

2020.10.14 PLUB Committee Meeting

Roll Call:

3600 Stocker

Recommends approval

No left turn on Crenshaw having plastic poles west bound left stocker

Expressing our concerns about the quality of the alley, 45 parking spots Positive

Comments glass corners

Open and airy and inviting

Improved ingress

Came to our committee twice

Balconies changed

Mural

6 units very low income

Isaiah Motion to Send Letter in Support

Johnnie 2<sup>nd</sup>

Vote

Johnnie Yes

Isaiah Yes

Avis Yes

A Yes

Denise Yes

October 13, 2020

Department of City Planning  
200 N. Spring St., Room 721  
Los Angeles, CA 90012  
Attn: Kyle Winston

Councilmember Marqueece Harris-Dawson  
City Hall  
200 N. Spring St., Room 460  
Los Angeles, CA 90012

**Re: 3600 Stocker Street CPC-2019-5778**

Empowerment Congress West Area NDC (ECWA) would like to thank the team of 3600 Stocker Street for meeting with the community twice to better integrate their project into our neighborhood. The team has been communicative and transparent with residents about what was being proposed. Stakeholders have had the opportunity to influence the design via the Crenshaw Design Review Board (DRB) where the aesthetics of the project were improved considerably. The improvements include the increase in glass, improved mural location, improved balconies, and improved ingress. ECWA supports the residential mixed-use development of this currently nonresidential parcel. By working with the developer, we have been able to facilitate our community's share of housing production during a time of affordable housing shortage in California. The proposed project will include 6 units reserved for very low-income households. However, we would like to request the developer provide 10 units of income restricted affordable housing. Also, we have concerns about pedestrian safety and congestion and would like to ask planning and the developer to implement road improvements that prevent cars traveling eastbound on Stocker Street from making a left into the alley and cars traveling northbound on Crenshaw Boulevard from making a left into the parking garage. Finally, residents are also concerned about the poor quality of the adjacent alley which will facilitate all automobile egress as well as deliveries, thus we would like to ask the developer and the council office to coordinate pavement and pothole repair.

Sincerely,

Empowerment Congress West Area NDC

November PLUB 2020

Roll Call:

Johnnie Yes

Isaiah Yes

Avis Yes

A Yes

Denise Yes

Johnnie Motion in support of the project at 4170 Leimert

Isaiah Second

Isaiah YES

Johnnie Yes

Avis YES

A YES

Denise YES

November 16, 2020

Department of City Planning  
200 N. Spring St., Room 721  
Los Angeles, CA 90012  
Attn: Kyle Winston

Councilmember Herb Wesson  
City Hall  
200 N. Spring St., Room 430  
Los Angeles, CA 90012

Re: AA-2019-3220

Empowerment Congress West Area Neighborhood Development Council (ECWA) would like to thank the team of 4170 Leimert Blvd for meeting with the community to better integrate their project into our neighborhood. The team has been communicative and transparent with residents about what was being proposed initially and how the project has been changed to complement the surrounding architecture. ECWA supports the residential condo development of this currently vacant parcel. We also appreciate that parking is being provided.

Sincerely,  
Empowerment Congress West Area NDC

As the Crenshaw/Expo connector station is nearing completion and final discussions of the Crenshaw Crossing Development are underway, it has come to our attention that one item in particular needs further attention/discussion so as to address not only safety, but efficiency as well.

The Crenshaw Crossing site plan at the South/West corner of Crenshaw and Exposition currently has Victoria Ave being closed off at Exposition Blvd to address pedestrian safety, by eliminating traffic flow from Exposition Blvd to Crenshaw. This was Metro's recommendation because it removes the potential hazard of vehicle/pedestrian collision.

The Planning, Land Use & Beautification Committee would like to propose that Metro give much consideration to a people bridge or tunnel or enhanced crosswalk zone, connecting Crenshaw Crossing Plaza on the East, with the Metro platform/Crenshaw connector station to the West. The two most significant reasons for this are the following:

1. Doing so will greatly minimize any safety concerns that crosswalks at street level often present, thus allowing pedestrians the free & uninterrupted enjoyment to move safely between these two points.
2. This will help eliminate more traffic congestion due to what will become a heavily used pedestrian crosswalk at this intersection (without a people bridge). With the current, significant delays already imposed by the light-rail crossing on North & South bound traffic, the delays will only be exacerbated by adding a pedestrian crosswalk.

Without the addition of a people bridge, the Light-rail crossing and walk signals will have to be synchronized to minimize any further traffic delays. And with the notion that people will be using light-rail more frequently, as well as using vehicles less, we anticipate there will be more pedestrian crossing, more frequently at this intersection, than light-rail crossing. And this will significantly impact the traffic flow and cause even more congestion.

DRAFT

December 20, 2020

Re: Resolutions 21-0002-S18 and 21-0002-S21

Empowerment Congress West Area supports the Koretz motion in opposition of Senate Bill 9 (Atkins) and Senate Bill 10 (Wiener). The goal of these two bills are to increase market rate development with the assumption that the housing produced will be available to those at risk of displacement. We have found this premise to be false. Not only does market rate housing often go to those outside the community while current residents suffer from poor affordability and overcrowded condition but market rate development also becomes a catalyst for development induced displacement. We are also firmly against redevelopment of existing residential stock in our community. There are less than a dozen of parcels of (vacant) residentially zoned land that can be upzoned utilizing Senate Bill 10 without prompting redevelopment. We gladly facilitate discussion to ease development of our numerous vacant city-owned dirt parcels or underutilized commercial zones that have been battered by COVID-19. In addition, our neighborhood's zoned capacity is, without these bills, already much greater than the existing housing stock thus we are concerned about increased density's effect on the existing lack of investment in our schools, parks, & utility infrastructure. This has become a particularly precarious situation with the onset of COVID-19 and the need to social distance.

Senate Bill 9 would allow our low-density neighborhoods to become a target for speculation thus accelerating gentrification. SB 9 also lacks any affordability requirement thus is contrary to the goals of the longtime local grassroots organizations seeking subsidies to fund affordable and social housing. Finally, we are very concerned about maintaining the historic character of the neighborhood, parking impacts, and the lack of a community input process.

Finally, we feel the state is wrong to attempt to impose a top down one size fits all zoning code. Especially at a time of suppressed public engagement due to the COVID-19 pandemic. These proposals are significant bills that would have extremely impactful effects on the way we live and travel thus we would like to see increased outreach on behalf of the legislature and a full committee process with full deliberation. Furthermore, unlike some bad actor cities, Los Angeles has made an honest effort at accommodating market rate housing growth with efforts such as TOC, Small Lot Subdivision, & ADU law and we would like to continue to plan for growth as appropriate for each neighborhood's environment, demography, and economy.



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