

Ryan Yates
1241 Granville Ave Apt 7
Los Angeles, CA 90025
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City Clerk
Room 395, City Hall
200 North Spring Street
Los Angeles, CA 90012

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CITY CLERK'S OFFICE
BY _____
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DEPUTY

Dear Planning and Land Use Management Committee:

As a resident of an apartment complex nearly right across the street from the proposed project site, I have concerns about the final version of the project. My concerns have nothing to do with the size of building or inevitable construction noise. In fact, far more projects of this scale and density are drastically needed in the city and county of Los Angeles to provide housing and make housing more affordable. With no more available land to expand to, we must rely on increasing the density and walkability of our neighborhoods. With that perspective, this project provides a number of significant positives, more housing, subterranean parking, and desperately needed publically available green space; however, there's a remarkable negative impact to the sheer amount of parking provided by this complex. I understand the majority of parking spaces created by the project are to replace those lost by the partial teardown of the existing structure, but this is a perfect opportunity to question the parking needed for a building of this size and type. With a future Metro Purple line stop (Wilshire/Veterans Affairs) within easy walking distance of the new building and existing office complex, this could be a forward looking transit-oriented development opportunity. Unlike other dense cities, our zoning laws and historical preference for cars has snarled our city with traffic and has significantly increased the cost of constructing new housing. We've reached a point where certain parts of the city, such as Downtown, Koreatown, and areas around Metro rail stops, have little to no need for city mandated minimum parking requirements. Let's take the area that developers have to reserve for increasingly outdated car parking and use it for affordable housing. These parking spaces are generally the most expensive parts of buildings to construct, and by forcing minimum parking, we're inadvertently driving up the cost of housing for all citizens. The investments we make into Metro allow us to abandon these old standards and provide more affordable housing, incentivizing the use of public transit, reducing greenhouse emissions, and reducing freeway and street traffic. I ask the city of Los Angeles not to downsize or reject this project – we clearly need more housing and greenspace all over the city – but to question the value of 1122 parking spaces for residents and workers this close to a major transit stop and to make changes to our city zoning laws that force developers to produce anti-transit friendly projects. Parking minimums are outdated and, in fact, harmful to the city and its residents.

Sincerely,

Ryan Yates