

**Fwd: Council File 15-0600-S62**

3 messages

Staci Roberts <staci.roberts@city.org>  
To: Carolina Peters <carolinapeters@city.org>

Wed, Dec 12, 2018 a

From: Lucas Worthing <lucas@wco-op.com>  
Date: Wed, Dec 12, 2018 at 7:55 AM  
Subject: Council File 15-0600-S62  
To:

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 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, that allow boundaries of a PPD to be established to extend to both sides of the nearest major streets, combined with the density 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.

I am a residential architect who lives and works in Leimert Park. 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. 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 an additional 63 units. Totals now 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.

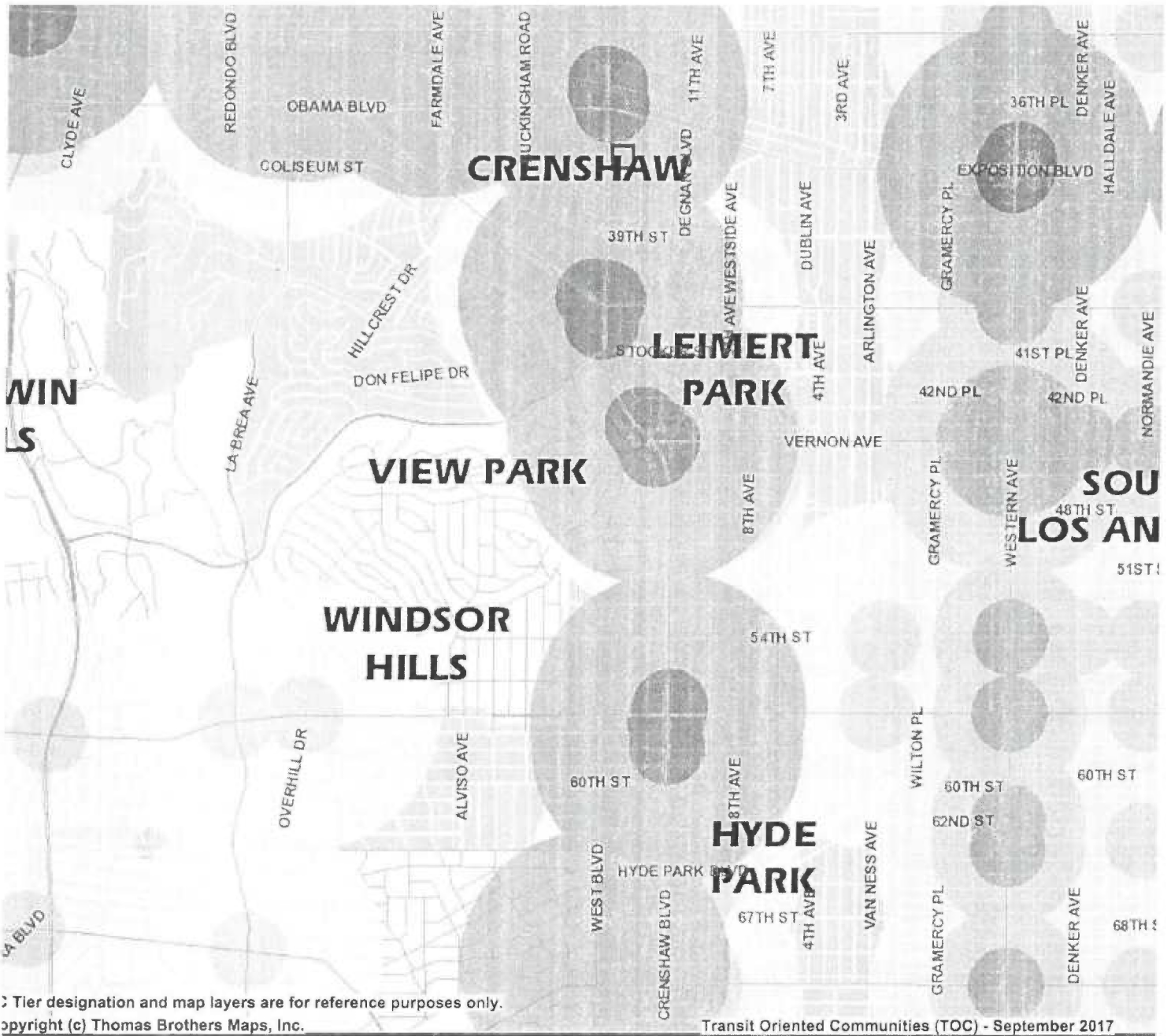
I have researched the future projections about transportation, and I believe them to be inaccurate. It is ideal but unrealistic to believe that the vast majority of the tenants of these no-parking TOC Tier 4 buildings own cars in 2019 or 2020 or even 2021. So where will they park them? The answer is clear: on nearby residential streets unless prohibited from doing so. The notion of allowing residents of TOC buildings (where developers have received generous reduced parking incentives) the right to apply for PPD permits is unfathomable and truly neglectful of the 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 resident in this community. With a greater required parking within new developments, you insure the balance of existing communities to continue to thrive. Surely, there must be a compromise, and it would seem that excluding TOC residents from PPD would be a good first step in that direction. I would like to ask the 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 engagement with the community on a solution that benefits both existing and new residents, along with developers.

Lucas Worthing  
4247 7th Avenue  
Los Angeles, CA 90008

cc:  
Herb Wesson c/o Andrew Westall - CD10, Assistant Chief Deputy  
Marqueece Harris-Dawson c/o Dina Andrews - CD8, Sr. Field Deputy  
Albert Lord - CD10, South East Deputy  
Vince Bertoni - LA Planning  
Matthew Glesne - LA Planning  
Gary Hoggatt - LA Dept of Transportation  
City Clerk - Official City Records  
ECWANDC - Empowerment Congress West Neighborhood Council  
SLAANC - South LA Coalition of Neighborhood Councils



TOC Tier designation and map layers are for reference purposes only.  
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Transit Oriented Communities (TOC) - September 2017

Staci Roberts <staci.roberts@lacity.org>  
 To: Carolina Peters <carolina.peters@lacity.org>

Wed, Dec 12, 2018 at 2:18 PM

From: chaakit <chaakit@sbcglobal.net>  
 Date: Wed, Dec 12, 2018 at 11:38 AM  
 Subject: Council File 15-0600-S62  
 To: <Albert.Lord@lacity.org>  
 Cc: <Dina.Andrews@lacity.org>, <Vince.Bertoni@lacity.org>, <Matthew.Glesne@lacity.org>, <Gary.Hoggalt@lacity.org>, <cityclerk@lacity.org>, <ecwandc@empowerla.org>, <slaanc3.0@gmail.com>, <Andrew.Westall@lacity.org>

To the Honorable Herb Wesson & Deputy Albert Lord:

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 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, 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.

I live in Leimert Park. 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. 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 an additional 63 units. The totals now 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.

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