

Communication from Public

Name: Samuel hanna

Date Submitted: 10/25/2020 04:53 PM

Council File No: 00-9999

Comments for Public Posting: It is a place that has no such and other things are very clean and frankly all kinds of birds have freshness I hope to keep this store and I hope it is found in a city and all the states

Communication from Public

Name: Miki Jackson

Date Submitted: 10/25/2020 09:14 PM

Council File No: 00-9999

Comments for Public Posting: There are a number of items on today's agenda that concern the use of taxpayer funds for housing for vulnerable populations who either unhoused or at risk of losing their housing. There are also items about providing various forms of support for people in need. As regards any funds to be invested in housing it is imperative that close attention to total cost per unit of housing. Too many units are costing upwards of \$500,000 to \$600,000 each. At these costs it assures that it will be impossible to build enough units to have a real impact on the many thousands upon thousands of unhoused people in our city. We must find ways to cut costs and must have great transparency and accountability for every dollar spent. I encourage more creative solutions that will dramatically reduce per unit costs. repurposing, rehabilitating and reusing existing structures is essential. Healthy Housing Foundation by AHF has delivered hundreds of units in a few short years by following this formula. We have been able to deliver 2 to 3 units and up for the cost of one unit being built in the usual government funded public/private partnership model. we urge the city to get serious about aggressively pursuing these and similar models. With a looming catastrophe of evictions and homelessness springing from our COVID emergency, we are already woefully behind. Our city is in a crisis and we must behave like emergency responders, not bureaucrats endlessly debating trivial points of procedure.

Communication from Public

Name: Zerita Jones

Date Submitted: 10/25/2020 11:26 PM

Council File No: 00-9999

Comments for Public Posting: October 25, 2020 Marqueece Harris-Dawson, Councilmember LA City Planning Department Eighth Council District 200 N. Spring Street, Room 450 Los Angeles, CA 90012 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. o 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. o • **THE CRENSHAW CORRIDOR SPECIFIC PLAN DESIGN MANUAL STATES: GUIDELINE 1. Create an environment that promotes pedestrian orientation and use. Guideline 1a. At least 75% of the ground floor frontage of any building, including any portion of a building used for parking, should be devoted to retail or commercial uses. Notwithstanding**

the above, in Subareas D, F, and G of the Specific Plan, Projects shall comply with Section 6.C. • GUIDELINE 3. Design all buildings with a quality and character that improves community appearance by avoiding excessive variety and monotonous repetition. To achieve this, the volume of all buildings should be composed of a variety of forms, contrasting shapes and should employ attractive and complementary building materials and architectural features. 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 California Environmental Quality Act (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 individuals 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

Communication from Public

Name: Margo galdjie
Date Submitted: 10/26/2020 07:33 PM
Council File No: 00-9999
Comments for Public Posting: I support this motion

Communication from Public

Name: Belinda Campos

Date Submitted: 10/27/2020 10:03 AM

Council File No: 00-9999

Comments for Public Posting: General Public Comment: Good morning, Public Health Advocates supports the youth that have testified on needing a stand alone Youth Development Department that is focused on youth, that gives youth power and voice to influence the types of programs the city funds to fund the infrastructure that will focus on building the Youth Development Department.