

Communication from Public

Name: Casey Maddren
Date Submitted: 05/14/2021 03:27 PM
Council File No: 19-1389-S1
Comments for Public Posting: I am submitting the attached letter in support of the appeals for 4629-4651 Maubert, DIR-2019-3760-TOC-SPP-SPR, VTT-82654.

May 14, 2021

PLUM Committee
Los Angeles City Hall
200 N. Spring St.
Los Angeles, CA 90012

Re: 4629-4651 Maubert Ave.
Case Nos. ENV-2019-3761-SCPE, DIR-2019-3760-TOC-SPP-SPR, VTT-82654
Council File 19-1389-S1
SUPPORT APPEALS

Members of the PLUM Committee,

I am writing in support of the appeals filed against the above referenced project. Rather than providing the quantities of affordable housing that Angelenos really need, this project is merely another gift to real estate investors. The proposed project contains 153 dwelling units with 17 units set aside for Extremely Low Income Households, but the project description does not acknowledge that 14 rent-stabilized units will be demolished. There will only be a net gain of 3 units that will be accessible to Low Income Households. The developer is receiving generous entitlements worth millions of dollars for a negligible net increase in housing accessible to Low-Income Households.

The Council mistakenly allowed environmental review under SCPE. The project does not comply with SCPE requirements which state:

(6) The transit priority project site is not subject to any of the following:

(C) Risk of a public health exposure at a level that would exceed the standards established by any state or federal agency.

The project appears to be located within 200 feet of the Saban Research Institute and 400 feet of Children's Hospital, locations where children suffering from a variety of illnesses go to seek treatment. No study has been conducted of construction noise, construction emissions and construction dust to assess how patients at Children's Hospital might be impacted or how research activities at SRI might be affected.

In addition, the City has repeatedly claimed in recent years that increasing density near transit hubs will reduce vehicle trips and so cut greenhouse gas (GHG) emissions, but evidence has shown the opposite is true. A 2018 report from the California Air Resources Board (ARB) shows that vehicle miles travelled are increasing and that the State is not on track to meet its GHG reduction targets.

2018 Progress Report: California's Sustainable Communities
https://ww2.arb.ca.gov/sites/default/files/2018-11/Final2018Report_SB150_112618_02_Report.pdf

A key finding of this report is that California is not on track to meet the greenhouse gas reductions expected under SB 375 for 2020, with emissions from statewide passenger vehicle travel per capita increasing and going in the wrong direction.

In spite of all the talk about transit-oriented development, in reality the City shows little concern for decreasing GHG emissions related to transportation. The City of LA has failed to monitor both the number of vehicle trips in conjunction with new development and has also failed to assess the effectiveness of its policies regarding the promotion of high-density development near transit hubs. A study from UCLA's Institute of Transportation Studies (Falling Transit Ridership, 2018) has shown that transit ridership has fallen steeply in recent years, while car ownership has increased dramatically since 2000.

I urge you to uphold the appeals and reject this project.

Sincerely,
Casey Maddren
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