

## Communication from Public

**Name:**

**Date Submitted:** 10/27/2020 12:51 AM

**Council File No:** 00-9999

**Comments for Public Posting:** Marqueece Harris-Dawson, Councilmember LA City Planning Department RE: 3475 W Slauson Ave. LA CA 90043 / DIR-2020-4807-TOC-DRB-SPP-HCA Dear Councilmember Harris-Dawson: We along with CD 8th with stakeholders and residents who are concerned about the future of our neighborhoods and communities. The residents who reside between the 5400 - 5700 block of Brynhurst Avenue are faced with added stress due to a proposed mixed-use development of 63 units on the NE corner of Slauson/Brynhurst Avenues reaching over 55 feet in height. The community expressed layers of adverse consequences to this project during committee meetings and City's Planning Review Board Hearings, so we **STRONGLY OPPOSED** this project for the following reasons: The proposed development project site (Slauson/Brynhurst) was originally developed in the mid to late 1920s for single-family homes and narrow streets were for the average community size and traffic flow during that era. However, 100 years has past and the community's density size with two vehicles per household has significantly increased the overall congestion of people and vehicles within our community. 63 mixed-use units would negatively impact our community with the probability of 126 added residents seeking parking accommodations at the projected project site. Traffic flow would be impacted negatively due to our narrow streets being overcrowded on Brynhurst and leading into added congestion on Slauson which is our only main thoroughfare for travel. It should also be noted that the Slauson/Brynhurst exit has no traffic lights or stop signs to ease traffic onto Slauson. The development is using the Transit Oriented Communities (TOC) plan, which is supported by Measure JJJ and Measure H to explain away the necessity for adequate parking. However, our community's personal and daily reality is challenged with seeking parking in adjoining neighborhoods. **THE CRENSHAW CORRIDOR SPECIFIC PLAN DESIGN MANUAL** is not followed for: **GUIDELINE 1. GUIDELINES 1a. and GUIDELINE 3.** The development projects presented to our community are not complying with the language used in the Crenshaw Corridor Specific Plan leaving the members of the community to believe that efforts are being made to excavate the efforts made by "Black and Brown" Americans to live in

neighboring communities since the late 40s. LA, California, Affordable Housing and Labor Standards Initiative, Measure JJJ (November 2016) Provisions listed in Measure JJJ states: developers are required to create up to 20 percent and in some cases 40 percent of affordable housing to help the homeless crisis through affordable housing. However, this project the mixed-use units will be at “market rates” which does not fulfill the economic needs of our community. The (CEQA) requirements are another tremendous concern for the community. The auto repair shop recently purchased by the developers for this project are suspected to have left behind remnants of hazardous waste requiring extensive clean-up followed by environmental testing to ensure the safety required for human habitation. Finally, the infrastructure of the entire community is a century year old and has already shown signs of extreme deterioration based on pipes explosions from the Crenshaw Rail Line construction and ongoing power outages. Councilmember, we hold you responsible to all the members of the CD 8th and ask that you support us against any proposed development seeking economic gains for themselves and has not conformed to the details in the Crenshaw Corridor Specific Plan that narrates the needs of the community at-large and how their designs and lack of parking provisions will have a negative impact. Also, please consider that the current climate status of our nation as we battle the risks of the COVID-19 pandemic is a very stressful time in our history that could increase by a strong probability of 126 persons added residents sharing a ventilation system expelling air into the environment of a small community radius. It is imperative that we have an opportunity to engage in productive dialogue that will move us forward and benefit our community as stated in the Crenshaw Corridor Specific Plan. Measure JJJ and Measure H were voted on by Californians to help families in need of affordable housing and avoid added homelessness. The development projects presented to this community have revealed deviant objectives by avoiding insight from the “community” itself. Our challenge is not a housing shortage but rather a need for purposeful affordable housing with realistic commercial benefits to the existing community, including the 30% working hours for the immediate radius of residents affected. Dialogue should include that the character of our community remains the same. Until we can schedule these discussions a “moratorium” to insure future developments in the Park Mesa Heights communities are completely addressed.

## Communication from Public

**Name:** Concerned Community Members Tenant Association

**Date Submitted:** 10/27/2020 01:11 AM

**Council File No:** 00-9999

**Comments for Public Posting:** CCMCA along with CD 8th with stakeholders and residents who are concerned about the future of our neighborhoods and communities. The residents who reside between the 5400 - 5700 block of Brynhurst Avenue are faced with added stress due to a proposed mixed-use development of 63 units on the NE corner of Slauson/Brynhurst Avenues reaching over 55 feet in height. The community expressed layers of adverse consequences to this project during committee meetings and City's Planning Review Board Hearings, so we STRONGLY OPPOSED this project for the following reasons: The proposed development project site (Slauson/Brynhurst) was originally developed in the mid to late 1920s for single-family homes and narrow streets were for the average community size and traffic flow during that era. However, 100 years has past and the community's density size with two vehicles per household has significantly increased the overall congestion of people and vehicles with in our community. 63 mixed-use units would negatively impact our community with the probability of 126 added residents seeking parking accommodations at the projected project site. Traffic flow would be impacted negatively due to our narrow streets being overcrowded on Brynhurst and leading into added congestion on Slauson which is our only main thoroughfare for travel. It should also be noted that the Slauson/Bryhurst exit has no traffic lights or stop signs to ease traffic onto Slauson. The development is using the Transit Oriented Communities (TOC) plan, which is supported by Measure JJJ and Measure H to explain away the necessity for adequate parking. However, our community's personal and daily reality is challenged with seeking parking in adjoining neighborhoods. THE CRENSHAWCORRIDOR SPECIFIC PLAN DESIGN MANUAL is not followed for: GUIDELINE 1.GUIDELINES 1a., and GUIDELINE 3. The development projects presented to our community are not complying with the language used in the Crenshaw Corridor Specific Plan leaving the members of the community to believe that efforts are being made to excavate the efforts made by "Black and Brown" Americans to live in neighboring communities since the late 40s. LA, California, Affordable Housing and Labor Standards Initiative, Measure JJJ (November 2016)Provisions listed in Measure JJJ states: developers are required to create up to

20percent and in some cases 40 percent of affordable housing to help the homeless crisis through affordable housing. However, this project the mixed-use units will be at “market rates” which does not fulfill the economic needs of our community. The (CEQA)requirements are another tremendous concern for the community. The auto repair shop recently purchased by the developers for this project are suspected to have left behind remnants of hazardous waste requiring extensive clean-up followed by environmental testing to ensure the safety required for human habitation. Finally, the infrastructure of the entire community is 100 years old and has already shown signs of extreme deterioration based on pipe explosions from the Crenshaw Rail Line construction and ongoing power outages. Councilmember ,we hold you responsible to all the members of the CD 8th and ask that you support us against any proposed development seeking economic gains for themselves and has not conformed to the details in the Crenshaw Corridor Specific Plan that narrates the needs of the community at-large and how their designs and lack of parking provisions will have a negative impact. Also, please consider that the current climate status of our nation as we battle the risks of theCOVID-19 pandemic is a very stressful time in our history that could increase by a strong probability of 126 persons added residents sharing a ventilation system expelling air into the environment of a small community radius. It is imperative that we have an opportunity to engage in productive dialogue that will move us forward and benefit our community as stated in the Crenshaw Corridor Specific Plan. Measure JJJ and Measure H were voted on by Californians to help families in need of affordable housing and avoid added homelessness. The development projects presented to this community have revealed deviant objectives by avoiding insight from the “community” itself. Our challenge is not a housing shortage but rather a need for purposeful affordable housing with realistic commercial benefits to the existing community, including the 30%working hours for the immediate radius of residents affected. Dialogue should include that the character ofour community remains the same. Until we can schedule these discussions a“ moratorium” to insure future developments in the Park Mesa Heights communities are completely addressed.

## Communication from Public

**Name:** Sergio

**Date Submitted:** 10/27/2020 10:14 AM

**Council File No:** 00-9999

**Comments for Public Posting:** Marqueece Harris-Dawson, Councilmember LA City Planning Department RE: 3475 W Slauson Ave. LA CA 90043 / DIR-2020-4807-TOC-DRB-SPP-HCA We along with CD 8th with stakeholders and residents who are concerned about the future of our neighborhoods and communities. The residents who reside between the 5400 - 5700 block of Brynhurst Avenue are faced with added stress due to a proposed mixed-use development of 63 units on the NE corner of Slauson/Brynhurst Avenues reaching over 55 feet in height. The community expressed layers of adverse consequences to this project during committee meetings and City's Planning Review Board Hearings, so we **STRONGLY OPPOSED** this project for the following reasons: 1. The proposed development project site (Slauson/Brynhurst) was originally developed in the mid to late 1920s for single-family homes and narrow streets were for the average community size and traffic flow during that era. 2. However, 100 years has past and the community's density size with two vehicles per household has significantly increased the overall congestion of people and vehicles within our community. 3. 63 mixed-use units would negatively impact our community with the probability of 126 added residents seeking parking accommodations at the projected project site. 4. Traffic flow would be impacted negatively due to our narrow streets being overcrowded on Brynhurst and leading into added congestion on Slauson which is our only main thoroughfare for travel. 5. The development is using the Transit Oriented Communities (TOC) plan, which is supported by Measure JJJ and Measure H to explain away the necessity for adequate parking. However, our community's personal and daily reality is challenged with seeking parking in adjoining neighborhoods. 6. THE CRENSHAW CORRIDOR SPECIFIC PLAN DESIGN MANUAL is not followed for: GUIDELINE 1. GUIDELINES 1a., and GUIDELINE 3. 7. The development projects presented to our community are not complying with the language used in the Crenshaw Corridor Specific Plan leaving the members of the community to believe that efforts are being made to excavate the efforts made by "Black and Brown" Americans to live in neighboring communities since the late 40s. 8. Developers are required to create up to 20 percent and in some cases 40 percent of affordable housing to help the homeless crisis through

affordable housing. However, this project the mixed-use units will be at “market rates” which does not fulfill the economic needs of our community. 9. The (CEQA) requirements are another tremendous concern for the community. The auto repair shop recently purchased by the developers for this project are suspected to have left behind remnants of hazardous waste requiring extensive clean-up followed by environmental testing to ensure the safety required for human habitation. 10. The infrastructure of the entire community is 100 years old and has already shown signs of extreme deterioration based on pipe explosions from the Crenshaw Rail Line construction and ongoing power outages. Councilmember, we hold you responsible to all the members of the CD 8th and ask that you support us against any proposed development seeking economic gains for themselves and has not conformed to the details in the Crenshaw Corridor Specific Plan that narrates the needs of the community at-large and how their designs and lack of parking provisions will have a negative impact. Also, please consider that the current climate status of our nation as we battle the risks of the COVID-19 pandemic is a very stressful time in our history that could increase by a strong probability of 126 persons added residents sharing a ventilation system expelling air into the environment of a small community radius. It is imperative that we have an opportunity to engage in productive dialogue that will move us forward and benefit our community as stated in the Crenshaw Corridor Specific Plan. Measure JJJ and Measure H were voted on by Californians to help families in need of affordable housing and avoid added homelessness. The development projects presented to this community have revealed deviant objectives by avoiding insight from the “community” itself. Our challenge is not a housing shortage but rather a need for purposeful affordable housing with realistic commercial benefits to the existing community, including the 30% working hours for the immediate radius of residents affected. Dialogue should include that the character of our community remains the same. Until we can schedule these discussions a “moratorium” to insure future developments in the Park Mesa Heights communities are completely addressed

## Communication from Public

**Name:** Tina Watkins

**Date Submitted:** 10/27/2020 10:26 AM

**Council File No:** 00-9999

**Comments for Public Posting:** General Public Comment: As an Angeleno who is a young, Black woman, a wife, mother of two, pastor, and leader It is an honor to tell my story before you this morning. I grew up in Watts, in CD 15 My dad and mom grew up in Watts. My grandpa Ted Watkins came to Watts' 103rd Street Train Station as a child, to escape a lynch mob during the Great Migration. He came here homeless, orphaned and alone but as a child, he began building a family, a community. More than 55 years ago he began to build community through investment of time, energy and resources because Los Angeles youth, Los Angeles families needed help. My father was raised within that community and raised me and my siblings and cousins there. Over the years, I, and so many of my friends and neighbors returned to the one community where we knew we mattered: That community changed our lives and is now changing our children's lives. The world is different now. But then, it isn't. Ted has passed away, but his legacy lives on. Los Angeles youth still need help. The need for investment in LA youth has never been greater. Youth are Los Angeles' greatest asset. Today, our youth from every council district are leading the charge to build community for themselves: To change their lives, and the lives of generations to come. This vision magnifies and centers youth ideas and voices. It is a vision that takes Los Angeles far beyond the crises of public safety, homelessness, poverty and unemployment, accepts the need for public investment, and establishes the framework for a Youth Development Department. For years I have heard leaders asking where the next generation of leadership was, asking for youth to demonstrate leadership, vision and constructive action. The next generation of leadership is here. I urge you to support their action with your vote to establish and fund the Youth Development Department in the City of Los Angeles. Each of us will pass away. But through investment in youth, your legacy can live on.

## Communication from Public

**Name:** Emmanuel Deleage  
**Date Submitted:** 10/27/2020 11:16 AM  
**Council File No:** 00-9999  
**Comments for Public Posting:** General Public Comment: As the Executive Director of Casa 0101, a non-profit theater and arts education organization in Boyle Heights, I call on the Council to approve the creation of a Youth Development Department.

## Communication from Public

**Name:**

**Date Submitted:** 10/27/2020 11:21 AM

**Council File No:** 00-9999

**Comments for Public Posting:** I'd like to voice support for the motion to resume citywide Care+ cleanups. Without these cleanups, our public walkways are unusable and inaccessible. Streets and sidewalks are filled with trash, used needles, and feces. Health risks from not performing cleanups include spread of dysentery, hep A, and TB among others. These cleanups become even more crucial as we open our streets and sidewalks to more and more outdoor dining. Not only is the homeless population at risk, but so too is the general public. Care+ cleanups also present an opportunity to distribute masks and sanitation kits as well as provide Covid-19 testing. Again, as a downtown resident, I support the motion to resume Care+ cleanups.