

Your Community Impact Statement has been successfully submitted to City Council and Committees.

If you have questions and/or concerns, please contact the Department of Neighborhood Empowerment at NCsupport@lacity.org.

This is an automated response, please do not reply to this email.

Contact Information

Neighborhood Council: Empowerment Congress North Area NDC

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

Date of NC Board Action: 04/04/2019

Type of NC Board Action: Against

Impact Information

Date: 04/05/2019

Update to a Previous Input: No

Directed To: City Council and Committees

Council File Number: 15-0600-S62

Agenda Date: 04/04/2019

Item Number: VII (d)

Summary: Opposition to the inclusion of Transit Oriented Developments in Preferred Parking Districts



Thryeris Mason
President

Julianne Burg
Vice President

Samantha Burg
Secretary

Julie Burg
Treasurer

Joel Vaca
Area 1
Representative

Marco Flores
Area 1
Representative

Steve Pepdjonovic
Area 2
Representative

Vacant
Area 2
Representative

Jean Frost
Area 3
Representative

Joanne Russell
Area 3
Representative

Jon Tieucl
At Large
Representative

Vacant
At Large
Representative

Vacant
At Large
Representative

Amy Carnes, Ph.D.
USC Interest
Representative

Aaron Flournoy
Business Interest
Representative

April 5, 2019

The Honorable City Council, City of Los Angeles
c/o City Clerk, Room 395
City Hall

Re: CF 15-0600-S62 – Budget Recommendation / Department of Transportation / Parking Permit Applications Review Benchmark

Dear City Council and Committees:

The North Area Neighborhood Development Council met on Thursday, April 4, 2019 with a quorum. This matter was agendized as item VII(d). With a vote of (9-0-0), the NANDC board voted to oppose the inclusion of Transit Oriented Developments (TOD), where significant parking reductions were granted, in preferred parking districts.

We thank City Council for obtaining a feasibility study regarding this issue. We note that the 2016 opinion rendered by then Attorney General, Kamala Harris, and referenced in the February 29, 2019 report, preceded TOD laws in the City of Los Angeles. Although the opinion is accorded great weight, it is narrow in its scope, and is neither law nor binding on the City of Los Angeles. The opinion does not take into consideration the commuter behavior now manifesting as a result of light rail usage coupled with TOD. There is a lack of dedicated parking for users of light rail. This has forced some commuters to park in the surrounding communities thereby exacerbating an already challenged state of residential parking affairs. It does not consider the reality that Angelinos are not abandoning their cars. Automobile use is paired with municipal transit use to commute to work and to complete errands. It does not consider that the last mile travel options currently in place (metro bus lines, rental bicycles and scooters) may not be viable transportation options to many because of age, illness related disabilities and safety concerns. It does not consider the likelihood that those who voluntarily elect to reside in TOD's with no parking allocated will need a place to park the cars that they are not abandoning simply because they live 750 feet from a light rail or rapid transit stop. The most logical parking option would be the adjacent community. For these reasons, we ask that City Council not rely on the existing opinion in considering this sensitive issue.



We respectfully request that City Council consider two options: (1) return this matter to the current Attorney General, Xavier Becerra, for a contemporaneous opinion or, (2) that the great weight accorded the opinion of the Attorney General also be shown to the citizens who are directly impacted by transit user behavior and TOD.

Residential neighborhoods are not public parking structures for transit access and they certainly should not serve as alternative parking options for those who voluntarily choose to reside in a building that provides zero to insufficient parking options. Preferred parking districts are a viable way of protecting our ability to park close to home. Including TOD's that have been afforded parking reductions in preferred parking districts defeats this purpose and is an affront to the communities each of you serve.

Sincerely,

Ms. Thryeris Mason, President
Empowerment Congress North Area Neighborhood Development Council