Dear Councilmember Parks:

I am writing to express my support of the plans proposed by Abode Communities and T.R.U.S.T. South LA for rebuilding Rolland Curtis Gardens, located at 1077 West 38<sup>th</sup> Street, Los Angeles, CA 90037. The program proposed for 2.3 acres Rolland Curtis Garden site is to tear down the existing 48 units and rebuild a transit- oriented and mixed-use development in two wings a 4-story residential on top of podium parking.

This proposed project with a total of 140 residential units, 8,000 square feet of commercial space, 114 residential podium parking spaces and 18 commercial surface parking spaces will maximize the transit –rich neighborhood and existing community assets, and will provide much-needed affordable housing in close proximity to jobs, schools, and public transit. Roland Curtis Garden sits immediately one block west of the new Metro Expo Vermont Station and Exposition Park stop, and Rapid and Local bus lines on Vermont Avenue. In addition, the sites is within walking distance to Exposition Park, University of Southern California, and local elementary school, and various shops, restaurants and services off of Vermont Avenue

I fully support this project and urge the approval of its entitlement request-change of land use designation; zone change; density bonus request; site plan review and airspace tentative tract map in order to develop this proposed project. Thank you.

Sincerely,

 Julian Vasquez

1011 W MLK Blvd  
Los Angeles CA 90037



11-21-2013

The Honorable Bernard C. Parks  
City Councilmember, Eight District  
200N. Spring Street, Rm 460  
Los Angeles, CA 90012

RE: Support of Rolland Curtis Garden mixed-used development located at 1077 west 38<sup>th</sup> Street.

Dear Councilmember Parks:

I am writing to express my support of the plans proposed by Abode Communities and T.R.U.S.T. South LA for rebuilding Rolland Curtis Gardens, located at 1077 West 38<sup>th</sup> Street, Los Angeles, CA 90037. The program proposed for 2.3 acres Rolland Curtis Garden site is to tear down the existing 48 units and rebuild a transit- oriented and mixed-use development in two wings a 4-story residential on top of podium parking.

This proposed project with a total of 140 residential units, 8,000 square feet of commercial space, 114 residential podium parking spaces and 18 commercial surface parking spaces will maximize the transit –rich neighborhood and existing community assets, and will provide much-needed affordable housing in close proximity to jobs, schools, and public transit. Roland Curtis Garden sits immediately one block west of the new Metro Expo Vermont Station and Exposition Park stop, and Rapid and Local bus lines on Vermont Avenue. In addition, the sites is within walking distance to Exposition Park, University of Southern California, and local elementary school, and various shops, restaurants and services off of Vermont Avenue

I fully support this project and urge the approval of its entitlement request-change of land use designation; zone change; density bonus request; site plan review and airspace tentative tract map in order to develop this proposed project. Thank you.

Sincerely,

Jose Martinez Roman  
4704 Crenshaw Blvd. L.A. C.A.  
90043 (323) 3-14-15-75



**MARTINEZ WELDING**

ESTIMADOS GRATIS  
Comercial  
y  
Residencial

Llama a Jose  
**(323) 314-1575**

4704 Crenshaw Blvd.  
Los Angeles, CA 90043

March 8, 2014

Renee Dake Wilson  
President, City Planning Commission  
200 North Spring Street, Los Angeles, CA 90012

The Honorable Bernard C. Parks  
City Councilmember, Eight District  
200 N. Spring Street, Rm. 460  
Los Angeles, CA 90012

RE: Support of Rolland Curtis Gardens mixed-use development located at 1077  
West 38<sup>th</sup> Street Case Number: CPC-2013-3340-GPA-ZC-DB-SPR, ENV-2013-  
3341-EAF, and VTT-72559-CN

Dear Ms. Wilson and Councilmember Parks:

I am writing to express my support of the plans proposed by Abode Communities and T.R.U.S.T. South LA for rebuilding Rolland Curtis Gardens, located at 1077 West 38<sup>th</sup> Street, Los Angeles, CA 90037

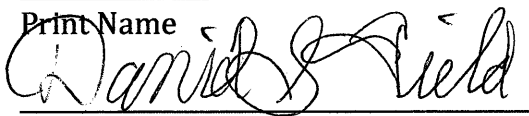
As a current member of the surrounding Rolland Curtis Gardens community of 7 years I fully support this project because it is in the best interest of the community and those that need housing that TRUST be allowed to follow through with the proposed project. The project will allow those of low-income to live better quality of lives and have access to assets and amenities for all including children and the elderly. We will have better access to education and medical facilities.

I urge the approval of its entitlement requests: change of land use designation; zone charge; density bonus requests; site plan review and airspace tentative tract map in order to develop this proposed project.

Sincerely,

Daniel Field

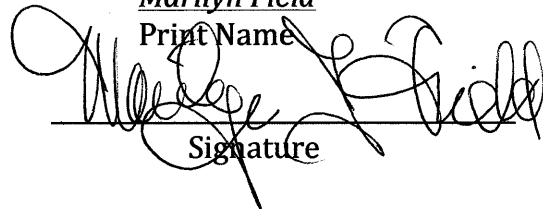
Print Name



Signature

Marilyn Field

Print Name



Signature

Address

1077 W. 38<sup>th</sup> Street Apt # E104 Los Angeles CA 90037

Date



**BOARD OF SUPERVISORS  
COUNTY OF LOS ANGELES**

866 KENNETH HAHN HALL OF ADMINISTRATION / LOS ANGELES, CALIFORNIA 90012 / (213) 974-2222

**MARK RIDLEY-THOMAS**  
SUPERVISOR, SECOND DISTRICT

February 12, 2014

Ms. Renee Dake Wilson  
President, Los Angeles City Planning Commission  
200 North Spring Street  
Los Angeles, CA 90012

**RE: Support of Rolland Curtis Gardens Mixed-Use Development**

Dear Ms. Wilson:

I write to express my support for the plans proposed by Abode Communities and T.R.U.S.T. South LA for rebuilding Rolland Curtis Gardens, located at 1077 West 38th Street, Los Angeles, CA 90037. The program proposed for the 2.3 acre Rolland Curtis Gardens site is to replace the existing 48 units with a transit-oriented, mixed-use development with a four story residential development. This proposed project will create 140 residential units, 8,000 square feet of commercial space, 114 residential parking spaces, and 18 commercial parking spaces.

Rolland Curtis Gardens sits immediately one block west of the new Metro Expo Vermont Station and Exposition Park stop, and Rapid and Local bus lines on Vermont Avenue. In addition, the site is within walking distance to Exposition Park, University of Southern California, a local elementary school, and various shops, restaurants and services off of Vermont Avenue. The proposed project will provide much-needed affordable housing in close proximity to jobs, schools, and public transit, making it a model for transit-oriented community development. The project has been designed with significant community input and the development team is well suited to see this project to fruition.

I fully support this project, and urge the approval of its entitlement requests.

With hope,

A handwritten signature in black ink, which appears to read "Mark Ridley-Thomas". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

**MARK RIDLEY-THOMAS**  
Supervisor, Second District

March 8, 2014

Renee Dake Wilson  
President, City Planning Commission  
200 North Spring Street, Los Angeles, CA 90012

The Honorable Bernard C. Parks  
City Councilmember, Eight District  
200 N. Spring Street, Rm. 460  
Los Angeles, CA 90012

RE: Support of Rolland Curtis Gardens mixed-use development located at 1077  
West 38<sup>th</sup> Street Case Number: CPC-2013-3340-GPA-ZC-DB-SPR, ENV-2013-  
3341-EAF, and VTT-72559-CN

Dear Ms. Wilson and Councilmember Parks:

I am writing to express my support of the plans proposed by Abode Communities  
and T.R.U.S.T. South LA for rebuilding Rolland Curtis Gardens, located at 1077 West  
38<sup>th</sup> Street, Los Angeles, CA 90037

As a current Rolland Curtis Gardens tenant of 1 year I fully support this project  
because I would like to have more security. Since the building is old, it needs  
improvements including disability accommodations. I love living here and I would  
like to see a change for the better of all.

I urge the approval of its entitlement requests: change of land use designation; zone  
charge; density bonus requests; site plan review and airspace tentative tract map in  
order to develop this proposed project.

Sincerely,

Linda Alexander

Print Name

Linda Alexander

Signature

3-8-014

Date

1077 W. 38<sup>th</sup> Street apt #F 102 Los Angeles CA 90037

Address

Unit Number





January 26, 2014

The Honorable Bernard C. Parks  
City Councilmember, Eighth District  
200 N. Spring Street, Rm. 460  
Los Angeles, CA 90012

Dear Councilmember:

I am writing to you to express my support of the proposed plan for rebuilding Rolland Curtis Gardens to include affordable family housing and commercial space that will serve the community. Our church is located just 20 blocks from the existing site, and I was honored to participate in the October 2012 celebration of the purchase of this site, after a long struggle by the current tenants to remain in their housing.

I am aware that the proposed project is a result of a joint partnership between T.R.U.S.T. South LA and Abode Communities, and that an application for a Height District Change and Site Plan Review has been submitted to the Planning Department. Rolland Curtis Gardens sits on a 2.3 acre site. The proposed program is to tear down the existing 48 units and rebuild a transit-oriented and mixed-use development in two wings with a total of 140 residential units, 8,000 square feet of commercial space, 112 residential podium parking spaces, and 18 commercial surface parking spaces.

The proposed project is particularly exciting due to the transit rich neighborhood and existing community assets. It will provide much-needed affordable housing in close proximity to jobs, schools, and public transit. Rolland Curtis Gardens sits immediately one block west of the new Metro Expo Vermont Station and Exposition Park stop, and Rapid and Local bus lines on Vermont Avenue. In addition, the site is within walking distance to Exposition Park, University of Southern California, a local elementary school, and various shops, restaurants and services off of Vermont Avenue.

I fully support this project, and urge the City to approve the requested Height District Change and Site Plan Review for the proposed project.

Sincerely,

Terry Lovell Brown, Sr.

Pastor



August 15, 2014

Renee Dake Wilson  
President, City Planning Commission  
200 North Spring Street, Los Angeles, CA 90012

RE: Support of Rolland Curtis Gardens mixed-use development located at 1077 West 38<sup>th</sup> Street  
Case Number: CPC-2013-3340-GPA-ZC-DB-SPR, ENV-2013-3341-EAF, and VTT-72559-CN

Dear Commission President Wilson:

I am writing to express my support of the plans proposed by Abode Communities and T.R.U.S.T. South LA for rebuilding Rolland Curtis Gardens, located at 1077 West 38th Street, Los Angeles, CA 90037. The program proposed for the 2.3 acre Rolland Curtis Gardens site is to tear down the existing 48 units and rebuild a transit-oriented and mixed-use development in two wings with a 4-story residential on top of podium parking.

This proposed project with a total of 140 residential units, 8,000 square feet of commercial space, 114 residential podium parking spaces, and 18 commercial surface parking spaces will maximize the transit-rich neighborhood and existing community assets, and will provide much-needed affordable housing in close proximity to jobs, schools, parks and public transit. Rolland Curtis Gardens sits immediately one block west of the new Metro Expo Vermont Station and Exposition Park stop, and Rapid and Local bus lines on Vermont Avenue.

The mission of the Los Angeles Neighborhood Land Trust (LANLT) is to build healthier, stronger and safer neighborhoods through the creation of urban parks and community gardens exclusively in low-income communities of color. The Land Trust strongly supports the development of affordable housing that provides on-site access to recreation, open space, and active transportation such as that found at the proposed project. Furthermore, the Land Trust supports the creation and preservation of affordable housing within neighborhoods that already have access to green space. Within just a few steps, Rolland Curtis Gardens' residents can be in Exposition Park, one the City's premier recreation destinations. It's critical for the long term health of Los Angeles that the City supports projects that provide this level of green space access to those that otherwise could not afford it.

I fully support this project, and urge the approval of its entitlement requests: change of land use designation; zone change; density bonus requests; site plan review and airspace tentative tract map in order to develop this proposed project. Our sincere thanks for your consideration.

Sincerely,

  
Alina Bokde  
Executive Director

March 8, 2014

Renee Dake Wilson  
President, City Planning Commission  
200 North Spring Street, Los Angeles, CA 90012

The Honorable Bernard C. Parks  
City Councilmember, Eight District  
200 N. Spring Street, Rm. 460  
Los Angeles, CA 90012

RE: Support of Rolland Curtis Gardens mixed-use development located at 1077 West 38<sup>th</sup> Street Case Number: CPC-2013-3340-GPA-ZC-DB-SPR, ENV-2013-3341-EAF, and VTT-72559-CN

Dear Ms. Wilson and Councilmember Parks:

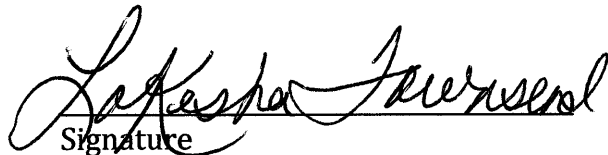
I am writing to express my support of the plans proposed by Abode Communities and T.R.U.S.T. South LA for rebuilding Rolland Curtis Gardens, located at 1077 West 38<sup>th</sup> Street, Los Angeles, CA 90037

As a current Rolland Curtis Gardens tenant of 1 year I fully support this project because we need better opportunities for under privileged tenants to promote a decent living environment. Children need to be comfortable in their community.

I urge the approval of its entitlement requests: change of land use designation; zone change; density bonus requests; site plan review and airspace tentative tract map in order to develop this proposed project.

Sincerely,

Lakesha Townsend  
Print Name

  
Signature

3/8/14  
Date

1077 W. 38<sup>th</sup> Street apt # A 102 Los Angeles CA 90037  
Address

March 8, 2014

Renee Dake Wilson  
President, City Planning Commission  
200 North Spring Street, Los Angeles, CA 90012

The Honorable Bernard C. Parks  
City Councilmember, Eight District  
200 N. Spring Street, Rm. 460  
Los Angeles, CA 90012

RE: Support of Rolland Curtis Gardens mixed-use development located at 1077 West 38<sup>th</sup> Street Case Number: CPC-2013-3340-GPA-ZC-DB-SPR, ENV-2013-3341-EAF, and VTT-72559-CN

Dear Ms. Wilson and Councilmember Parks:

I am writing to express my support of the plans proposed by Abode Communities and T.R.U.S.T. South LA for rebuilding Rolland Curtis Gardens, located at 1077 West 38<sup>th</sup> Street, Los Angeles, CA 90037

As a current member of the surrounding Rolland Curtis Gardens community of 7 years I fully support this project because as a single mom I need all the support of my surrounding community that I can get. I am close to transportation. The new Expo line makes it convenient to get back and forth to school and work. I am close to grocery stores that offer shuttle services; not to mention the nearby university inspires my child to continue his education. This project will allow me to continue to live in this neighborhood that I have grown to cherish.

I urge the approval of its entitlement requests: change of land use designation; zone change; density bonus requests; site plan review and airspace tentative tract map in order to develop this proposed project.

Sincerely,

Kristal Moya  
Print Name

  
Signature

3.08.14

Date

Address  
1077 W. 38<sup>th</sup> Street Apt #C103 Los Angeles CA 90037

March 8, 2014

Renee Dake Wilson  
President, City Planning Commission  
200 North Spring Street, Los Angeles, CA 90012

The Honorable Bernard C. Parks  
City Councilmember, Eight District  
200 N. Spring Street, Rm. 460  
Los Angeles, CA 90012

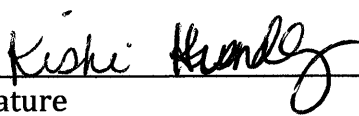
RE: Support of Rolland Curtis Gardens mixed-use development located at 1077 West 38<sup>th</sup> Street Case Number: CPC-2013-3340-GPA-ZC-DB-SPR, ENV-2013-3341-EAF, and VTT-72559-CN

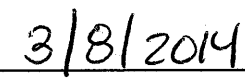
Dear Ms. Wilson and Councilmember Parks:

I am writing to express my support of the plans proposed by Abode Communities and T.R.U.S.T. South LA for rebuilding Rolland Curtis Gardens, located at 1077 West 38<sup>th</sup> Street, Los Angeles, CA 90037

As a current Rolland Curtis Gardens tenant of 5 years and 4 months I fully support this project because we need more protection, support and security for our community. I love living here and I would like to see a change for the better of all. I urge the approval of its entitlement requests: change of land use designation; zone change; density bonus requests; site plan review and airspace tentative tract map in order to develop this proposed project.

Sincerely,

  
\_\_\_\_\_  
Signature

  
\_\_\_\_\_  
Date

Kishi Hundley

1077 W. 38<sup>th</sup> St. #F201  
LA CA 90037

March 8, 2014

Renee Dake Wilson  
President, City Planning Commission  
200 North Spring Street, Los Angeles, CA 90012

The Honorable Bernard C. Parks  
City Councilmember, Eight District  
200 N. Spring Street, Rm. 460  
Los Angeles, CA 90012

RE: Support of Rolland Curtis Gardens mixed-use development located at 1077  
West 38<sup>th</sup> Street Case Number: CPC-2013-3340-GPA-ZC-DB-SPR, ENV-2013-  
3341-EAF, and VTT-72559-CN

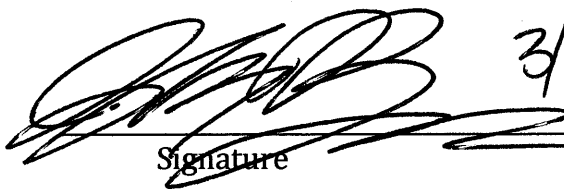
Dear Ms. Wilson and Councilmember Parks:

I am writing to express my support of the plans proposed by Abode Communities and T.R.U.S.T. South LA for rebuilding Rolland Curtis Gardens, located at 1077 West 38<sup>th</sup> Street, Los Angeles, CA 90037

As a current Rolland Curtis Gardens tenant I fully support this project because I feel that with this project we can help rebuild our community for a better tomorrow. This project will help keep the working class from becoming homeless and in turn reduce poverty, homelessness, and violence in the long run. I am in full support of this project and very happy to see our communities come together for a brighter future for our kids and our kids' kids. I urge the approval of its entitlement requests: change of land use designation; zone change; density bonus requests; site plan review and airspace tentative tract map in order to develop this proposed project.

Sincerely,

Ishmail Bangura

 3/8/14  
Signature

\_\_\_\_\_  
Signature

Address  
1077 W. 38<sup>th</sup> Street Apt # B204 Los Angeles CA 90037



The Honorable Bernard C. Parks  
City Councilmember, Eight District  
200N. Spring Street, Room 460  
Los Angeles, CA 90012

RE: Support of Rolland Curtis Garden.

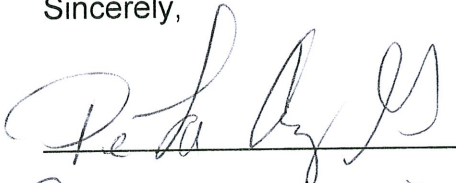
Dear Councilmember Parks:

I am a home owner. I understand, Abode Communities and T.R.U.S.T. South LA are working together for rebuilding Rolland Curtis Gardens, located at 1077 West 38<sup>th</sup> Street, Los Angeles, CA 90037.

The purpose of these organizations is providing affordable housing for working class residents. They want to provide a total of 140 residential units, 8,000 square feet of commercial space, 114 residential podium parking spaces and 18 commercial surface parking spaces. We need more affordable housing in our area. Because the building location is close to new Metro Expo Vermont Station and Exposition Park stop, the plan goes well with the available public transportation in the area.

I fully support this project and ask you for approval. Thank you.

Sincerely,

 12/18/13  
GERARDO DE LA CRUZ  
1362 W. 37<sup>th</sup> PL.  
Los Angeles CA. 90007

# FOODTOWN SUPER

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1019 W King Blvd  
LA CA 90033  
12-05-13

The Honorable Bernard C. Parks  
City Councilmember, Eight District  
200N. Spring Street, Rm 460  
Los Angeles, CA 90012

RE: Support of Rolland Curtis Garden mixed-used development located at 1077 west 38<sup>th</sup> Street.

Dear Councilmember Parks:

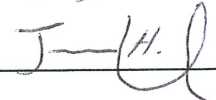
I am writing to express my support of the plans proposed by Abode Communities and T.R.U.S.T. South LA for rebuilding Rolland Curtis Gardens, located at 1077 West 38<sup>th</sup> Street, Los Angeles, CA 90037. The program proposed for 2.3 acres Rolland Curtis Garden site is to tear down the existing 48 units and rebuild a transit-oriented and mixed-use development in two wings a 4-story residential on top of podium parking.

This proposed project with a total of 140 residential units, 8,000 square feet of commercial space, 114 residential podium parking spaces and 18 commercial surface parking spaces will maximize the transit-rich neighborhood and existing community assets, and will provide much-needed affordable housing in close proximity to jobs, schools, and public transit. Roland Curtis Garden sits immediately one block west of the new Metro Expo Vermont Station and Exposition Park stop, and Rapid and Local bus lines on Vermont Avenue. In addition, the sites is within walking distance to Exposition Park, University of Southern California, and local elementary school, and various shops, restaurants and services off of Vermont Avenue

I fully support this project and urge the approval of its entitlement request-change of land use designation; zone change; density bonus request; site plan review and airspace tentative tract map in order to develop this proposed project. Thank you.

Sincerely,

Jorge Hernandez





**FOODTOWN SUPER**

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Fax. 323-737-6572 • yoonkerry@gmail.com  
1019 W. Martin Luther King Blvd. Los Angeles, CA

12-5-13

The Honorable Bernard C. Parks  
City Councilmember, Eight District  
200N. Spring Street, Rm. 460  
Los Angeles, CA 90012

RE: Support of Rolland Curtis Garden mixed-used development located at 1077 west 38<sup>th</sup> Street.  
Case Number: CPC-2013-3340-GPA-ZC-DB-SPR, ENV-2013-3341-EAF, and VTT-72559-CN

Dear Councilmember Parks:

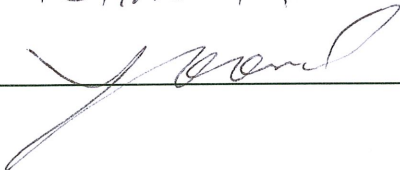
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This proposed project with a total of 140 residential units, 8,000 square feet of commercial space, 114 residential podium parking spaces and 18 commercial surface parking spaces will maximize the Transit –rich neighborhood and existing community assets, and will provide much-needed affordable housing in close proximity to jobs, schools, and public transit. Roland Curtis Garden sits immediately one block west of the new Metro Expo Vermont Station and Exposition Park stop, and Rapid and Local bus lines on Vermont Avenue. In addition, the sites is within walking distance to Exposition Park, University of Southern California, a local elementary school, and various shops, restaurants and services off of Vermont Avenue

I fully support this project and urge the approval of its entitlement request-change of land use designation; zone change; density bonus request; site plan review and airspace tentative tract map in order to develop this proposed project. Thank you.

Sincerely,

IL HAG YOON



March 8, 2014

Renee Dake Wilson  
President, City Planning Commission  
200 North Spring Street, Los Angeles, CA 90012

The Honorable Bernard C. Parks  
City Councilmember, Eight District  
200 N. Spring Street, Rm. 460  
Los Angeles, CA 90012

RE: Support of Rolland Curtis Gardens mixed-use development located at 1077  
West 38<sup>th</sup> Street Case Number: CPC-2013-3340-GPA-ZC-DB-SPR, ENV-2013-  
3341-EAF, and VTT-72559-CN

Dear Ms. Wilson and Councilmember Parks:

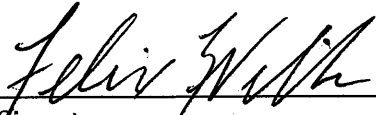
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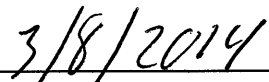
As a current Rolland Curtis Gardens tenant of 1 year I fully support this project because the building needs change, we need more space for the children (like basketball courts), nighttime security guards to prevent robbery or any crime at night. We have respectful tenants whose apartments have been broken in. We need protection for the elderly as well. We don't want to feel insecure when we leave our apartments. I hope that this project can relocate us into a nicer environment.

I urge the approval of its entitlement requests: change of land use designation; zone change; density bonus requests; site plan review and airspace tentative tract map in order to develop this proposed project.

Sincerely,

Mr. Felix Wilks  
Print Name

  
\_\_\_\_\_  
Signature

  
\_\_\_\_\_  
Date

1077 W. 38<sup>th</sup> Street apt #F204 Los Angeles CA 90037  
\_\_\_\_\_  
Address

December 18, 2013

The Honorable Bernard C. Parks  
City Councilmember, Eight District  
200N. Spring Street, Room 460  
Los Angeles, CA 90012

Dear Councilmember Parks:

This letter comes in support of T.R.U.S.T. South LA and Abode Communities, two entities that have come together to provide meaningful assistance to residents whose tenant-owners relationship are in distress.

Rolland Curtis Gardens, located at 1077 West 38<sup>th</sup> Street, Los Angeles, CA 90037, is one such development that T.R.U.S.T. South LA is focusing on. This project is located in my neighborhood.

I live in the vicinity of USC on 37<sup>th</sup> over the past seven years of my 40 years in this neighborhood. I was witnessed the displacement (eviction) of many families of modest income in order to accommodate USC' student. It's time to reverse this trend.

T.R.U.S.T. South LA thrives by promoting beautiful, affordable, transit oriented projects; In order to archive it, this planning includes residential density which translates in an urban context into affordability. The organizations also place the project in the proximity to new Metro Expo Vermont Station and Exposition Park stop, the benefit of less traffic congestion, less air pollution, and less investment in parking spaces, result in substantial economy in construction costs.

I strongly urge your office to support this project and ask you for approval. Thank you.

Sincerely,

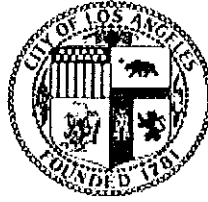


Felix Sutherland

1217 W. 37<sup>th</sup> Place, Los Angeles, CA 90007

**Andrea Canty**, President  
**Josyel Castellon**, Vice President  
**Eddie North-Hager**, Secretary  
**Bertrand Perdomo**, Treasurer

**EMPOWERMENT CONGRESS  
NORTH AREA  
NEIGHBORHOOD  
DEVELOPMENT COUNCIL**



**PO Box 77367  
Los Angeles, CA 90007  
[www.nandc.org](http://www.nandc.org)**

**Area Representatives:**  
Brenda Robinson, Area 1  
Joey Vieira, Area 1  
Carla Hawkins, Area 2  
Vacant, Area 2  
Sabrina Brown, Area 3  
Vacant, Area 3

**At Large Representatives:**  
Christine Lee  
Dana Carter  
Jon Tieuel

**Community Interest Positions:**  
Vacant, USC  
Yelba Castellon, Business

**Committees:**

Policy Committee

Community Committee

October 16, 2013

T.R.U.S.T. South LA  
Sandra McNeill, Executive Director  
4331 S. Main St.  
Los Angeles, CA 90037

Dear Ms. McNeill,

The North Area Neighborhood Development Council supports the new housing development project proposed by Abode Communities and T.R.U.S.T. South LA for rebuilding Rolland Curtis Gardens, located at 1077 West 38<sup>th</sup> Street, Los Angeles, CA 90037. The project proposed for the 2.3 acre Rolland Curtis Gardens site is to tear down the existing 48 units and rebuild a transit-oriented and mixed-use development in two wings with a total of 140 residential units, and 8,000 square feet of commercial space.

Our Council agrees that the proposed project will increase the much needed affordable housing in close proximity to jobs, schools, and public transit. Rolland Curtis Gardens sits immediately one block west of the new Metro Expo Vermont Station and Exposition Park stop, and Rapid and Local bus lines on Vermont Avenue. In addition, the site is within walking distance to Exposition Park, University of Southern California, a local elementary school, and various shops, restaurants and services off of Vermont Avenue.

After hearing several presentations on the plans for the Rolland Curtis Gardens project from the development team and current residents of Rolland Curtis Gardens, who also support and have been actively involved in the development of this plan, the NANDC Board voted on October 3, 2013 to support this project.

We appreciate Abode Communities and T.R.U.S.T. South LA for reaching out to the NANDC Board and the community for support of this project. We look forward to continued conversations as this project moves forward and we wish you much success.

Sincerely,

Andrea Canty  
NANDC President

c: NANDC Board Members  
Abode Communities  
Councilman Bernard Parks

**Andrea Canty**, President  
**Josyel Castellon**, Vice President  
**Eddie North-Hager**, Secretary  
**Bertrand Perdomo**, Treasurer

**Committees:**  
Policy Committee

Community Committee

**EMPOWERMENT CONGRESS  
NORTH AREA  
NEIGHBORHOOD  
DEVELOPMENT COUNCIL**



**PO Box 77367  
Los Angeles, CA 90007  
[www.nandc.org](http://www.nandc.org)**

**Area Representatives:**  
Brenda Robinson, Area 1  
Joey Vieira, Area 1  
Carla Hawkins, Area 2  
Vacant, Area 2  
Sabrina Brown, Area 3  
Vacant, Area 3

**At Large Representatives:**  
Christine Lee  
Dana Carter  
Jon Tieuel

**Community Interest Positions:**  
Vacant, USC  
Yelba Castellon, Business

October 16, 2013

Abode Communities  
Daniel Huynh, Project Development Manager  
701 E. 3<sup>rd</sup> St., Ste. 400  
Los Angeles, CA 90013

Dear Mr. Huynh,

The North Area Neighborhood Development Council supports the new housing development project proposed by Abode Communities and T.R.U.S.T. South LA for rebuilding Rolland Curtis Gardens, located at 1077 West 38<sup>th</sup> Street, Los Angeles, CA 90037. The project proposed for the 2.3 acre Rolland Curtis Gardens site is to tear down the existing 48 units and rebuild a transit-oriented and mixed-use development in two wings with a total of 140 residential units, and 8,000 square feet of commercial space.

Our Council agrees that the proposed project will increase the much needed affordable housing in close proximity to jobs, schools, and public transit. Rolland Curtis Gardens sits immediately one block west of the new Metro Expo Vermont Station and Exposition Park stop, and Rapid and Local bus lines on Vermont Avenue. In addition, the site is within walking distance to Exposition Park, University of Southern California, a local elementary school, and various shops, restaurants and services off of Vermont Avenue.

After hearing several presentations on the plans for the Rolland Curtis Gardens project from the development team and current residents of Rolland Curtis Gardens, who also support and have been actively involved in the development of this plan, the NANDC Board voted on October 3, 2013 to support this project.

We appreciate Abode Communities and T.R.U.S.T. South LA for reaching out to the NANDC Board and the community for support of this project. We look forward to continued conversations as this project moves forward and we wish you much success.

Sincerely,

Andrea Canty  
NANDC President

c: NANDC Board Members  
T.R.U.S.T. South LA  
Councilman Bernard Parks

March 8, 2014

Renee Dake Wilson  
President, City Planning Commission  
200 North Spring Street, Los Angeles, CA 90012

The Honorable Bernard C. Parks  
City Councilmember, Eight District  
200 N. Spring Street, Rm. 460  
Los Angeles, CA 90012

RE: Support of Rolland Curtis Gardens mixed-use development located at 1077 West 38<sup>th</sup> Street Case Number: CPC-2013-3340-GPA-ZC-DB-SPR, ENV-2013-3341-EAF, and VTT-72559-CN

Dear Ms. Wilson and Councilmember Parks:

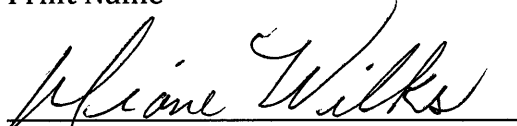
I am writing to express my support of the plans proposed by Abode Communities and T.R.U.S.T. South LA for rebuilding Rolland Curtis Gardens, located at 1077 West 38<sup>th</sup> Street, Los Angeles, CA 90037

As a current Rolland Curtis Gardens tenant of 1 year I fully support this project because the building needs change, we need more space for the children (like basketball courts), nighttime security guards to prevent robbery or any crime at night. We have respectful tenants whose apartments have been broken in. We need protection for the elderly as well. We don't want to feel insecure when we leave our apartments. I hope that this project can relocate us into a nicer environment.

I urge the approval of its entitlement requests: change of land use designation; zone change; density bonus requests; site plan review and airspace tentative tract map in order to develop this proposed project.

Sincerely,

Mrs. Diane Wilks  
Print Name

  
Signature

3-8-2014 " " "  
Date

1077 W. 38<sup>th</sup> Street apt #F204 Los Angeles CA 90037  
Address



January 10, 2014

The Honorable Bernard C. Parks  
City Councilmember, Eighth District  
200 N. Spring Street, Rm. 460  
Los Angeles, CA 90012

**RE: Support of Rolland Curtis Gardens mixed-use development located at 1077 West 38<sup>th</sup> Street**  
**Case Number: CPC-2013-3340-GPA-ZC-DB-SPR, ENV-2013-3341-EAF, and VTT-72559-CN**

Dear Councilmember Parks:

I am writing to express my support of the plans proposed by Abode Communities and T.R.U.S.T. South LA for rebuilding Rolland Curtis Gardens, located at 1077 West 38th Street, Los Angeles, CA 90037. The program proposed for the 2.3 acre Rolland Curtis Gardens site is to tear down the existing 48 units and rebuild a transit-oriented and mixed-use development in two wings with a 4-story residential on top of podium parking.

This proposed project with a total of 140 residential units, 8,000 square feet of commercial space, 114 residential podium parking spaces, and 18 commercial surface parking spaces will maximize the transit-rich neighborhood and existing community assets, and will provide much-needed affordable housing in close proximity to jobs, schools, and public transit. Rolland Curtis Gardens sits immediately one block west of the new Metro Expo Vermont Station and Exposition Park stop, and Rapid and Local bus lines on Vermont Avenue. In addition, the site is within walking distance to Exposition Park, University of Southern California, a local elementary school, and various shops, restaurants and services off of Vermont Avenue.

As far back as the 1930, my grandparents and other relatives became member of the community in the immediate area surrounding the University of Southern California. For over 57 years, I too have been a member of the community, and as a member of St. Mark's Evangelical Lutheran Church.

I fully support this project, and I urge your vote in support of the approval of its entitlement requests - change of land use designation; zone change; density bonus requests; site plan review and airspace tentative tract map in order to develop this proposed project.

I believe the Rolland Curtis Gardens site project is a wonderful opportunity to help provide the local citizens a sense of pride and dignity in their local community. These citizens who benefit as participants and in this project and others who live in the surrounding area will undoubtedly have an even greater appreciation and faith in their local leaders, who demonstrate how much they care about them, by supporting the approval of the entitlement request. Thank you!

Sincerely,

A handwritten signature in dark ink, appearing to read "Dennis Quinn", with a stylized flourish at the end.

Dennis Quinn



February 2, 2014

Rene Dake Wilson  
President, City Planning Commission □  
200 North Spring Street, Los Angeles, CA 90012-2601

RE: Support of Rolland Curtis Gardens mixed-use development located at 1077 West 38<sup>th</sup> Street  
Case Number: CPC-2013-3340-GPA-ZC-DB-SPR, ENV-2013-3341-EAF, and VTT-72559-CN

Dear President of Planning Commission:

As a current Rolland Curtis Gardens tenant of 16 years, I fully support the redevelopment of Rolland Curtis (RCG) as a mixed-use development. T.R.U.S.T. South L.A. and Abode Communities helped to save the apartment complex for those like myself who are low-income tenants. I appreciate that RCG is located to the Exposition Metro line and surrounding institutions like convenient stores and public parks. As a senior citizen of 72 years old, I depend on public transportation for doctor's appointments and to take my teenage daughter to school.

I would like to give you some history about the struggle to save RCG. Abode Communities, T.R.U.S.T. South L.A. and current tenants got together during turmoil times and fought against Jeff Green (previous owner) in order for us, the current tenants to continue to live here. This was so difficult for the tenants. A few got ill while the owner had it in his heart for our home to be redeveloped for USC students to pay a lot more money than what we could ever afford. This frightened us tenants. These organizations agreed to stand beside us all the way. The owner tried to buy off the tenants and he refused to keep this place humane and livable. For example, the hot water would often get caught off, there was an infestation of insects, and all kinds of dogs and cats would stray in randomly. This was hard for many tenants. Some felt forced out and moved out. At that point it was encouraging for me to see the two organizations along with other allies rally together for us and try to gather the money to buy the property for us. I believe in 2012 all things came together and we tenants were told that we had the money. I personally don't believe that we would still be here if it were not for ABODE and TRUST.

Now we need your courageous support to rebuild this building. It needs to be rebuilt and it has been very exciting to be a part of reviewing the plans of what it would like if all goes well. As a tenant I would like to live here when it is all done. We can set an example for other low-income residents and section 8 tenants. I have an enhanced voucher so I could stay here while this process happens. There are so many low-income people that need housing. I urge you to do something beneficial for my community. Help keep this housing accessible to low income people like myself. Before moving here I grew up in the Watts area and lived in four projects there. It was before the 1965 uprising came. I know the hardship of many tenants living in the projects. For me it was a great and healthy change for me to move to this area.

I urge you to approve all entitlement requests for this project- change of land use designation; zone change; density bonus requests; site plan review and airspace tentative tract map in order to develop this proposed project.

Sincerely,

*David Mosley*  
DAVID MOSLEY  
E-203



8101 S. Vermont Ave.  
Los Angeles, CA 90044  
Tel: 323.750.9087  
Fax: 323.750.9640  
[www.CoCoSouthLA.org](http://www.CoCoSouthLA.org)

August 29, 2014

Renee Dake Wilson  
President, City Planning Commission  
200 North Spring Street, Los Angeles, CA 90012

**RE: Support of Rolland Curtis Gardens mixed-use development  
located at 1077 West 38<sup>th</sup> Street  
Case Number: CPC-2013-3340-GPA-ZC-DB-SPR, ENV-2013-  
3341-EAF, and VTT-72559-CN**

Dear Ms. Wilson:

I am writing to express my support of the plans proposed by Abode Communities and T.R.U.S.T. South LA for rebuilding Rolland Curtis Gardens, located at 1077 West 38th Street, Los Angeles, CA 90037. The program proposed for the 2.3 acre Rolland Curtis Gardens site is to tear down the existing 48 units and rebuild a transit-oriented and mixed-use development in two wings with a 4-story residential on top of podium parking.

This proposed project with a total of 140 residential units, 8,000 square feet of commercial space, 114 residential podium parking spaces, and 18 commercial surface parking spaces will maximize the transit-rich neighborhood and existing community assets, and will provide much-needed affordable housing in close proximity to jobs, schools, and public transit. Rolland Curtis Gardens sits immediately one block west of the new Metro Expo Vermont Station and Exposition Park stop, and Rapid and Local bus lines on Vermont Avenue. In addition, the site is within walking distance to Exposition Park, University of Southern California, a local elementary school, and various shops, restaurants and services off of Vermont Avenue.

I fully support this project, and urge the approval of its entitlement requests: change of land use designation; zone change; density bonus requests; site plan review and airspace tentative tract map in order to develop this proposed project. Thank you.

Sincerely,

**Marqueece Harris-Dawson**  
Community Coalition, President & CEO

**BOARD OF DIRECTORS**

Deborah Bryant, CPA  
Board Chair

Dr. Stephen Tarzynski  
Vice-Chairman of the Board

Julie Mungai  
Finance Chair

Dr. Marta López-Garza  
Secretary

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Sylvia Castillo

Rafael Gonzalez

Rev. Leonard Jackson

Sarah McLean

Ava Moncrieffe

Teresa Samaniego

Ed Robinson

Carolyn Webb de Macias

Edna Williams

**COMMUNITY COALITION**

Marqueece Harris-Dawson  
President & CEO





8101 S. Vermont Ave.  
Los Angeles, CA 90044  
Tel: 323.750.9087  
Fax: 323.750.9640  
[www.CoCoSouthLA.org](http://www.CoCoSouthLA.org)

August 29, 2014

Renee Dake Wilson  
President, City Planning Commission  
200 North Spring Street, Los Angeles, CA 90012

**RE: Support of Rolland Curtis Gardens mixed-use development  
located at 1077 West 38<sup>th</sup> Street  
Case Number: CPC-2013-3340-GPA-ZC-DB-SPR, ENV-2013-  
3341-EAF, and VTT-72559-CN**

Dear Ms. Wilson:

I am writing to express my support of the plans proposed by Abode Communities and T.R.U.S.T. South LA for rebuilding Rolland Curtis Gardens, located at 1077 West 38th Street, Los Angeles, CA 90037. The program proposed for the 2.3 acre Rolland Curtis Gardens site is to tear down the existing 48 units and rebuild a transit-oriented and mixed-use development in two wings with a 4-story residential on top of podium parking.

This proposed project with a total of 140 residential units, 8,000 square feet of commercial space, 114 residential podium parking spaces, and 18 commercial surface parking spaces will maximize the transit-rich neighborhood and existing community assets, and will provide much-needed affordable housing in close proximity to jobs, schools, and public transit. Rolland Curtis Gardens sits immediately one block west of the new Metro Expo Vermont Station and Exposition Park stop, and Rapid and Local bus lines on Vermont Avenue. In addition, the site is within walking distance to Exposition Park, University of Southern California, a local elementary school, and various shops, restaurants and services off of Vermont Avenue.

I fully support this project, and urge the approval of its entitlement requests: change of land use designation; zone change; density bonus requests; site plan review and airspace tentative tract map in order to develop this proposed project. Thank you.

Sincerely,

**Marqueece Harris-Dawson**  
Community Coalition, President & CEO

**BOARD OF DIRECTORS**

**Deborah Bryant, CPA**  
Board Chair

**Dr. Stephen Tarzynski**  
Vice-Chairman of the Board

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**Rev. Leonard Jackson**

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**Teresa Samaniego**

**Ed Robinson**

**Carolyn Webb de Macias**

**Edna Williams**

**COMMUNITY COALITION**

**Marqueece Harris-Dawson**  
President & CEO

City of Youth Academy



**CITY OF YOUTH ACADEMY**  
5200 South Central Avenue  
Los Angeles, CA 90011  
[www.cityofyouth.org](http://www.cityofyouth.org)

**August 26<sup>th</sup>, 2014**

Renee Dake Wilson

President, City Planning Commission  
200 North Spring Street, Los Angeles, CA 90012

**RE: Support of Rolland Curtis Gardens mixed-use development located at 1077 West 38<sup>th</sup> Street**  
**Case Number: CPC-2013-3340-GPA-ZC-DB-SPR, ENV-2013-3341-EAF, and VTT-72559-CN**

Dear Ms. Wilson:

I am writing to express my support of the plans proposed by Abode Communities and T.R.U.S.T. South LA for rebuilding Rolland Curtis Gardens, located at 1077 West 38th Street, Los Angeles, CA 90037. The program proposed for the 2.3 acre Rolland Curtis Gardens site is to tear down the existing 48 units and rebuild a transit-oriented and mixed-use development in two wings with a 4-story residential on top of podium parking.

This proposed project with a total of 140 residential units, 8,000 square feet of commercial space, 114 residential podium parking spaces, and 18 commercial surface parking spaces will maximize the transit-rich neighborhood and existing community assets, and will provide much-needed affordable housing in close proximity to jobs, schools, and public transit. Rolland Curtis Gardens sits immediately one block west of the new Metro Expo Vermont Station and Exposition Park stop, and Rapid and Local bus lines on Vermont Avenue. In addition, the site is within walking distance to Exposition Park, University of Southern California, a local elementary school, and various shops, restaurants and services off of Vermont Avenue.

COY Academy provides an array of developmental activities that began with the development of students academic, personal, technology, and critical thinking skills to meet the standards required for success in post-secondary education, vocational settings, and as contributing citizens in the community by implementing the use of leadership, team sports and technological navigation as motivation for higher educational achievement. The target population is located in the Vernon-Central corridor of South Central Los Angeles, California and is widely recognized as an urban low-income high-crime community. Our key partner, John Muir Charter School, provides our young people with an experiential social justice themed high school diploma component which is integral to our youth in benefiting from this goal.

I fully support this project, and urge the approval of its entitlement requests: change of land use designation; zone change; density bonus requests; site plan review and airspace tentative tract map in order to develop this proposed project. Thank you.

Sincerely,

  
Andrew L. Barker

Co-Founder – C.O.O.

March 28, 2014

Renee Dake Wilson  
President, City Planning Commission  
200 North Spring Street, Los Angeles, CA 90012

The Honorable Bernard C. Parks  
City Councilmember, Eighth District  
Los Angeles, CA 90012  
200 N. Spring Street, Rm. 460

**RE: Support of Rolland Curtis Gardens mixed-use development located at 1077 West 38<sup>th</sup> Street  
Case Number: CPC-2013-3340-GPA-ZC-DB-SPR, ENV-2013-3341-EAF, and VTT-72559-CN**

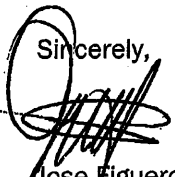
Dear Ms. Wilson and Councilmember Parks:

I am writing to express my support of the plans proposed by Abode Communities and T.R.U.S.T. South LA for rebuilding Rolland Curtis Gardens, located at 1077 West 38th Street, Los Angeles, CA 90037.

I Jose Figueroa, community member of Trust South LA and I have been working in this Neighborhood South Los Angeles for more than 14 years. I totally support Rolland Curtis project because hundreds Low income families would benefit from affordable housing and a better quality of life for many more generations to come.

I urge the approval of its entitlement requests: change of land use designation; zone change; density bonus requests; site plan review and airspace tentative tract map in order to develop this proposed project.

Sincerely,



Jose Figueroa  
4001 South Figueroa Street  
Los Angeles, CA 90037



SINCE 1987  
 **Beauty Supply**  
Email: cnj1987@sbcglobal.net

1029 W. M. L King Jr. Blvd  
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11252 Crenshaw Blvd  
Inglewood, CA 90303  
Tel: 323.600.0160  
Fax: 323.600.0170  
www.facebook.com/cjhairandbeauty2  
Mon-Sat 9:30am-7:30pm / Sun 10am-6pm



The Honorable Bernard C. Parks  
City Councilmember, Eight District  
200N. Spring Street, Rm. 460  
Los Angeles, CA 90012

RE: Support of Rolland Curtis Garden mixed-used development located at 1077 west 38<sup>th</sup> Street.  
Case Number: CPC-2013-3340-GPA-ZC-DB-SPR, ENV-2013-3341-EAF, and VTT-72559-CN

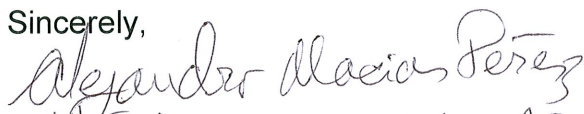
Dear Councilmember Parks:

I am writing to express my support of the plans proposed by Abode Communities and T.R.U.S.T. South LA for rebuilding Rolland Curtis Gardens, located at 1077 West 38<sup>th</sup> Street, Los Angeles, CA 90037. The program proposed for 2.3 acres Rolland Curtis Garden site is to tear down the existing 48 units and rebuild a transit-oriented and mixed-use development in two wings a 4-story residential on top of podium parking.

This proposed project with a total of 140 residential units, 8,000 square feet of commercial space, 114 residential podium parking spaces and 18 commercial surface parking spaces will maximize the Transit –rich neighborhood and existing community assets, and will provide much-needed affordable housing in close proximity to jobs, schools, and public transit. Roland Curtis Garden sits immediately one block west of the new Metro Expo Vermont Station and Exposition Park stop, and Rapid and Local bus lines on Vermont Avenue. In addition, the sites is within walking distance to Exposition Park, University of Southern California, a local elementary school, and various shops, restaurants and services off of Vermont Avenue

I fully support this project and urge the approval of its entitlement request-change of land use designation; zone change; density bonus request; site plan review and airspace tentative tract map in order to develop this proposed project. Thank you.

Sincerely,

  
ALEJANDRO MACIAS PEREZ

March 8, 2014

Renee Dake Wilson  
President, City Planning Commission  
200 North Spring Street, Los Angeles, CA 90012

The Honorable Bernard C. Parks  
City Councilmember, Eight District  
200 N. Spring Street, Rm. 460  
Los Angeles, CA 90012

RE: Support of Rolland Curtis Gardens mixed-use development located at 1077 West 38<sup>th</sup> Street Case Number: CPC-2013-3340-GPA-ZC-DB-SPR, ENV-2013-3341-EAF, and VTT-72559-CN

Dear Ms. Wilson and Councilmember Parks:

I am writing to express my support of the plans proposed by Abode Communities and T.R.U.S.T. South LA for rebuilding Rolland Curtis Gardens, located at 1077 West 38<sup>th</sup> Street, Los Angeles, CA 90037

As a current Rolland Curtis Gardens tenant of 2 years I fully support this project because it would be nice for the community and nice for the tenants and everything needs to be rebuild: the drainage, sewage etc.

I urge the approval of its entitlement requests: change of land use designation; zone charge; density bonus requests; site plan review and airspace tentative tract map in order to develop this proposed project.

Sincerely,

  
\_\_\_\_\_  
Signature

  
\_\_\_\_\_  
Date

Arthur Henry

1077 W. 38<sup>th</sup> #F201  
Los Angeles CA 90037





# **Solidarity Committee Monseñor Romero at Dolores Mission Church**

01/30/2014

Renee Dake Wilson  
President, City Planning Commission  
200 North Spring Street, Los Angeles, CA 90012

The Honorable Bernard C. Parks  
City Councilmember, Eighth District  
200 N. Spring Street, Rm. 460  
Los Angeles, CA 90012

RE: Support of Rolland Curtis Gardens mixed-use development located at 1077 West 38<sup>th</sup> Street  
Case Number: CPC-2013-3340-GPA-ZC-DB-SPR, ENV-2013-3341-EAF, and VTT-72559-CN

Dear Ms. Wilson and Councilmember Parks:

I am writing to express my support of the plans proposed by Abode Communities and T.R.U.S.T. South LA for rebuilding Rollan Curtis Gardens, located at 1077 West 38<sup>th</sup> Street, Los Angeles, CA 90037

As a current Rolland Curtis Gardens tenant of 19 years. I fully support this project.  
I urge the approval of its entitlement request: change of land use designation; zone change, density bonus request; site plan review and airspace tentative tract map in order to develop this proposed project.

Sincerely,

Antonio Arteaga  
1077 West 38<sup>th</sup> Street, Apt#D102  
Los Angeles, CA 90037

May 30, 2014

Renee Dake Wilson  
President, City Planning Commission  
200 North Spring Street, Los Angeles, CA 90012

**RE: Support of Rolland Curtis Gardens mixed-use development located at 1077 West 38<sup>th</sup> Street  
Case Number: CPC-2013-3340-GPA-ZC-DB-SPR, ENV-2013-3341-EAF, and VTT-72559-CN**

Dear Ms. Wilson:

I am writing to express our intent to partner with Abode Communities and T.R.U.S.T. South LA for rebuilding Rolland Curtis Gardens, located at 1077 West 38<sup>th</sup> Street, Los Angeles, CA 90037. The program proposed for the 2.3 acre Rolland Curtis Gardens site is to tear down the existing 48 units and rebuild a transit-oriented and mixed-use development in two wings with a 4-story residential on top of podium parking. St. John's is committed to partner on the project by providing medical and dental services with in the commercial component.

This proposed project with a total of 140 residential units, 8,000 square feet of commercial space, 114 residential podium parking spaces, and 18 commercial surface parking spaces will maximize the transit-rich neighborhood and existing community assets, and will provide much-needed affordable housing in close proximity to jobs, schools, and public transit. Rolland Curtis Gardens sits immediately one block west of the new Metro Expo Vermont Station and Exposition Park stop, and Rapid and Local bus lines on Vermont Avenue. In addition, the site is within walking distance to Exposition Park, University of Southern California, a local elementary school, and various shops, restaurants and services off of Vermont Avenue.

St. John's Well Child and Family Center (St. John's) is an independent, 501(c)(3) organization founded in 1964 as a small, volunteer pediatric clinic in downtown Los Angeles. Over the last five decades, the organization has expanded to become one of the most significant and comprehensive FQHC safety-net primary care medical, dental and mental health providers in Los Angeles County. Our network now includes eleven health centers and school-based clinics and two mobile units that span the breadth of South Los Angeles and Compton. In 2013, St. John's served over 45,000 unduplicated low-income children, adolescents, and adults through more than 165,000 primary medical, dental, and mental health visits. Our mission is to *eliminate health disparities and foster community well-being by providing and promoting the highest quality care in South Los Angeles.*

Abode Communities and T.R.U.S.T. South LA have teamed with St. John's to build-out 6,500 square feet of the commercial space at Rolland Curtis Gardens to provide essential health care services to the low-income residents. Together we have created a project that ensures that the basic primary health care and support services appropriate to the health needs of the target population are available and accessible to all persons in the target services area, regardless of ability to pay. By eliminating unhealthy living conditions and providing direct access to health care via a major transit corridor, low-income families and individuals can physically, emotionally and financially thrive.

According to the UCLA Center for Health Policy Research, Adult Health Profiles (2012) the Downtown and South Los Angeles areas had worse indicators in every health related category as compared to the County overall. 40.1% of adults in the service area are uninsured all or part year compared to 30.8% in the County, and 24.2% have no usual source of health care, compared to 20.4% in the County who report no usual source of care. 8.7% of adults experienced serious emotional distress in the past year, compared to 8% in the County. Reported poor health, asthmas and diabetes diagnosis, obesity, and high blood pressure rates are all significantly higher than County averages. In the targeted service area, there are few hospitals, clinics and preventive care services for the low-income residents. In fact, the clinic is located in a federally designated Medically Underserved Area. This area is disproportionately disadvantaged and harmed by inequities in health care and physical resource environments. The residents of this area have some of the highest overall rates of disease and premature deaths in Los Angeles County.

Awareness of the barrier's to care for the residents of the target service area has driven the proposed health care delivery strategy, and is modeled after the successful Casa Dominguez health clinic. St. John's is in an on-going conversation with local stakeholders to assess specific service gaps and conduct a needs assessment of the area, which will inform its plans for Rolland Curtis Gardens' health clinic. As with all of St. John's health clinics, the vision is to provide quality and accessible patient centered comprehensive health services: General primary medical care including testing and disease management for all life cycles; Routine screenings for disease indicators; Well child services; Voluntary family planning services; Immunizations; Gynecology services; Oral health care services including oral examinations, fillings and crowns, X-rays and dental cleanings, periodontal treatment, orthodontic screenings, and dental health education; Diagnostic laboratory procedures;; Case management services including counseling/assessment, referral, follow-up/discharge planning, and eligibility assistance; Health education and wellness including diabetes and hypertension self-care management classes; and Community outreach and education.

In the first year of operations at full capacity, it is estimated that the clinic will serve a minimum of 4,467 medical patients, and 3,514 dental patients. Investment in primary care is associated with reduced inpatient utilization, lower readmission rates, and fewer ED visits for their patient populations. Furthermore, along with providing quality health care, investments in community health centers will help the neighborhoods in and surrounding Rolland Curtis Gardens. Studies demonstrate that increased funding to health centers creates additional economic stimulus both within the center and beyond.

I fully support this project, and urge the approval of its entitlement requests: change of land use designation; zone change; density bonus requests; site plan review and airspace tentative tract map in order to develop this proposed project. Thank you.

Sincerely,



Jim Mangia, MPH

Presidents and CEO

St. John's Well Child and Family Center

May 22, 2014

The Honorable Bernard C. Parks  
City Councilmember, Eighth District  
200 N. Spring Street, Rm. 460  
Los Angeles, CA 90012

RE: Support of Rolland Curtis Gardens mixed-use development located at 1077 West 38<sup>th</sup>  
Street  
Case Number: CPC-2013-3340-GPA-ZC-DB-SPR, ENV-2013-3341-EAF, and VTT-72559-CN

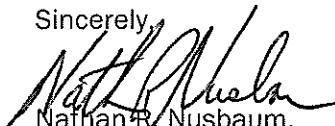
Dear Councilmember Parks:

I am writing to express my support of the plans proposed by Abode Communities and T.R.U.S.T. South LA for rebuilding Rolland Curtis Gardens, located at 1077 West 38<sup>th</sup> Street, Los Angeles, CA 90037. The program proposed for the 2.3 acre Rolland Curtis Gardens site is to tear down the existing 48 units and rebuild a transit-oriented and mixed-use development in two wings with a 4-story residential on top of podium parking.

This proposed project with a total of 140 residential units, 8,000 square feet of commercial space, 114 residential podium parking spaces, and 18 commercial surface parking spaces will maximize the transit-rich neighborhood and existing community assets, and will provide much-needed affordable housing in close proximity to jobs, schools, and public transit. Rolland Curtis Gardens sits immediately one block west of the new Metro Expo Vermont Station and Exposition Park stop, and Rapid and Local bus lines on Vermont Avenue. In addition, the site is within walking distance to Exposition Park, University of Southern California, a local elementary school, and various shops, restaurants and services off of Vermont Avenue.

Having worked very closely with ABODE Communities I have become a huge fan of their work and as such I fully support this project, and urge the approval of its entitlement requests- change of land use designation; zone change; density bonus requests; site plan review and airspace tentative tract map in order to develop this proposed project. Thank you.

Sincerely,

  
Nathan R. Nusbaum,  
CHMC Foundation President



*Church of the Blessed Sacrament*

6657 Sunset Boulevard, Hollywood, California 90028 • (323) 462-6311 • Fax (323) 462-0113

January 13, 2011

Bill Roschen, Chair  
Planning Commission  
Department of City Planning  
City of Los Angeles

**Reference: Case No. CPC-2010-1945-HD-SPR  
1603-1619 N. Cherokee Avenue**

Dear Commissioner Roschen:

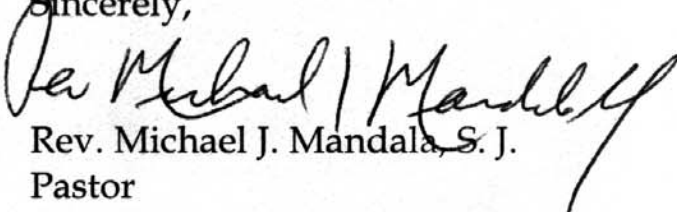
I am writing to you to express my support of the proposed 66-unit affordable housing project located at 1603-1619 N. Cherokee Avenue.

I am aware that the proposed project is a joint public-private partnership between the Los Angeles Unified School District (LAUSD) and Abode Communities and that an application for a Height District Change and Site Plan Review has been submitted to the Planning Department. I also understand that a Mitigated Negative Declaration has been prepared for the project.

The proposed project will provide much-needed affordable housing in close proximity to jobs, schools, and public transit. It is a well-designed project that will become an asset to the community.

I urge you to approve the requested Height District Change and Site Plan Review for the proposed project located at 1603-1619 N. Cherokee Avenue. I fully support this project.

Sincerely,

  
Rev. Michael J. Mandala, S. J.  
Pastor