



Council File Number: Unassigned.

Date: October 13, 2020

Subject: Opposition to Transit Oriented Development (TOD)/Transit Oriented Communities (TOC) in the current form.

The Boyle Height's Neighborhood Council is requesting that the aforementioned CIS be directed to the Los Angeles City Council, it's Committee's, the Los Angeles County Metropolitan Transportation Authority (METRO) and attached to any future Council File Number that may be assigned to current and future proposed Transit Oriented Development's/Communities.

Summary: On September 9, 2020 the Planning and Land Use Committee of the Boyle Heights Neighborhood Council received voiced concerns regarding Transit Oriented Developments within the community of Boyle Height's.

Prior to the October 9th, 2020 Planning and Land Use Meeting, stakeholders and Planning and Land Use Committee members expressed concerns in regards to how Transit Oriented Developments affect parking, in and around their projects, mass of the buildings, density of units, and not having enough available on site green space.

The Boyle Heights community lies within various Transit Oriented Development Zones that primarily consist of Tier 4 and Tier 5 "Affordable Housing Tiers" which are based on their distance from the from Bus stations/routes, (regular and rapid), Metrolink Rail Stations, and Metro Rail Stations.

Higher Tier counts equate to allowing a larger building to be placed on lot and more unit's placed on the property - usually at the sacrifice of parking, green-spaces, and lack of sensitivity to pre-existing surrounding structures in the neighborhood.

Developers have the option to downgrade the tier count (i.e. downgrade from a Tier 4 to a Tier 3, or a Tier 3 to a Tier 2) which can add parking, green spaces, add above minimum parking spaces, and allow variations in design and mass appropriate that is complimentary to the surrounding neighborhood- but this is not happening in Boyle Height's.

The Boyle Height's Neighborhood Council believes in affordable housing, and housing that is assessable to public transportation.

However, we oppose Transit Oriented Developments/Communities in it's current formation. We have the expectation that Transit Oriented Developers and METRO will have consistent dialogue and outreach to the Boyle Height's Neighborhood Council and the stakeholders of the community in the creation of "hybrid" Transit Oriented Developments that compliment the community and bring it together - not divide it.

Respectfully submitted,

The Boyle Heights Neighborhood Council

