

Communication from Public

Name: James O'Sullivan
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Council File No: 19-1533
Comments for Public Posting: my previous comment under Fix The City did not seem to go through.

FIX THE CITY

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January 13, 2020

Los Angeles City Council
c/o Office of the City Clerk
City Hall, Room 395
Los Angeles, California 90012

Attention: PLUM Committee

RE: OPPOSITION TO TOC PROJECT APPLICATION FOR 623 - 671 S. LA BREA AVENUE, LOS ANGELES CA 90036 ZA-2019-1744-CU-MCUP-SPR-TOC, VTT-82618-CN

Dear Honorable Members:

Fix The City submits this letter to supplement its previous submission dated January 3, 2020. We wish to put into the record the following:

SEC. 11.5.8. GENERAL PLAN REVIEW.

A. Planning Areas. The City is hereby divided into 37 planning areas. Each planning area constitutes an area for which either a community plan, a district plan, or other portion of the Land Use Element of the General Plan has been adopted by the City. The boundaries of each planning area shall be those of the applicable adopted community or district plan, or other portion of the Land Use Element of the General Plan as they existed on enactment of this section. These boundaries may be only changed by amendment to the General Plan pursuant to the procedures set forth in Section 11.5.6 of this Code.

No amendment to a plan for any of the 37 planning areas, including reduction in the number of such areas, changes in their respective boundaries, land uses permitted within or at any particular location in any such area, or any other material change, may be made until the completion of a comprehensive assessment of such proposed changes by the Planning Department to ensure that such changes do not:

- Reduce the capacity for creation and preservation of affordable housing and access to local jobs.
- The changes must include a program to create and monitor an inventory of units within the Community Plan Area that are: subject to a recorded covenant, ordinance or law that restricts rents to levels affordable to persons and families of Lower or Very Low-Income; subject to the City Rent Stabilization Ordinance; and/or occupied by Lower-Income or Very Low-Income households.

NO SUCH PROGRAM HAS BEEN ESTABLISHED. THIS PROGRAM IS A PREREQUISITE FOR APPROVAL OF TOC INCENTIVES.

The record before this Committee, is not complete. There was a Public hearing on October 23, 2019 and the facts and contents of that hearing are not in the record. Therefore, the record is not complete.

FIX THE CITY

This project is in violation of the labor standard ordinance **CF 16-0684-S1**. It applies to all JJJ projects including TOC.

We reserve our right to take action against this and other TOC projects under Section 7 of Measure JJJ.

Sincerely:

James O'Sullivan

Cc Michelle.carter@lacity.org

Cc David.Ryu@lacity.org

cc. emma.howard@lacity.org

cc rob.fisher@lacity.org

cc nicholas.greif@lacity.org

Communication from Public

Name: Barbara Gallen, Zone 6 Rep on behalf of Zone 6 residents living on adjacent street

Date Submitted: 01/13/2020 04:40 PM

Council File No: 19-1533

Comments for Public Posting: ENV-2019-1736-SCPE makes a claim that is strongly contradicted by the factual conditions of the site. “Consistent. The Project Site is located within a highly urbanized area in the City of Los Angeles...The Project Site is currently developed with commercial and office land uses and is adequately served by the existing utility infrastructure. Thus, development of the Proposed Project would not require the extension of utilities or roads to accommodate the proposed development.” [Boldface added for emphasis.] In fact, the circulation plan of the Proposed Project depends heavily on using the 20 foot alley behind the project as al route for egress and access to the project which consists of a mixed use high density apartment complex PLUS a mid-sized hotel. The alley was designed 100 years ago to service 1 and 2 story commercial businesses and provide residents on the east side of Detroit with access and egress from their garages. Moreover, this alley is the ONLY means by which ALL residents on the 600 South block Detroit may access their homes by car when coming from Sixth Street—because Detroit is 1-way NB with no vehicle access from Sixth. In or around 1998 the Department of Transportation (DOT) converted Detroit to a 1-way street NB with no vehicle access from the north (Sixth Street) in response to the community’s petition to create angled parking. (Most of the structures on Detroit were 1920s – 1930s structures with minimal or no provided parking.) DOT’s decision to implement the 1-way street depended heavily on there being a viable access route to reach Detroit from Sixth St., namely the alley between the La Brea commercial structures and the residential structures on Detroit. An estimated 800+ tenants currently live on Detroit on the block behind the Proposed Project, who are highly dependent on the alley way remaining open for vehicular access to their homes at all times of day and night. As well, USPS, small delivery vehicles headed for these residents' homes, and the residents’ visitors are also dependent on this alley staying clear and not blocked. The Proposed Project includes a large hotel with multiple restaurants plus a high density residential structure, all sharing a valet service that entails two trips through the alley for each of many hundreds of vehicles that visit the Project to be parked in the garage. Notably, a hotel entails a large amount of

commercial deliveries throughout the day and night all of which involve accessing and leaving the site via the alley. These will be large trucks that will have to negotiate sharp turns into and out of the alley, and the need to queue in the alley to access the Project's loading areas when multiple deliveries are happening at the same time. Residents will be blocked throughout the day without warning by trucks queueing, arriving, and leaving. Residents will also compete with a high volume of passenger cars entering and exiting the garage through the alley. Essentially, with its circulation plan as currently proposed, the Proposed Project will commandeer the alley to use as its own private roadway at the expense of hundreds of residents on Detroit who depend on it remaining congestion-free to access their garages on the alley, and to access the entire block of Detroit, which is 1 way NB. The Proposed Project should be required to provide a circulation plan that routes the majority of its vehicular traffic via the major commercial roadway of La Brea.