

Fwd: Council File 15-0600-S62

1 message

Fri, Dec 7, 2018 at 11:54 AM

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From: 'Ellen Lorenz' via Clerk - CityClerk <cityclerk@lacity.org>

Date: Fri, Dec 7, 2018 at 9:25 AM

Subject: Council File 15-0600-S62

To: <cityclerk@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 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 on Marburn Avenue near Verdun. 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 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. 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 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 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 residents of this community. 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.

12/7/2018

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

Ellen Christensen

5661 Marburn Avenue

Los Angeles, CA 90043

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

Dorothy Tate - LA Dept of Transportation

City Clerk - Official City Records

ECWANDC - Empowerment Congress West Neighborhood Council

SLAANC - South LA Coalition of Neighborhood Councils