

Communication from Public

Name: Rick Cole

Date Submitted: 08/26/2022 08:12 AM

Council File No: 21-0828

Comments for Public Posting: I've long been a Zoo supporter and my sister has been a docent for more than 25 years. I strongly support public access to the Zoo, but I urge the Council not to spend money on expanding parking. Have we learned nothing over the past 100 years? Making it easier to drive increases pollution and deepens our catastrophic car dependence. Since we know public transit and bike mobility is far less environmentally, socially and economically expensive, why not invest in those options? What an irony to elevate the Zoo's commitment to sustainability and environmental education while contributing to the global meltdown by making bigger parking facilities! Do the right thing -- shrink parking options and expand other alternatives! Rick Cole

Communication from Public

Name: Benjamin Lord

Date Submitted: 08/26/2022 09:06 AM

Council File No: 21-0828

Comments for Public Posting: I am opposed to any plan for the LA Zoo which involves the creation of more parking spaces or the destruction of woodlands in Griffith Park. Alternatives like an electric shuttle that runs in a loop to local public transit should be considered. History suggests that once large parking structures are constructed, they are virtually never destroyed. Public green space in Los Angeles is already tragically lacking. Griffith Park is one of the largest municipal parks in the country, and a jewel of the region. Because it's large, it's understandable that various stakeholders want to carve out pieces of it for their particular needs. Historically, the great park systems in the U.S. have preserved green space by strenuously fending off these demands. I urge Council Members to explore every possible alternative. Benjamin Lord 90016

Communication from Public

Name: Patti Kilroy

Date Submitted: 08/26/2022 04:34 PM

Council File No: 21-0828

Comments for Public Posting: I am writing to express my thoughts on the LA Zoo Vision Plan Alternative 1.5. While I believe this is best option on the table for visitors, animals, and Griffith Park, please reconsider additional parking to the zoo. Even the reduced number of parking spaces in Alternative 1.5 will encourage visitors to drive instead of taking other modes of transportation. This goes against the City of LA and the Zoo's climate change goals. Additionally, vehicles in Griffith Park make the park a dangerous place for those enjoying the park. Instead of adding any parking to the Zoo, please consider other options like electronic shuttles which connect visitors from parking lots and transit stations outside of the park. Thank you for considering my input.

Communication from Public

Name: Mike manville

Date Submitted: 08/26/2022 01:09 PM

Council File No: 21-0828

Comments for Public Posting: Do not add parking to the zoo. That's insane, and would be just one more fracture in our already broken approach to transportation.

Communication from Public

Name: Claire Zeng

Date Submitted: 08/26/2022 03:52 PM

Council File No: 21-0828

Comments for Public Posting: I am writing to express my thoughts on the LA Zoo Vision Plan Alternative 1.5. Please reconsider additional parking to the zoo. Even the reduced number of parking spaces in Alternative 1.5 will encourage visitors to drive instead of taking other modes of transportation. I oppose this for many reasons: This only worsens traffic problems that already exist that cannot be solved by digging in and adding more parking. These problems need to be fixed with alternate transit solutions instead. This allocates even more precious park space to parking instead of so many other better uses. This goes against the City of LA and the Zoo's climate change goals. Even more vehicles in Griffith Park make the park an even more dangerous place for those enjoying the park. We have already had deaths and injuries which are completely preventable. Griffith Park should be a haven for people and families on foot and bikes. Instead of adding any parking to the Zoo, please consider other options like electronic shuttles which connect visitors from parking lots and transit stations outside of the park.

Communication from Public

Name: Sean Baker

Date Submitted: 08/26/2022 04:09 PM

Council File No: 21-0828

Comments for Public Posting: 8/26/2022 Dear Honorable Members of the City Council, YWCA Harbor Area is located in San Pedro, by the Port of Los Angeles, in a historical building. Our organization has been in the San Pedro / Los Angeles community since 2018 and for over a century has provided wrap around services that directly help women and families including: Food Distribution: Workforce Development: Second Hand Chances Voucher Program and we have just kicked off our Housing Development Project. We also continue to provide high quality childcare. YWCA Harbor Area supports the latest version of the Zoo's Vision Plan – Alternative 1.5 – because it will provide more hands-on educational experiences for kids and families, create larger and more immersive habitats for the animals, and allow the Zoo to expand its work to preserve animals from extinction. The Zoo has been invaluable in providing what for many Angelenos is the only place where they can experience precious wildlife from around the world and learn the important role we all play in protecting habitats so that wildlife can thrive for generations to come. I appreciate that the Zoo has made sure children around the City are exposed to these experiences by hosting tens of thousands of kids through school field trips. We hope that the LA City Council will approve Alternative 1.5 of the Zoo's Vision Plan and invest in a world class zoo for our children, for the animals and for our City. Sincerely, Sonia Bailey Executive Director



8/26/2022

Dear Honorable Members of the City Council,

YWCA Harbor Area is located in San Pedro, by the Port of Los Angeles, in a historical building. Our organization has been in the San Pedro / Los Angeles community since 2018 and for over a century has provided wrap around services that directly help women and families including: Food Distribution: Workforce Development: Second Hand Chances Voucher Program and we have just kicked off our Housing Development Project. We also continue to provide high quality childcare.

YWCA Harbor Area supports the latest version of the Zoo's Vision Plan – Alternative 1.5 – because it will provide more hands-on educational experiences for kids and families, create larger and more immersive habitats for the animals, and allow the Zoo to expand its work to preserve animals from extinction. The Zoo has been invaluable in providing what for many Angelenos is the only place where they can experience precious wildlife from around the world and learn the important role we all play in protecting habitats so that wildlife can thrive for generations to come. I appreciate that the Zoo has made sure children around the City are exposed to these experiences by hosting tens of thousands of kids through school field trips.

We hope that the LA City Council will approve Alternative 1.5 of the Zoo's Vision Plan and invest in a world class zoo for our children, for the animals and for our City.

Sincerely,

Sonia Bailey
Executive Director
EIN: 95-1691337

www.ywcaharbor.org

Communication from Public

Name: Justin Jimenez

Date Submitted: 08/26/2022 11:40 AM

Council File No: 21-0828

Comments for Public Posting: I am writing to express my thoughts on the LA Zoo Vision Plan Alternative 1.5. While I believe this is the best option on the table for visitors, animals, and Griffith Park, please reconsider additional parking to the zoo. Even the reduced number of parking spaces in Alternative 1.5 will encourage visitors to drive instead of taking other modes of transportation. This goes against the City of LA and the Zoo's climate change goals. Additionally, vehicles in Griffith Park make the park a dangerous place for those enjoying the park. Instead of adding any parking to the Zoo, please consider other options like electronic shuttles which connect visitors from parking lots and transit stations outside of the park. Thank you, Justin Jimenez 91744

Communication from Public

Name: Mason Rafferty

Date Submitted: 08/26/2022 11:40 AM

Council File No: 21-0828

Comments for Public Posting: The Los Angeles Zoo should provide improvements going into the future. This means the city needs better access to the facility. This should be done in a sustainable way. Additional car parking would not bring improvements to the zoo, and will only serve to further entrench the city in car dependency. To actually improve access to the zoo in a sustainable manner, the city needs to improve public transit connectivity to the surrounding areas. On top of that, the city needs to improve pedestrian and cycling connectivity. Interstate 5 and the Los Angeles River are severe barriers for walking and cycling. Existing crossings of the interstate and the river need widening for sidewalks and bike lanes, which both need to be protected and separated from car traffic with reinforced barriers. Additional pedestrian and cycling only bridges to be constructed would be appropriate as well, wide enough for high foot and bike traffic volume. Sidewalks and bike lanes otherwise still need improvements and separation. Street intersections need to be redesigned for safety and separation of traffic modes, involving the use of Dutch style protected intersections specifically. The city should also provide adequate shade, park benches, human scale street lighting, bicycle racks, bicycle tool stations stocked with replacement bike tire tubes, and a generally friendly environment for pedestrians and cyclists. Street food and souvenir vending would also help with giving the area an inviting and secure atmosphere. This area of the city should be safe for small children, people with disabilities, and the elderly to walk and ride a bicycle comfortably, without having to worry about cars running them over. The points I hit in this comment will go a long way in making an inviting and sustainable zoo area for the future. I think this is very important to not only the better future operation of the zoo, but also the better future of the city itself.



[Image source](#)



[Image source](#)



[Image source](#)



[Image source](#)

Protected Intersection

- ① Cycle path setback for better visibility from turning vehicles
- ② Car stop space out of straight flow
- ③ Short turning radius to slow down motor traffic
- ④ Limited lane width to slow down motor traffic
- ⑤ Protecting islands
- ⑥ Right turn cyclist bypass
- ⑦ Advanced cyclists lights for early cyclists start with own phasing
- ⑧ Cycle lanes in red to emphasize cyclists priority
- ⑨ Strong ground marking to emphasize cyclists priority
- ⑩ Pedestrian crossing setback with shorter unprotected path
- ⑪ NO visual obstacles (cars, advertisement or other signage, trees, decorations, etc.)
- ⑫ NO element against cyclists and pedestrians could be crushed

Image source

Communication from Public

Name: Zem bashan

Date Submitted: 08/26/2022 12:06 PM

Council File No: 21-0828

Comments for Public Posting: This City dose not need even more parking. The goal to add parking to the zoo is contrary to the city's and zoo's goal of reducing they're climate impact. To entice more travel by cars and not put effort into better alternative is short sighted and harmful.

Communication from Public

Name: Miriam Pinski

Date Submitted: 08/26/2022 12:16 PM

Council File No: 21-0828

Comments for Public Posting: I strongly urge the Council not to support additional parking at the zoo. Please make it more pleasant and safer for people to visit Griffith park and explore the grounds by offering alternatives to driving into and through the grounds. A shuttle system, for example, which could even be painted with zoo animals to heighten the experience, would be an excellent option. As someone who does not own a car, and enjoys biking through Griffith park for leisure and transport, I do not currently feel safe with so many automobiles in the park. Adding parking only adds car congestion and the potential for collisions.

Communication from Public

Name: Keith Hernandez

Date Submitted: 08/26/2022 11:04 AM

Council File No: 21-0828

Comments for Public Posting: I am writing to express my thoughts on the LA Zoo Vision Plan Alternative 1.5. While I believe this is best option on the table for visitors, animals, and Griffith Park, please reconsider additional parking to the zoo. Even the reduced number of parking spaces in Alternative 1.5 will encourage visitors to drive instead of taking other modes of transportation. This goes against the City of LA and the Zoo's climate change goals. Additionally, vehicles in Griffith Park make the park a dangerous place for those enjoying the park. Instead of adding any parking to the Zoo, please consider other options like electronic shuttles which connect visitors from parking lots and transit stations outside of the park.

Communication from Public

Name: Jen Richards

Date Submitted: 08/26/2022 11:11 AM

Council File No: 21-0828

Comments for Public Posting: Hi, as a resident of Los Angeles and lover of Griffith Park, I am writing to voice my opposition to additional parking at the LA Zoo. While I generally support Alternative 1.5, it's time we all committed to greener methods of transportation and actively discouraged individual car use. I would encourage instead alternative methods such as an electric shuttle. Thank you very much!

Communication from Public

Name: Gustavo Ornelas

Date Submitted: 08/26/2022 11:27 AM

Council File No: 21-0828

Comments for Public Posting: I do NOT support any additional parking at the LA Zoo. I frequent Griffith Park and enjoy the space, woodlands and more cars would only make that experience less pleasant and more dangerous. Instead, alternative methods like an electric shuttle should be considered.

Communication from Public

Name: Kyeong Hoon Jung

Date Submitted: 08/26/2022 10:12 AM

Council File No: 21-0828

Comments for Public Posting: I do NOT support any additional parking at the LA Zoo. Instead, please add alternative methods like an electric shuttles or protected bike lanes

Communication from Public

Name: Becky Hartung

Date Submitted: 08/26/2022 10:19 AM

Council File No: 21-0828

Comments for Public Posting: What we build shows the world who care about the most, how we spend our money demonstrates who we want to invest in, and the policies we make are the ones that reveal whose interests we are dedicated to serving. While, I greatly appreciate the commitment from the city to sustainability, improving zoo maintenance/animal care, and creating an even more robust plan for experiencing Griffith Park, I hope that our community and our leaders are committed to sustainable actions, not just words. If we choose to build a large parking structure to accommodate 2,200 cars, we, unfortunately, are sustainable in words only. Parking structures are hostile to the environment, create additional car usage that is dangerous for pedestrians and bikers, and demonstrates to the public that we are committed to keeping our city car dependent. From the materials used to build a new parking structure to the impact of parked cars on the environment, there are key takeaways from research that suggest just how perilous parking lots can be for our cities. Concrete, one of the most popular materials for building new infrastructure, is one of the most destructive materials on earth. When we think of environment impact, we often run to plastics, but concrete consumes 4-5% of the world's CO2 according to an article written by Jonathan Watts for the Guardian in 2019. Parking lots, at their core, become large bowls of concrete that catch car pollutants including grease, oils, and metal debris, and the runoff after a rain or washing can flow into our earth, woodlands, and waterways. Parking lots and parked cars can absorb a large amount of heat with some reports suggesting they absorb 90% of heat. Heat from parking lots and roads can heat up a city by over 10 degrees. In 2017, Mayor Garcetti wants to commit to cooling this city by 3 degrees, but as we continue to build environmentally hostile infrastructure, we are actively working against the desires of the mayor and voters who placed him in office. Parking lots aren't the only environmentally hostile infrastructure to our environment. Cars have been an increasing issue at Griffith Park for pedestrians and bikers as well as across Los Angeles. As reported, there has been a lot of positive response to the closing of streets in Griffith Park led by council member Nithya Raman. A clear intention from the Griffith Park community that they want a safer area to reside. In a study done at the University of Alabama at Birmingham, parking

lots presented to be one of the most dangerous places for children to be injured or killed. 88% percent of children in parking lots are outside of reach of their parents and vulnerable to distracted drivers or high speeds. As the zoo is a natural attraction for children, it is important that the area is safe for all. Finally, there is a long history of Los Angeles sprawl that is no surprise to anyone in leadership or in our community. We have spent hours in traffic due to the city's historical commitment to the car industry and developing a city around cars. By creating new infrastructure that is prioritizes cars, we are sending a message to Los Angeles that we are not active in trying to become less car dependent and right our wrongs from the past, but we want to maintain high car deaths, embarrassingly long traffic, and pollution that will continue to have an impact on generations to come. We must start creating infrastructure that is less car focused. There is so much power in a parking lot. It has the power to impact our weather, our water, and our air. It can signal a message to voters that says, "We care more about where your car sits, than if you can safely drink the water your of your faucet." This parking lot proposal is a danger to the environment, the people who want to enjoy outdoor space, and for vision of building a more sustainable city. I support the Alternative 1.5 as it feels like the best compromise that still provides some additional parking spots, while also preserving the woodland space. This smaller lot could be filled with trees to reduce heating and filled with electric charging stations to promote more EV car infrastructure. Removing woodlands in order to create a parking structure is building something that shows we care about cars more wildlife, we want to invest our finances into car manufacturers and contract teams who who unsustainable building materials, and that we are shaping policies for cars more than people. That isn't a message of sustainability. We can do better. Thank you for your time.