

Fwd: Council File 15-0600-S62

1 message

Thu, Dec 6, 2018 at 7:55 AM

From: **Caeli Lynch** <caeli@caelimay.com>
Date: Wed, Dec 5, 2018 at 4:14 PM
Subject: Council File 15-0600-S62
To: <andrew.westall@lacity.org>, <Councilmember.Harris-Dawson@lacity.org>
Cc: <incent.bertoni@lacity.org>, <matthew.glesne@lacity.org>, <cityclerk@lacity.org>, <ecwandc@empowerla.org>, <slaanc3.0@gmail.com>, <gary.hoggatt@lacity.org>

The Honorable Herb Wesson III
Council President
City of Los Angeles
200 North Spring Street, Room 430
Los Angeles, CA 90012

The Honorable Marqueece Harris-Dawson
Council District 8
City of Los Angeles
200 North Spring Street, Room 450
Los Angeles, CA 90012

Re: Council File 15-0600-S62

Dear Council President Wesson and Councilperson Harris-Dawson:

I'm writing to share my support for Council Member Koretz's motion dated November 6, 2018 in regards to "the feasibility of excluding new developments from Preferential Parking Districts (PPD) that have been granted parking reductions by qualifying as Transit Oriented Communities (TOC) projects or for an area that is rezoned under Transit Neighborhood Plans as part of a subway construction project."

The revised rules and procedures for preferential parking districts, dated Oct. 18, 2018, that allow boundaries of a PPD to be established to extend to both sides of the nearest major streets, combined with the density of TOC eligible properties along the LAX/Crenshaw Metro line threaten to forever change and negatively impact the quality of life for residents within the West Adams-Baldwin Hills-Leimert Community.

In our immediate neighborhood (Stocker-43rd/Crenshaw-Degnan) there are approximately 250 housing units and 170 street parking spots. A TOC Tier 4 development at 4252 Crenshaw will add 111 units to the neighborhood. And, another TOC Tier 4 development at 3450 43rd St. will add 63 additional units. The new totals become 424 housing units and 170 street parking spots. And, that doesn't consider the countless additional TOC Tier 4 projects that will inevitably be built in our neighborhood. Unfortunately, from my perspective, not excluding TOC projects from PPDs simply allows developers to pass along the expense of parking as a burden to the local community.

We welcome equitable and sustainable development in the community that works to reinforce the success of the local economy and our local businesses, at the same time respecting the region's unique cultural heritage and history. We ask city council to conserve the desirable neighborhood form and character of this unique part of Los Angeles by moving to support the exclusion of new TOC projects from neighborhood PPDs.

I look forward to your continued commitment on working towards solutions that benefit both current and future residents, as well as developers, as the Crenshaw Corridor is activated to its full potential.

Sincerely,

Caeli Lynch
4226 S. Bronson Ave
Los Angeles, CA
90008

cc:

Vincent Bertoni - Planning: vincent.bertoni@lacity.org
Matthew Glesne - Planning: matthew.glesne@lacity.org
Gary Hoggatt - LADOT: gary.hoggatt@lacity.org
City Clerk: cityclerk@lacity.org
ECWANDC: ecwandc@empowerla.org
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Fwd: COUNCIL FILE 15-0600-S62

1 message

Thu, Dec 6, 2018 at 9:24 AM

From: **Gail Molen** <gail.molen@gmail.com>
Date: Wed, Dec 5, 2018 at 8:21 PM
Subject: COUNCIL FILE 15-0600-S62
To: <Councilmember.Harris-Dawson@lacity.org>, Herb Wesson <councilmember.wesson@lacity.org>, Albert Lord <albert.lord@lacity.org>
Cc: <incent.bertoni@lacity.org>, <matthew.glesne@lacity.org>, <cityclerk@lacity.org>, <ecwandc@empowerla.org>, <andrew.westall@lacity.org>, <slaanc3.0@gmail.com>, <gary.hoggatt@lacity.org>

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Re: Council File 15-0600-S62

Dear Council President Wesson and Councilperson Harris-Dawson:

I'm writing in support of Council Member Koretz's motion dated November 6, 2018 in regards to "the feasibility of excluding new developments from Preferential Parking Districts that have been granted parking reductions by qualifying as Transit Oriented Communities projects or for an area that is rezoned under Transit Neighborhood Plans as part of a subway construction project."

The revised rules and procedures for preferential parking districts, dated Oct. 18, 2018, allow boundaries of a PPD to be established to extend to both sides of the nearest major streets. When combined with the increased density and reduced parking requirements of TOC eligible development in proximity to the LAX/Crenshaw Metro line and various bus lines, the resulting impact to current residents living in adjacent neighborhoods will be overwhelmingly negative.

I live in Leimert Park on the 4200 block of Edgehill Drive, six blocks east of a proposed 111-unit apartment project at 4252 Crenshaw being built under TOC Tier 4, whereby zero parking will be provided. Additionally, there is another proposed 63-unit live-work apartment building at 3450 43rd Street, also Tier 4 with zero parking. These are just two of many more sure-to-come developments that will be built nearby under the TOC program.

The current parking situation on my block is already at maximum capacity every Tuesday night (thanks largely to the success of Taco Tuesday at Regency West – a good thing!), as well as on Wednesdays and Thursdays during the day due to street sweeping restrictions. Weekends frequently draw large crowds for events in the Village. The result of the *current* situation is that people often park with their cars extending 2+ feet into my driveway. This street, like many in Leimert, is very narrow, and with the size of today's vehicles (markedly larger than when the street was created in 1929), sideswiped cars are a common occurrence. It is often impossible to exit my driveway safely due to poor visibility resulting from too many cars parked on either side of the driveway, both sides of the street, and two-way traffic. To add to the challenges, most households on our block own 2+ cars; however, these homes built in the 1920's and 1930's contain driveways that are too narrow to accommodate today's vehicles, thereby forcing residents to park only a single car in their driveway and the other on the street.

It is ideal but unrealistic to believe that the vast majority of the tenants of these no-parking TOC Tier 4 buildings will not own cars in 2019 or 2020 or even 2021. So where will they park them? The answer is clear: on nearby residential streets, unless prohibited from doing so. The notion of allowing residents of TOC buildings (where the developers have received generous reduced parking incentives) the right to apply for PPD permits is unfathomable and truly neglectful of we current residents in the surrounding neighborhood.

I support mass transit for Los Angeles and realize that it can only succeed if people use it. I understand that those most likely to use it will live in close proximity to transit stops. Likewise, I comprehend the need for increased housing throughout Los Angeles, which necessitates greater density, and I strongly support increased *affordable* housing. What I do **not** support is the blatant disregard of the needs of the current residents of this community. Surely, there must be compromise, and it would seem that excluding TOC residents from PPD would be a good first step in that direction.

I look forward to your engagement with the community on a solution that benefits both existing and new residents, along with developers.

Sincerely,

Gail Molen
4226 Edgehill Drive
Los Angeles, CA 90008
310-748-3279