

Communication from Public

Name: Mott Smith

Date Submitted: 12/14/2023 07:35 PM

Council File No: 20-1074-S4

Comments for Public Posting: Via Email December 14, 2023 Members, L. A. City Council Mayor Karen Bass Re: Permanent Al Fresco Ordinance (20-1074-S4) – SUPPORT Dear Councilmembers and Mayor Bass: The Council of Infill Builders enthusiastically supports the Al Fresco Ordinance (CF 20-1074-S4). This law will go far in supporting small food businesses and helping revitalize Los Angeles' urban spaces. We congratulate you on producing a balanced and well-crafted measure. The final amended version's flexibility with respect to onsite parking requirements is good for at least four reasons: • It provides maximum relief to smaller restaurants who need it most. • It prioritizes spaces for people over storage for cars. • It advances the Americans with Disabilities Act's requirement that an accessible route to a business should "to the maximum extent feasible, coincide with the route for the general public." • It actually helps create even more neighborhood parking, including, potentially, accessible parking zone (blue curb) spaces. On that last point, consider the following: A standard commercial driveway is 20 feet wide. In parking meter districts, it is common practice to leave several feet of clearance between each edge of the driveway and the first curbside parking space on either side. As a result, abandoning a driveway for an Al Fresco conversion could actually increase the amount of curb available for new metered spaces by up to 36 feet – enough to house two cars. In cases where the driveway meets accessible slope requirements, this would also provide an opportunity to create an accessible parking zone (blue) space reserved for people with disabilities. The image above shows a typical outdoor dining conversion on a standard parcel, with onsite parking. The benefits are limited to approximately 1,500 SF of outdoor dining and one accessible parking space. Without onsite parking, the benefits – including for parking -- are significantly greater: approximately 2,500 SF of outdoor dining, at least one additional standard metered space and new accessible parking space – all available to the general public. As a closing thought, we urge the City to publicize the Department of Disability's Accessible Parking Zone Program and encourage businesses to petition for blue curb when new parking is added to a neighborhood's existing curb. Thanks again for your leadership with this important program. Best regards, Mott Smith Chairman,

Council of Infill Builders



Via Email

December 14, 2023

**Members, L. A. City Council
Mayor Karen Bass**

Re: Permanent AI Fresco Ordinance (20-1074-S4) – SUPPORT

Dear Councilmembers and Mayor Bass:

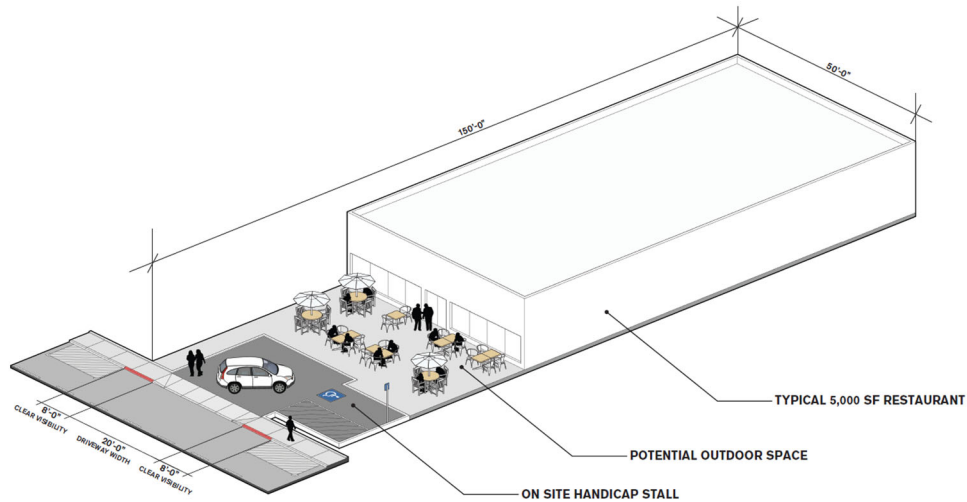
The Council of Infill Builders enthusiastically supports the AI Fresco Ordinance (CF 20-1074-S4). This law will go far in supporting small food businesses and helping revitalize Los Angeles' urban spaces.

We congratulate you on producing a balanced and well-crafted measure. The final amended version's flexibility with respect to onsite parking requirements is good for at least four reasons:

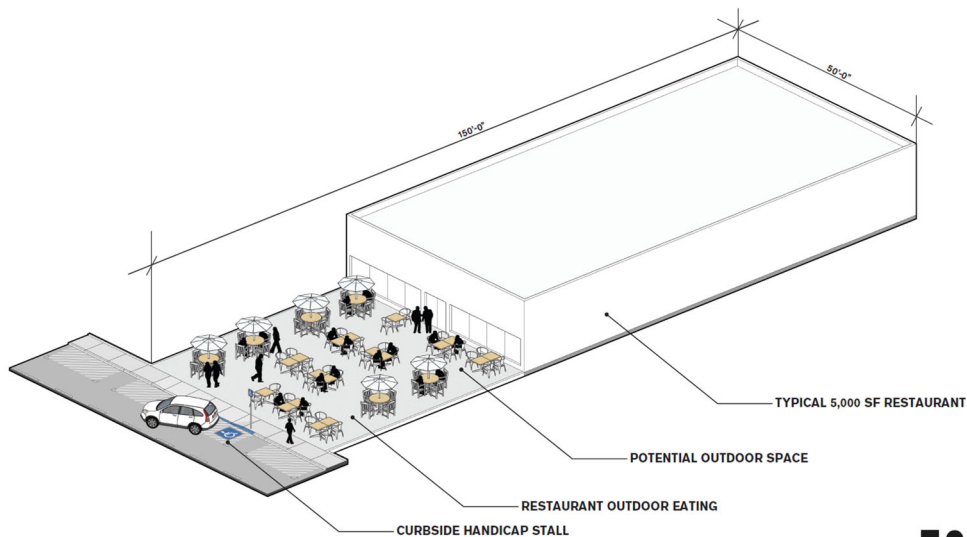
- It provides maximum relief to smaller restaurants who need it most.
- It prioritizes spaces for people over storage for cars.
- It advances the Americans with Disabilities Act's requirement that an accessible route to a business should "to the maximum extent feasible, coincide with the route for the general public."¹
- It actually helps create even more *neighborhood* parking, including, potentially, accessible parking zone (blue curb) spaces.

On that last point, consider the following: A standard commercial driveway is 20 feet wide. In parking meter districts, it is common practice to leave several feet of clearance between each edge of the driveway and the first curbside parking space on either side. As a result, abandoning a driveway for an AI Fresco conversion could actually *increase* the amount of curb available for new metered spaces by up to 36 feet – enough to house two cars. In cases where the driveway meets accessible slope requirements, this would also provide an opportunity to create an accessible parking zone (blue) space reserved for people with disabilities.

¹ Americans with Disabilities Act of 1990, ADA Standards for Accessible Design, Section 4.3.2



The image above shows a typical outdoor dining conversion on a standard parcel, with onsite parking. The benefits are limited to approximately **1,500 SF of outdoor dining** and **one accessible parking space**.



Without onsite parking, the benefits – including for parking -- are significantly greater: approximately **2,500 SF of outdoor dining**, **at least one additional standard metered space** and **new accessible parking space** – all available to the general public.

As a closing thought, we urge the City to publicize the Department of Disability's Accessible Parking Zone Program and encourage businesses to petition for blue curb when new parking is added to a neighborhood's existing curb.

Thanks again for your leadership with this important program.

Best regards,

A handwritten signature in blue ink, appearing to read 'Mott Smith', with a long horizontal flourish extending to the right.

Mott Smith
Chairman, Council of Infill Builders

C: Mayor's Office of Economic Development
Department of City Planning