

Comments 4.27.2015 APHRA Agenda No. 5-CF 15-0403-Los Angeles River Revitalization Corporation

Please deny this request and process any grants through the procedures in the City Charter and Codes on behalf of the CITY OF LOS ANGELES not the LA River Revitalization Corporation. This is gap funding for the project.

There are several alarming issues.

- The bridge has been documented as THE NORTH ATWATER CROSSING PROJECT and is also called the NORTH ATWATER MULTIMODAL BRIDGE.
- There is no disclosure of the pending Atwater development project by the donor MORTON LA KRETZ
- PUBLIC FUNDING in the amount of \$6,025,000 will be used or 62.4% of the project cost of \$9,660,000
- LEAD AGENCY is DEPARTMENT OF PUBLIC WORKS, BUREAU OF ENGINEERING-SCH NO. 2012111091
- RAP Report 15-046 Minutes amends the report and states that *maintenance of the facility will be the responsibility of the COUNTY LOS ANGELES CONSERVATION CORPS* not the LA CONSERVATION CORPS through the BOARD OF PUBLIC WORKS, OFFICE OF COMMUNITY as stated in CF 11-1246.
- There are private properties involved and no site control.
- Gift Agreement would be misrepresented as you cannot gift public funding

We see no CAO Report or Charter Section 1022 analysis justifying this assignment. Permits entered into with the USACE will require a local agency, not the non-profit corporation.

LA COUNTY BOARD OF SUPERVISORS approved the allocation of \$333,000 under the name of LA KRETZ CROSSING BRIDGE PROJECT on November 12, 2014 and recognized they are the RESPONSIBLE AGENCY.

PUBLIC FUNDING (\$6,025,000) allocated is:

CA Transportation Commission  
Active Transportation Program Fund  
\$ 3,660,000

CD 4 & CD 13  
Discretionary Funds  
\$ 1,065,000

City of Los Angeles  
In-Kind Services  
\$ 667,000

Los Angeles County  
Proposition A Cities Excess Funds  
\$ 333,000

CD 4  
AB 1290 Funds  
\$ 300,000

PRIVATE FUNDING from MORTON LA KRETZ (\$3,635,000) is:

LA River Revitalization Corporation  
Donor Commitment Letter  
\$ 3,335,000

LA River Revitalization Corporation  
Cash  
\$ 300,000

Mr. La Kretz issued a Donor Commitment Letter on December 12, 2011 (CF-11-1246, CAO Report dated January 12, 2012). LA Conservation Corps issued a Commitment of Maintenance Services Letter on December 8, 2011 (CF-11-1246, CAO Report dated January 12, 2012).

The Eastsider LA November 20, 2014 news article titled **Developer seeking to build 60 townhomes on Atwater industrial property** is attached.

Joyce Dillard  
P.O. Box 31377  
Los Angeles, CA 90031

Attachments:

RAP MINUTES 3.4.2015

11-1246\_RPT\_CAO\_01-12-12

The Eastsider LA-Developer seeking to build 60 townhomes on Atwater industrial property

## MINUTES

### BOARD OF RECREATION AND PARK COMMISSIONERS OF THE CITY OF LOS ANGELES

March 4, 2015

The Board of Recreation and Park Commissioners of the City of Los Angeles convened in regular session at the EXPO Center at 9:34 a.m. Present were President Sylvia Patsaouras and Commissioners Lynn Alvarez and Misty M. Sanford. Also present were Michael A. Shull, General Manager and Deputy City Attorney Arletta Maria Brimsey.

The following Department staff was present:

Kevin Regan, Assistant General Manager, Operations Branch  
Vicki Israel, Assistant General Manager, Partnership and Revenue Branch  
Cid Macaraeg, Senior Management Analyst II, Planning, Construction, and Maintenance Branch  
Noel Williams, Chief Accounting Employee, Finance Division

#### APPROVAL OF THE MINUTES

It was moved by Commissioner Alvarez, and seconded by Commissioner Sanford, that the Minutes of the Meetings of February 18, 2015 be approved. There being no objections, the Motion was unanimously approved.

#### GENERAL MANAGER'S REPORTS

15-041

##### VARIOUS COMMUNICATIONS

15-042

##### AS-NEEDED HEATING, VENTILATION AND AIR CONDITIONING (HVAC) CONSTRUCTION, RETROFIT, MAINTENANCE AND/OR REPAIR – AWARD OF CONTRACTS

The report was held.

15-043

##### AS-NEEDED ELECTRICAL CONSTRUCTION, RETROFIT, MAINTENANCE AND/OR REPAIR SERVICES – AWARD OF CONTRACT

The report was held.

15-044

##### RE-ISSUE ELECTRICAL CONSTRUCTION, RETROFIT, MAINTENANCE AND/OR REPAIRS – REQUEST FOR QUALIFICATION

March 4, 2015

Noel Williams, Chief Accounting Employee and Deputy City Attorney, Arletta Maria Brimsey amended the report to request that the Board grant Department staff authority to make technical corrections as needed throughout the Request for Qualification (RFQ) including a correction of the "Estimated Total Annual Expenditures" amount listed on page 3 of the RFQ from \$7 million dollars to \$10 million dollars and the correction of various dates listed in the RFQ.

15-045

WELLNESS CENTER PARK PROJECT – ASSIGNMENT OF RIGHT TO APPLY FOR PROPOSITION A CITIES EXCESS FUNDS; CITY COUNCIL RESOLUTION

15-046

LA KRETZ CROSSING BRIDGE PROJECT – ASSIGNMENT OF RIGHT TO APPLY FOR PROPOSITION A CITIES EXCESS FUNDS; CITY COUNCIL RESOLUTION

Isophine Atkinson, Senior Management Analyst II, amended the last sentence of the Fiscal Impact Statement to read as follows:

"Additionally, maintenance of the facility will be the responsibility of the County Los Angeles Conservation Corps."

15-047

GRIFFITH PARK - TEMPORARY, REVOCABLE RIGHT OF ENTRY PERMIT TO BURBERRY LIMITED AUTHORIZING ACCESS TO GRIFFITH OBSERVATORY EXTERIOR GROUNDS AND GREEK THEATRE PARKING LOT 2 FOR A PRIVATE EVENT

Commissioner Alvarez requested that the report be amended to direct staff to return to the Board with a written confirmation of what outcomes the Department expects from the charitable contributions to Friends of the Observatory and that the written confirmation also identifies specifically what deliverables and outcomes are to be expected.

15-048

HOLLYWOOD MUSEUM COLLECTION – RESCISSION OF APPROVAL OF AMENDMENT TO AGREEMENT NO. 2386 FOR THE LOAN OF COSTUMES AND TEXTILE ARTIFACTS AND REVISED AMENDMENT TO LOAN AGREEMENT NO. 2386 WITH THE FIDM MUSEUM AND LIBRARY, INC.

15-049

GRIFFITH PARK – GREEK THEATRE CONCESSION – CANCELLATION OF THE REQUEST FOR PROPOSALS FOR THE OPERATION AND MAINTENANCE OF THE GREEK THEATRE CONCESSION (CON-M14-001); REJECTION OF ALL PROPOSALS AND RETURN OF ALL PROPOSAL DEPOSITS

The report was held.

March 4, 2015

Commissioner Sanford recused herself in the hearing of this item and left the room.

The above items were separately described and presented to the Board by Department staff, and the Board further discussed the items in detail. Public comment was invited; however, no public comments were made to the Board.

It was moved by Commissioner Sanford, seconded by Commissioner Alvarez, that the General Manager's Reports be approved as amended and with exceptions as noted, and that the Resolutions recommended in the reports be thereby approved. There being no objections, the Motion was unanimously approved.

#### COMMISSION TASK FORCES

Commission Task Force on Concessions (Commissioners Alvarez and Zuñiga)

There were no reports.

Commission Task Force on Facility Repair and Maintenance (Commissioners Culpepper and Sanford)

Commissioner Sanford reported that the Task Force discussed various Proposition O projects, an art installation in Glassell Park and Department signage, all of which was scheduled to be considered by the full Board.

#### GENERAL MANAGER'S ORAL REPORT

Michael A. Shull, General Manager, reported on Department activities.

#### PUBLIC COMMENTS

Public comment was invited. Nine requests for public comment were received and such comments were made to the Commission.

#### FUTURE AGENDA ITEMS

Commissioner Alvarez requested an update on when her previous request regarding signage would be presented to the Board.

President Patsouras requested a presentation on a plan to improve the Department's outreach as it relates to Requests for Qualifications (RFQ) and ways to streamline the RFQ document.

#### NEXT MEETING

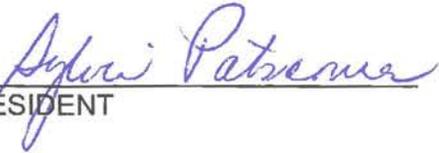
The next scheduled meeting of the Board of Recreation and Park Commissioners was scheduled to be held on Thursday, March 19, 2015, 9:30 a.m., at EXPO Center, 3980 S. Bill Robertson Lane, Los Angeles, CA 90037.

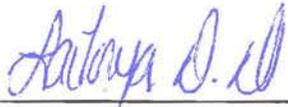
March 4, 2015

ADJOURNMENT

There being no further business to come before the Board, the meeting adjourned at 10:58 a.m.

ATTEST

  
\_\_\_\_\_  
PRESIDENT

  
\_\_\_\_\_  
BOARD SECRETARY

REPORT FROM

## OFFICE OF THE CITY ADMINISTRATIVE OFFICER

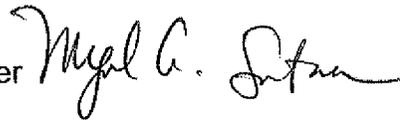
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Date: January 12, 2012

CAO File No. 0220-04696-0000  
Council File No. 11-1246  
Council District: 4

To: Mayor  
Council

From: Miguel A. Santana, City Administrative Officer



Subject: **NORTH ATWATER MULTIMODAL BRIDGE OVER THE LOS ANGELES RIVER**

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### SUMMARY

On July 15, 2011, Council referred a Motion (LaBonge/Garcetti) regarding acceptance of the donation of a multimodal bridge crossing the Los Angeles River from a private individual (C.F. 11-1246). The Los Angeles River Revitalization Corporation (RRC) is facilitating the donation and will construct the bridge and donate it to the City. On October 5, 2011, the Public Works Committee requested that the City Administrative Officer report back on acceptance of this donation, the possibility of fee waivers, city departments providing in-kind services, and the future maintenance of the structure.

The proposed multimodal bridge will connect the neighborhoods on the east side of the Los Angeles River to Griffith Park on the west. The planned design concept is an iconic cable stay bridge that would span 300 feet over the river at approximately 3,000 feet north of Los Feliz Blvd. The bridge would be 26 feet wide to accommodate separate bicycle lanes and horse paths and allow access to Griffith Park for equestrian users from the stable complexes on the east, bicycle access from Atwater Park to the river segment of the Los Angeles bicycle trail system on the west, and pedestrian access to both areas. The current estimate for the bridge is \$4.67 million.

It should be noted that construction of the bridge is not a City project. The RRC will manage the project including preparation of environmental plans, design and construction. Once completed, RRC would donate the bridge to the City.

In response to the Committee's instructions, my Office reviewed the feasibility of accepting this donation and has concluded that once the project is completed the donation should be effectuated if a long term commitment for outside maintenance of the bridge is provided. We also looked at the fiscal impact of in-kind services and the possibility of fee waivers. These costs are being addressed by Council District 4 through the use of AB1290 monies.

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## RECOMMENDATIONS

That the Council, subject to the approval of the Mayor:

1. Request that the City Attorney develop and submit for Council consideration, a gift agreement to accept a multimodal bridge across the Los Angeles River from the Los Angeles River Revitalization Corporation to be operated and maintained as a public asset subject to the following conditions to be met by the Los Angeles River Revitalization Corporation:
  - Completion of the bridge
  - Execution of all permits/easements and agreements necessary to place the structure
  - Execution of a long term maintenance agreement for the bridge
2. Authorize the Board of Public Works, Bureau of Engineering to provide technical assistance to the Los Angeles River Revitalization Corporation to properly draft and execute all easements, leases, permits, licenses and/or any other approvals needed from the Army Corps of Engineers, the County Flood Control District, the Department of Water and Power and private property owners so that the bridge can be turned over to the City upon its completion;
3. Instruct the Controller to transfer \$300,000 in Council District 4 AB 1290 monies from Fund 53P, Account 28G304 to a newly established Account TBD to be used for permit fees and City costs associated with development of the multimodal bridge over the Los Angeles River; and
4. Instruct the Board of Public Works, Office of Community Beautification to negotiate terms and conditions with the Los Angeles Conservation Corps for maintenance of the completed project through their River Corps for a period of ten years and submit the agreement to the City Council for consideration.

## FISCAL IMPACT STATEMENT

A private donor will provide \$4 million in funding to the Los Angeles River Revitalization Corporation (RRC) to design and construct a multimodal, cable-stay crossing located in North Atwater over the Los Angeles River. The RRC proposes to donate the bridge to the City upon its completion in compliance with the requirements of the bridge funding donation. Maintenance of the bridge for the first ten years is estimated to cost approximately \$1 million which is planned to be provided by the Los Angeles Conservation Corps. The cost of permits will be funded through AB 1290 funds. There is no impact to the General Fund anticipated at this time.

## DISCUSSION

### 1. The Los Angeles River Revitalization Corporation.

The Los Angeles River Revitalization Master Plan (LARRMP), adopted by the City Council in 2007, called for a three-tiered management structure to implement the goals of the plan. One of these tiers, the Los Angeles River Revitalization Corporation (RRC), was created through Council action in 2009 to develop parks, open space, housing, retail and jobs-producing uses along the River. As stated in the RRC's Articles of Incorporation, the specific purpose of the Corporation is to lessen the burdens of government by implementing the LARRMP.

In keeping with its purpose, the RRC has identified a private donor who has agreed to provide \$4 million in funds to design and construct a non-motorized, multimodal crossing over the river. Once completed, the bridge, to be named at the donor's discretion, will be presented as a gift to the City. Upon receipt, the City will own, operate and maintain the bridge in perpetuity.

### 2. Acceptance of Donation

The RRC has provided a letter from the donor, indicating that he will make a total donation of \$4 million to the RRC in support of their efforts to develop a non-motorized, multimodal cable-stay crossing at North Atwater. The letter describes how the funds will be disbursed and key milestones that must be met. These include:

- Written commitment by the City to accept the bridge as a gift, to be operated and maintained as a public asset;
- Submission and substantial progress in obtaining the required permits from the U.S. Army Corps of Engineers, Los Angeles County, and the City of Los Angeles, and;
- Bidding the project to an experienced and cost-effective component manufacturer and general contractor.

Since the value of this donation is more than \$5,000, Ordinance No. 158975 requires that the offer of a gift be submitted to the City Council for acceptance. Therefore, it is recommended that the City Attorney prepare a gift agreement for Council consideration.

### 3. Agreements with Other Entities

The project sits on or over land that is controlled by the United States Army Corps of Engineers, the Los Angeles County Flood Control District, the Department of Water and Power and private property owners. The RRC will be coordinating approvals, permits, leases, and agreements with these entities to allow for the placement of the bridge. The Bureau of Engineering (BOE), Real Estate Group will work with the RRC to ensure that these agreements contain the necessary City requirements and are structured appropriately so that the bridge can be turned over to the City upon its completion. This review is anticipated to cost approximately \$15,000 and is part of the project's budget.

#### 4. Fee Waivers

The Council Motion includes a direction to city departments to waive fees for this project. The City's Development Fee Subsidy Policy, adopted by the Council on January 23, 2008, lays out the parameters for subsidizing construction related fees but does not allow for fees to be waived (C.F. 07-4066).

Under the fee subsidy policy, subsidies can be provided to a non-profit organization when the project promotes a public purpose. These subsidies are limited to 50 percent of the total eligible fee and may not exceed a total of \$50,000 for any project. Qualifying organizations may be granted one subsidy per year. A public purpose project is defined in the policy as a project that enhances the activities and services routinely provided by governmental entities and that will generally be open and available for use by the public. Construction of increased public access to Griffith Park and the Los Angeles bicycle trail system appear to meet that goal.

BOE issues "B" Permits for extensive public works improvements such as the construction of bridges. The "B" Permit includes the costs of BOE and the Bureau of Construction Administration (Con Ad) during project review and monitoring. The cost of the "B" permit for this bridge is estimated by BOE to be \$243,000. Since the east end of the bridge lands on private property, the Department of Building and Safety has jurisdiction over its construction. Therefore, a Building and Safety permit estimated at \$38,000 is also required. The project permit fees total \$281,000. Therefore, the project could qualify for the maximum of \$50,000 in fee subsidy. However, in this case, the subsidy is not being pursued because Council District Four has identified \$300,000 in AB1290 funds (tax increment funds) to cover all of the anticipated City real estate review and permit costs.

#### 5. Costs and Funding

BOE has reviewed the \$4.44 million project estimate provided by the RRC. Based on a preliminary square foot approach, the design and construction estimates seem appropriate. However, the real estate review and City permit fees of \$66,000 do not reflect the anticipated City costs of \$296,000 for these services. Therefore, the budget must be increased to \$4.67 million.

Together with the donor gift of \$4 million, \$274,500 from the RRC, a non-cash contribution of \$100,000 by the Army Corps of Engineers for permits and \$300,000 in AB1290 funds, the project is fully funded.

#### 6. Long-Term Maintenance

Maintaining a steel, cable-stay structure costs considerably more than a standard construction non-motorized bridge. The cables must be tuned every five years, the timber decking used to accommodate the horse traffic must also be refurbished every five years, and the steel understructure must be painted every ten years. Gardiner & Theobald, Inc., an RRC consultant, has estimated the cost of maintenance during the first ten years to be approximately \$1 million.

The Los Angeles Conservation Corps has committed to assuming the costs of and responsibility for maintenance of the bridge for at least ten years. The Conservation Corps is prepared to amend their

agreement with the City or enter into a new agreement in order to provide the necessary maintenance services for the bridge project once it has been place under City control.

**Attachments:**

Donor Commitment Letter

Service Commitment Letter from LA Conservation Corps

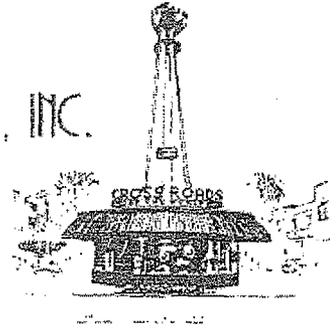
Project Budget Prepared by RRC

MAS:LEH:05120049

# CROSSROADS MANAGEMENT, INC.

6671 Sunset Blvd., Suite 1575  
Hollywood, CA 90028

Ph: (323) 463-5611  
Fax: (323) 463-0297



December 12, 2011

Mr. Omar Brownson  
Executive Director  
Los Angeles River Revitalization Corporation  
570 W. Avenue 26, Suite 475  
Los Angeles, CA 90065

Dear Mr. Brownson,

This letter confirms my intent to make a total donation of \$4 million to the Los Angeles River Revitalization Corporation (the "River Corporation") in support of your efforts to develop a non-motorized, multi-modal, cable-stay crossing in North Atwater.

My family has been in active partnership with the River Corporation for over a year about how to best revitalize the Los Angeles River and raise its profile as a valuable city asset. In October of 2010, we agreed that the construction of an iconic bridge in North Atwater was a project worthy of our collective investment. When completed, the project would connect equestrian stables to Griffith Park trails and allow the North Atwater community to connect to the L.A. River Bike Path safely and easily.

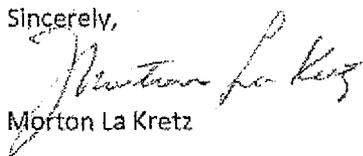
To date, I have donated \$300,000 to the River Corporation to assemble a design team and conduct due diligence around the project. I have been satisfied with that due diligence and instructed your organization to proceed with design development and, upon sufficient progress, construction drawings. I have another \$350,000 donation ready to disburse to the River Corporation to cover these professional fees.

My remaining commitment of \$3.35 million will be disbursed to the River Corporation to cover hard costs associated with the project. These funds are liquid and ready to be deployed. This final donation will be transferred to the River Corporation in a timely fashion upon substantial completion of key milestones underway, including but not limited to:

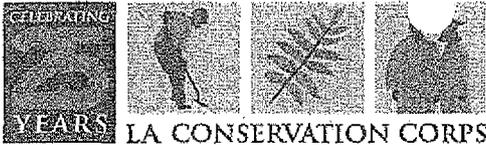
- (1) Written commitment by the City of Los Angeles to accept the bridge as a gift, to be operated and maintained as a public asset;
- (2) Submission and substantial progress in obtaining the required permits from the U.S. Army Corps of Engineers, Los Angeles County, and the City of Los Angeles; and
- (3) Bidding of the project to an experienced and cost-effective component manufacturer and general contractor

In a time of aging infrastructure and constrained municipal budgets, I am hopeful that our partnership can demonstrate the viability of public-private partnerships and the need for cooperation to solve larger, more complex challenges like the revitalization of the Los Angeles River.

Sincerely,



Morton La Kretz



Mailing Address: P.O. Box 15868, Los Angeles, CA 90015

December 8, 2011

Omar Brownson  
Executive Director  
Los Angeles River Revitalization Corporation  
Los Angeles River Center and Gardens  
570 West Avenue 26, Suite 475  
Los Angeles, CA 90065

**RE: COMMITMENT OF MAINTENANCE SERVICES FOR THE NORTH ATWATER MULTIMODAL BRIDGE**

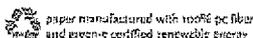
Dear Mr. Brownson:

As one of the founding board members of the Los Angeles River Revitalization Corporation (RRC), Executive Director of the Los Angeles Conservation Corps since 1995, and founder of the LA Conservation Corps' Los Angeles River Corps (River Corps), I am delighted to let you know our commitment via the River Corps to participate in the maintenance services for the RRC's North Atwater Multimodal Bridge project.

As you know, since 1986 the LA Conservation Corps' primary mission is to provide at-risk young adults and school-aged youth with opportunities for success through job skills training, education and work experience with an emphasis on conservation and service projects that benefit the community. Since 2008, LACC youth have been serving as River Corps members in the Glendale Narrows stretch of the Los Angeles River (River), providing an important public interface role and ensuring that park, greenway, and related projects are safe, and clean for the public's enjoyment. We are prepared to amend our prevailing agreement with the City or enter into a new agreement in order to provide the necessary maintenance services for the bridge project once the RRC donates the bridge to the City.

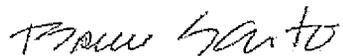
Thus, related to its past work along the River, the LA Conservation Corps' River Corps will assume the costs of and responsibility for maintenance of the North Atwater Multimodal Bridge project for at least ten years. I understand that regular maintenance activities regarding bicycle use and equestrian use of the bridge will need to be coordinated with the City's Departments of Transportation and Recreation and Parks, respectively. I also understand that, in addition to typical maintenance activities associated with landscaping and paths, the bridge's unique design features will require repainting and cable-tuning and treatment and/or replacement of the bridge's timber decking during our period of service.

Through LA Conservation Corps programs and services, we seek to provide a supportive and enriching environment for at-risk youth and young adults to help them develop self-esteem, achieve their educational goals, establish and pursue life and career goals and gain the skills necessary to become self-sufficient, responsible citizens who will positively contribute to their communities and society. Expanding the LA Conservation Corps' River Corps in support of this important RRC



project will go a long way toward instilling critical environmental stewardship values in exceptional young Angelenos who are tomorrow's leaders. Please let me know if you have any questions: (213) 362-9000 and [BSaito@lacorps.org](mailto:BSaito@lacorps.org).

Sincerely,

A handwritten signature in black ink that reads "Bruce Saito". The signature is written in a cursive, slightly slanted style.

Bruce Saito  
Executive Director

## North Atwater Equestrian/Pedestrian and Bicycle Bridge

Budget	Total	Donor	RRC	Agency
<b>Revenue Sources:</b>				
Private Donor	4,000,000	4,000,000		
RRC General Fund				
In-kind Personnel Costs (Board & Staff)	74,500		74,500	
Restricted Donation	200,000		200,000	
<b>Agency Waivers:</b>				
LA City (non-cash)	66,000			66,000
USACE (non-cash)	100,000			100,000
<b>Total Revenue</b>	<b>4,440,500</b>	<b>4,000,000</b>	<b>274,500</b>	<b>166,000</b>
<b>Costs:</b>				
<b>Soft Costs:</b>				
Conceptual Design	62,950	62,950		
Design Development	245,255	245,255		
Construction Documents	219,305	219,305		
Permits (non-cash)	124,000			124,000
Real Estate Title and Acquisition (non-cash)				42,000
Environmental & Legal	200,000		200,000	
<b>Subtotal Sost Costs</b>	<b>893,510</b>	<b>527,510</b>	<b>200,000</b>	<b>166,000</b>
<b>Construction Costs</b>				
Labor and Materials	3,377,990	3,377,990		
Traffic Management	20,000	20,000		
Construction Oversight & Testing	149,000	74,500	74,500	
<b>Subtotal Construction Costs</b>	<b>3,546,990</b>	<b>3,472,490</b>	<b>74,500</b>	<b>0</b>
<b>Total Costs</b>	<b>4,440,500</b>	<b>4,000,000</b>	<b>274,500</b>	<b>166,000</b>
<b>Over(under) Funded</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

# The Eastsider

Scenes, Sightings & Stories From The Eastside of L.A.



## Developer seeking to build 60 townhomes on Atwater industrial property

November 20, 2014 28 Comments

ATWATER VILLAGE



Rendering by RIOS CLEMENTI HALE STUDIOS

A section of the proposed Atwater development | Rendering by Rios Clementi Hale

ATWATER VILLAGE — The family of developer-turned-philanthropist Morton La Kretz is leaving quite a mark on North Atwater, with La Kretz contributing millions of dollars to construct a cable-suspension bridge across the L.A. River. Now, the La Kretz family wants to build 60 townhouses on an industrial property a short walk from where the La Kretz Crossing will be constructed.

The project, one of the largest, single residential projects that would be built in Atwater in recent years, would rise next to North Atwater Park on a nearly three-acre property on the eastern tip of Chevy Chase Drive, where Scenic Expressions, an entertainment industry transportation and storage company is currently located. The La Kretz family has owned the property for about twenty years, said consultant Daniel Tellalian.

Plans by project architect Rios Clementi Hale Studios include homes ranging in size from 1,400 square-feet to 1,700 square-feet as well as "substantial landscaping and permeable walking paths in an urban-



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park design," Tellalian said. "The family's decision to convert an old industrial property into rustic residential near the river is a natural extension of those same civic interests" that supported the new L.A. River span, he said.

But getting the project built would require changing the site's agricultural zoning to allow for residential development. The agricultural zoning was put in place in the early 1970s as part of efforts to protect nearby stables, equestrian facilities and access to riding trails, Tellalian said.

The project is now being presented to Atwater groups, including the chamber of commerce and neighborhood council, as the La Kretz family tries to build support. Luis Lopez with the Atwater Chamber of Commerce said a lot of thought has been put into the project but his group is concerned about the further loss of commercially-zoned property and jobs, he said.

Tellalian, who said the project would not displace jobs or residents, said construction would start in 2016 if the necessary zoning changes and other approvals are granted.

**Prime LOS ANGELES LIVING.com**  
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 Berkshire Hathaway  
**310.497.3654**  
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**Eastside Animals: Pets, People & Wildlife**

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Next: Eastside chases after a biotech future

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November 22, 2014



**treehaus – a shop featuring local artists – opens in Atwater Village**

November 22, 2014



**Just Listed – Atwater Village Vintage Charmer**

November 6, 2014

**28 COMMENTS**

J Conroy  
November 20, 2014 at 10:37 am

Glad we (taxpayers) spent all that Superfund money to clean-up the former train yards. "Will be dedicated to providing parklands, and open spaces". Yeah. right.

Reply

Moody  
November 20, 2014 at 11:34 am

I really like Garcetti but I am over this density frenzy. Where the hell is their water going to come from?

Reply

**EASTSIDE PROPERTY LISTINGS**



**For Sale: Mt. Washington Mid-Century**

November 21, 2014



**The Rental Girl's 10 Year Anniversary Giveaway!**

November 21, 2014



**For Rent: Fully Renovated Los Feliz Flat**

November 20, 2014



**For Rent: Gorgeous Home w/Detached One Car Garage on the border of Mt. Washington & Cypress Park**

November 19, 2014



**Now Showing: Modernist Mt. Washington Home Designed by Internationally Acclaimed Fung + Blatt Architects**

November 16, 2014



**From Craftsman to Modern, There's a Lot to See This Weekend from Tracy Do Real Estate**

November 15, 2014



**For Sale: Modernist Home Designed By Internationally Acclaimed Fung + Blatt Architects**

November 14, 2014

Reply



Ryan  
November 20, 2014 at 11:52 am

People don't use that much water, and are already the highest paying users. The water for 60 townhouses can come from an acre of excess agricultural water (and the ag folks will waste less if they had to pay 1/10th of what the city-folk did).  
As for density, it is either more density, or more massive increase in housing prices. Houses are supply and demand. People want to move here (and getting them water isn't a problem), so they either bid up the costs of homes in Atwater, Highland Park, etc., or they build new, dense townhouses, condos, and apartment buildings.

Reply



Moody  
November 20, 2014 at 12:18 pm

I understand the fact that a ton of new people want to live here. I just seriously doubt these townhomes will be priced for transplants/young professionals. At 1,400- 1,700sf these might be in the \$650,000 price range on up. Latitudes and SL70 aren't even finished. Do you know if units in these other developments have been accounted for yet? If we truly want to embrace density, why not smaller eco friendly homes. I don't see how luxury townhomes are going to fix our supposed inventory crisis when there are plenty of adaptive reuse opportunities all over. I would love to see more former office buildings being modified for sfr rather than these boxy stack and pack lego-like projects.

Reply



corner soul  
November 20, 2014 at 2:01 pm

It's all cumulative... just think of this as 60 less families driving up the cost of the adjacent houses and apartments.

Reply



Eon Long  
November 23, 2014 at 11:06 pm

fewer illegals means more water for the rest of us.

Reply



True Freedom  
November 20, 2014 at 1:44 pm

in addition to water, how are these people going to "get around"?  
Sure, dense neighborhoods sound great with people walking and biking everywhere (I'm pro bike, btw); however, the reality is most of these folks will own and use cars to get places. This further strains parking, congestion, etc.  
Even the best estimates show that the reduction in overall driving doesn't make up for all the new miles driven.. which results in more total local miles being driven. So, we're increasing local congestion and local pollution to deposit a mere drop in the save-the-earth bucket.

Reply



corner soul  
November 20, 2014 at 2:07 pm

Which is why we need more mixed use... a great deal of the traffic in LA is because we put all the commercial and retail in one location, and all the housing elsewhere. This forces people to either walk a mile to run day-to-day errands, or drive (not to mention the way we design these main shopping streets in LA... like miniature freeways.)

Reply



True Freedom  
November 20, 2014 at 2:14 pm

I would agree that if we had a do-over, and we designed LA in this way from the get-go, it would have been great!!  
However, Trying to retrofit LA into this model is turning into a cluster-bunk.  
Parts of Pasadena have become SIGNIFICANTLY more congested. These areas,



[Click here for more Eastside Property Listings](#)

### HOME & REAL ESTATE STORIES



**Sales Report: Burned out Silver Lake shack sells for \$575k ; Angelo Surmelis' Echo Park remodel sold; Eagle Rock house sells for \$100k over asking**

November 24, 2014



**Eastside Open House: One-bedroom homes in East L.A, Eagle Rock & Echo Park; \$999,000 Silver Lake stairway house & more**

November 21, 2014



**The Rental Girl's 10 Year Anniversary Giveaway!**

November 21, 2014



**Developer seeking to build 60 townhomes on Atwater industrial property**

November 20, 2014



**Sales Report: A sampling of Eastside property deals**

November 17, 2014

almost exclusively, are the areas around our Transit Oriented Development areas.

So, Highland Park, Boyle Heights, etc will be next to become congested nightmares due to over-development.

[Reply](#)



corner soul

November 20, 2014 at 3:16 pm

Pasadena is doing just fine... there's only congestion at rush hour, which is to be expected in a city (otherwise traffic is pretty light compared with the rest of the region.)

Anyway, whoever said congestion is a reason to stop growing? Any desirable city with a strong economy will have bad traffic., it's just a by-product of that success. All that development is also helping to pay for neighborhood improvements and city services. This is what a strong local economy looks like.

[Reply](#)



ekirby

November 20, 2014 at 6:53 pm

Huh? How lame, congestion should not be a way of life. This kind of development is only nurturing more enclavism. The population needs to be mobile to experience the city.



True Freedom

November 21, 2014 at 10:25 am

"whoever said congestion is a reason to stop growing?"

I've said that many, many times.

I'm all for redevelopment, which is an economic engine, but I'm totally against OVERdevelopment.

Congestion should not be considered par for the course. Growth is good if you have the infrastructure in place to move people and goods. Congestion is evidence that the infrastructure is not sufficient. Congestion increases inefficiency (not good for economy), decreases productivity (not good for economy), decreases quality of life (not good for people), increases "local" pollution (not good for people).

Like I said, if we had a do-over, we could have designed things to accommodate growth.. but the way we're wedging people in every little nook and cranny without proper infrastructure is just plain bad.

You and I obviously disagree on this point. We'll have to check back in with each other twenty years from now to see who was right.



corner soul

November 21, 2014 at 11:04 am

@True Freedom: Fair Enough.

And don't get me wrong, I wouldn't suggest Atwater as the first location for removing parking requirements all together... I'd prefer we start within a half mile of metro rail stops. That way people have realistic alternatives to driving, and we can let the free market truly do it's thing.

I think if you were to look at other cities with awesome mass transit (London, Paris, Tokyo) you'd see that congestion is still an issue... fortunately people have all sorts of alternatives to driving. I think we should shoot for the same here with regards to mobility (not impossible if you consider those cities are pretty sprawling too.)

Frankly, I just don't see any realistic alternatives. People want to live here, so without some kind of heavy handed government decree you can't stop growth (and economically, why would you want to?) All you can do is direct it where it will work out in your favor. I don't think that means we have to start building high rises

everywhere, but let's build up the city where we have rail, and let's zone for more corner stores and retail sprinkled into our residential-only tracts, so people don't have to drive just to run some quick errands.



ekirby

November 21, 2014 at 5:21 pm

@ corner soul, After Glendale's sudden spurt of building 3,000 new apts, condos and mixed use. They are now considering a pull back. Reason-congestion in Glendale, Congestion that is going to affect neighbors. My concern is L.A. is plowing the same row and I have to agree (rarely do) with True Freedom.



corner soul

November 22, 2014 at 12:14 am

@ekirby: 3,000 units in Glendale? Really? In what timeframe?

To put it in perspective, that's about the same that was built in Downtown LA from 2008-2013, which is the biggest growth market in the region by a landslide... and most of that was probably adaptive reuse of existing/vacant highrises (source: <http://online.wsj.com/articles/SB1000142405270230428100457922>)



ekirby

November 22, 2014 at 11:41 am

<http://www.glendalenewspress.com/news/tn-gnp-glendales-building-boom-troubles-caltrans-20140109,0,2035058.story>

@ corner soul, Here you go. I'm sure you'll applaud these developments, but I'll never be convinced.



corner soul

November 22, 2014 at 10:01 pm

Well that is a lot of units, I won't deny that... but it sounds like they're talking about 2006 to now (as well as anything that's still in the pipeline.)

And yeah, I do think it's a smart plan for Glendale to grow their downtown housing stock. It'll expand their tax base, and maximize ROI on their most valuable land, with much less strain on their infrastructure than building up in the hills and over open spaces.

Besides, any city with half a brain should take CalTrans advice with a grain of salt. A transit agency shouldn't be telling cities to stop growing their downtowns, they should be helping them grow their downtowns by building better projects (less freeways, we have plenty... more mass transit, we're sorely lacking.)



Juan Montoya

November 20, 2014 at 2:08 pm

The younger folks seem to have adapted to bicycles and public transportation more so than any other age group, it's a pity then that they're being priced completely out of the Eastside.

How about some new build apartments in the \$285,000 to \$385,000 range for one and two bedrooms, I know its a futile request but this what young urban professionals need. How many couples out there can afford \$3,000+ pm on a mortgage?

Oh yes, Daddy owns a factory full of enslaved workers in China and is pouring his money into the US.

[Reply](#)


corner soul

November 20, 2014 at 3:19 pm

Might be possible if the city got rid of parking requirements and allowed for more conventional urban growth... but the older generations in LA cant see the forest for the trees.

[Reply](#)



Moody

November 20, 2014 at 3:56 pm

One only needs to spend a small amount of time in K Town and mid city to see the result of low or NO parking requirements. It's a shitshow. People love their cars and they will hold onto them as long as they continue to purchase items bigger than a bag of groceries. And I am very pro-bike for the record. Adaptive reuse of existing structures would solve much of the inventory need in Los Angeles while not encroaching on our already limited green spaces. There should be incentives given to developers willing to modify existing office buildings and eyesore mini malls. Let's not be short sighted over and over again.

[Reply](#)



corner soul

November 20, 2014 at 5:32 pm

Other problems at play in those areas (lack of public space and LADOT designing neighborhoods as cut-through highways for starters.)

There's dozens of desirable neighborhoods in LA built long before government felt the need to micromanage parking... Sunset Junction, Los Feliz, Little Tokyo, Larchmont, Venice, Frankline Village, etc. etc.

I'm all for adaptive reuse, but that's already happening. If we were actually serious about lowering the cost of housing in LA, there's literally hundreds of parking lots and stripmalls on major boulevards near mass transit that we could be replacing with urban housing... and if developers didn't have to first build an industrial scale parking garage 3 floors underground, they might be significantly more affordable.

Just some food for thought.



True Freedom

November 20, 2014 at 3:59 pm

do we have any data to point to the preferences of these young people.. when they get older?

I work with a bunch of twenty somethings. I watch as they get older, get married, have kids.. many transition from loving the condo in Old Town to wanting a SFR with a yard.

[Reply](#)



corner soul

November 20, 2014 at 5:38 pm

Do we have any data to the contrary?

Either way, if most of those young people hit middle age and decide to move to the suburbs, well, we're making new ones every day... that's how cities generally work. LA can't swim upstream forever, sooner or later you need to embrace urbanism with both arms.



Michael

November 20, 2014 at 8:58 pm

Who cares, that area is a dump! They should do something with it besides a brewery. The only decent area in Atwater is around Glendale Blvd and Los Feliz Blvd. Atwater needs less abandoned warehouses and more stores, businesses, even residential.

[Reply](#)



Hillster

November 21, 2014 at 9:24 am

Why is no one talking about what a retro 1980's eyesore this development will be?

[Reply](#)



ese-ese

November 21, 2014 at 1:22 pm

Yes! My thoughts exactly. Build it if you must, but please make it something not so damn butt-ugly. These new developments all have a "look" and it's not good. It's like architecture by numbers. They're not even trying.

[Reply](#)



James

November 21, 2014 at 8:06 pm

What I find most offensive about this development is the name. I understand the developers' desire to immortalize themselves, but "La Kretz Crossing" sure doesn't roll off the tongue.

[Reply](#)



jocko

November 23, 2014 at 1:46 pm

Is it already too late to save Oakland.....(or Atwater, Highland Park, Boyle Heights, East LA)? Are they being saved now?

<http://kernelmag.dailydot.com/issue-sections/staff-editorials/10935/oakland-silicon-valley-gentrification/?tw=dd>

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