

# July: Listening Sessions Notes

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## Valley Listening Session (July 9, 2013)

- How will SB-1818 (affordable housing density bonus) be incorporated into the new zoning code?
- Auto service uses are an issue. Will they be clustered or more stretched out?
- What is the hierarchy of plans? General, community and specific plans?
- We should involve the neighborhood councils as much as possible.
- When the new code is implemented, which projects will get grandfathered in?
- Major problem with contradictions. RA is called different things, and we have to go through line-by-line in order to understand.
- Public land sold off, process allowed multifamily to be built next to single family. Neighboring residents are not happy.
- MX project. Tuscan design presented to public, then changed to contemporary/modern design during permitting. Happened with no public notice.
- Lot splits are allowed based on zoning, even when not consistent with existing character. (Example: RE- 9 zoning applied to half-acre lots.)
- Regarding Code Enforcement – hitting the refresh button will favor the public.
- Residential uses are located on busy streets.
- In R-1 neighborhoods, people are buying houses with 7-8 bedrooms for drug recovery uses, two people per room.
- Neighborhood Commercial could be better. It should be unique, not every part of LA is like downtown LA.
- Granada Hills – success rates compared to adjacent cities. How are you going to bring this together?
- Variances handed out too often.
- R-A issues: Conditions ignored, more interpretation done? Certain neighborhoods need conditions.
- Regarding AB-1866 (law about second-unit dwellings) the instruction needs to be changed. Some accessory dwellings are too close in RA zones (conflicting with accessory structures for animals).
- We have been ignoring the equine community –don't have 5 years to wait, and our rights are gone. We should work together, but how are we going to work together?
- Concerned about merging planning and building departments.
- Don't feel safe living near homes for drug rehab, especially at night.
- We need to make sure to tell people where they can and cannot park.
- Cost of this project? (\$5 million over 5 years.) Very active, representing 3 million people. Offer a committee of (neighborhood) land use experts – a lot of people would like to help.
- Sober Living – more like warehousing people – running a business in the neighborhoods.
- A clearer definition of hardship is needed. We need to protect the citizens' rights.
- The demographics in LA will change, and codes need to accommodate this change. We applaud you for this effort. There has been abuse in residential neighborhoods here (through introduction of non-single-family uses).

- What is the relationship to the general land use map? There are problems with the maps – and it should have been done 5 years ago.
- There is a wide spectrum of R zones, especially the sizes of lots. R-A: chickens and goats – might seem odd thing, but important to keep animal keeping rights.
- Show of hands -- 50% of audience own R-A lots
- There is an intrusion into low-density neighborhoods. Traffic mitigation trumps zoning, but zoning should tell you what to do.
- Zoning is all about new construction. More thought should be given to infill and redevelopment. Lo Do in Denver is a fantastic neighborhood, and a good model.
- We need to give real thought to affordable housing here.
- Was LA more livable in 1946, and was it the code?
- The ordinance is written so vaguely. It is too open for interpretation, and it is not consistent enough.
- There are so many contradictions – you can't build new homes, but can add a large institution in a neighborhood.
- The current outreach and notification effort is not effective. I didn't see this on the news or elsewhere in the media.
- West Hollywood overwhelmed with apartments right now.
- People make money from the broken system, and this will be your biggest problem.
- Regarding the horse and ranch areas, are there any ideas or plans to improve these areas? It is important to take the time to understand the needs of these areas.
- We should address the issue of parking and multifamily housing. Special exemptions are needed to get reductions – needs to be addressed in the new zoning. The cities of Alhambra, Pasadena and Glendale have good examples, but it is hard to do in LA.

## Downtown Listening Session (July 10, 2013)

- Don't lose the site-specific element of protection for historic buildings. Adaptive reuse and restoration important.
- Should weave sustainability into the process – we need an incentivized processes like Seattle has. LA is not getting green development consistently. We have some green buildings, but need to incentivize high performance buildings.
- We need clear options so we can fine tune the application process but use the same basic rules. There should be a clear connection between building code and zoning strategies, so that we don't have incentives that push us from wood frame to Type V structures.
- Should have incentives /height in future neighborhoods per General Plan framework – creating hubs.
- Change the layman's guide to something that reads like a graphic novel. We should reach out to as many architects as possible. Willing to test the new code for us.
- Answer the question -- Why do we need land use regulation in 2013, in 2025? What problem are we trying to solve?
- It is important to acknowledge that the system is broken on purpose; so that to get a project approved you need special dispensation from the city council. It is a mistake to approach this as a technical issue. The system is broken because it empowers elected officials.
- Explore adaptive reuse, as opposed to a ground-up approach that favors large companies and developers. There is a rush to come downtown and tear things down.
- Should incentivize green building – right now touching any part of building opens a can of worms.
- We should make this more accessible to small landowners. Fees are fixed for some things, and it is the same for small or large development projects. The system is stacked in favor of large redevelopment as opposed to small individuals.
- We should create a tree bank instead of relying on tree variances that vanish into thin air. Planting trees in underserved communities is important.
- We need to capitalize on manufacturing opportunities downtown.
- We are missing public restrooms – have spent billions on mass transit, but nothing on public restrooms.
- We have to make it more difficult for council members to grant variances. South LA is impacted heavily by downtown development. They fight, and council members grant exemptions that undercut the public trust.
- Make sure there is more coordination between planning and other departments. For example, Western Avenue needs to be vibrant, but DOT is making parking decisions that undercut it.
- We should incentivize multiple modes of transportation, and consider bus in addition to rail transit. Rail served communities will get more resources than those without it.
- Community involvement is needed in code enforcement. We have over 90 neighborhood councils, and they know code issues.
- Downtown development not only affects downtown. South LA is impacted from the displacement of residents, and increased traffic (Vermont, Crenshaw). We need a process that recognizes the domino effect of decisions in one neighborhood and how it affects surrounding communities.

- Happy with the CASP plan (Cornfield Arroyo Seco Plan). It dealt with the character of the district, and provided a parking cap for some parts. Should consider expanding the ideas citywide.
- We should link transportation and land use, and think past the automobile. The city is redoing the mobility element. There is a bike plan, and a renewed interest in walking. The younger immigrant population is using land in new ways, and in general there is interest in new ways of living.
- We need a way for property owners to deal with parking, especially the burdensome increase caused by change in use. (Opposed to any parking minimum, but realizes it will stay). In Venice you often have to find 5 more spaces that don't exist. Look at 23<sup>rd</sup> and Portland near USC at the corner café. It can coexist without incidents with neighboring single-family homes, and could help solve food desert issues.
- We should look at contextual-based planning as a value, and recognize places while supporting existing community character for existing buildings and corridors. We should address (1) densification and (2) sustainability and reuse of existing buildings and infrastructure.
- Address people, transportation and sustainability. We tried once to fight a project that displaced older residents and was a giant hole. There is no place for walking or riding a bike.
- Resident lives in one of few remaining single-family homes in Palms. There is an assumption that single-family homes don't need open space. As we increase density, open space needs will increase.
- The nexus between transportation and land use here is unique; minimum parking requirements are bad. Should eliminate them near bus and rail as per Portland.
- What will the new zoning code do about homelessness? How will it address affordable housing? And what about renters (about 60% of the city)?
- Need demonstration sustainable neighborhoods or urban eco-villages in all council districts.
- Should explore car-free districts. Other cities have them, why can't we?
- How will web based information be translated to non-web users and to those with different learning backgrounds?
- Should address the issue of displacement of low-income renters.
- Regarding TOD, how are we looking at priorities of bus riders who walk, bike, who aren't getting rail?
- Street vending is a new way to incent local economic development, so how are we incorporating creative new small economic development initiatives?
- Why did city freeze HPOZ areas? How can we rezone LA without an HPOZ process? Some buildings in the West Valley aren't protected, specifically Sycamore Square and Brookside. Some places could have lost historic homes without HPOZ.
- There is a conflict between HPOZ and zoning. Dispute with developer, "reverse variance" - developer raises "by right" flag (what they are allowed to do with only permits, no planning approvals).
- There is a lot of new development (Greenlow at Norton/Wilshire, etc.) with high density. It is called medium but even medium density in a single-family neighborhood is high. There has been no recent plan update. How can the city plan/develop without understanding how many people live in neighborhood and the traffic consequences?

- There is a distinction between plan and the code but they go together. This process is exclusive to professionals in the planning sector. Boyle Heights has limited knowledge of zoning, so we should make process clearer.
- Use “El Plan del Pueblo” model from the Boyle Heights Community Plan, which is in the middle of the community plan process.
- Consider displacement. Had rendering of Boyle Heights mixed use but I live there – reconsider it, heart-breaking, demolished 1200 housing units and replaced with 4400.
- There was consideration of overnight parking districts in Venice, which would have excluded some groups, leading to gentrification. We should create better solutions, foster sustainability. We should make it easy to get involved, using existing community organizations.
- When looking at zoning, we should look at industrial uses, landfills, and impacts on community members. Consider citywide distribution, and how to even out impacts. Connection between land use and transportation is key.
- We should consider existing zoning and variances, and find examples. There are portions of the community that aren’t web savvy, and they should have access to the code. For future code development, it is important to keep the code flexible.
- There are competing interests, and layers such as variances and conditional use permits that should be kept flexible.
- The government should follow the same zoning guidelines as everyone else because it is public space.
- This was just the right amount of presentation, not overwhelming.
- LA is diverse, and has ethnic enclaves, without much planning. Little Tokyo got money for planning and design guidelines adopted by the CRA. The community worked with the city planning department on overlays, and we shouldn’t lose all that work. We need an ethnic lens to look at this – should include Japanese-American, African-American, and Latinos.
- Should elevate cultural communities, and consider the generational dynamic. Previous generations have steered city to where we are today, but Generation Y has a different idea about food access, public spaces, and more. We should allow different generations to grow.
- There has been a 90% increase in cycling over the past decade, but people still fear getting on the streets. Broadway is getting better for pedestrians and cyclists. Echo Park restoration had thoughtful design, and is vibrant. Should speed up the process for the LA River. There are plans to cover Highway 101 with a park, like in New York City.
- Need sustainable design, affordable housing. The affluent population is moving in but there is also extreme poverty.
- Need a larger policy conversation for plan updates. Zoning is big citywide effort, so we should consider value capture, and what we give away to developers.
- Should have set asides for community gardening, functional and practical space for schools or mitigation.
- Should not change the family definition to push out lower income people and renters. The current definition was redone and works fine.

- Access of the code to the “little guy” is important. Will the new Zoning Code be organic enough to not grow from 300 to 900 pages?
- There are misguided fears of density. We have had development with displacement and rent increases that led to gentrification, but there are other factors like degree, pace and kind of density. Most neighborhoods are due for a modest increase in density, such as West Adams, with small homes and apartments that coexist.
- Traffic is the fault of a society that makes bad transportation choices. They should make their views known at the CEQA process.
- Have studied sustainability plans, LA ripe for one. Zoning Code is separate but it is a good time to do them together.
- Should prioritize places for people, a support a diversity of people and cultures. Urban agriculture/gardening should be supported, and we should get rid of lawns that pollute water.
- There is a separate process with Building and Safety, and their answers don’t match Planning and Zoning, due to a lack of communication. Have to hire consultant which shuts you down. Mt Washington has a separate set of rules on slopes but you don’t know this.
- Bars are popping up every day in downtown, and we need a greater diversity of retail. There are tons of high-end bars and restaurants at the expense of groceries, hardware stores, etc.
- The web-based design is good: We should integrate information that highlights surplus property and the status of property.
- It is unfortunate that street design and land use exist in silos. We should consider complete streets and interim zoning.
- We need equity in planning, and should democratize the planning process. Recent immigrants need access to this process. In a pilot project funded by the Ford Foundation, the Human Development Overlay District was designed to mitigate displacement in four different cities. How can we develop an accessible community planning tool to address changes in a proactive way?
- LA is a big city, but we need more mixed use. We should build higher than 3-4 stories. How do we see LA in the future, what is our vision?
- We need a radical revision of how we regulate through zoning. The Zoning Code is fundamentally the same as the original, but what is different is Sec. 12.22 exceptions – maybe they shouldn’t be exceptions anymore.
- Without indexing it is impossible to find what you are looking for. Look at Sec. 12.24, the conditional use permit – it used to regulate new kinds of development that didn’t fit other parts of the code, which created a new layer of discretionary action that slowed desirable development.
- Should be more aspirational, and consider integrating modules that show building envelopes in 3D, which would allow an architect or developer to draw in building they want, and understand which entitlements are necessary. We might be able to find more creative ways to fit the envelope.

## Harbor Listening Session (July 11, 2013)

- Concern about the way we build, with homes built on top of each other with inferior materials. There is so much land, why don't we spread out? It is getting to the point where it is unbearable to stay because of overcrowding and traffic.
- What considerations are being given to small businesses? Much of the zoning is strict and chokes small business, keeping them from expanding. For example, parking requirements should not be standards for all businesses because they have different needs. (For example, a storage facility has only 2 customers at a time, but is required to have parking for 14 customers.)
- Is zoning going to be stricter or more relaxed?
- If a smaller business expands to take over a side business, how difficult is it to get the zone changed? It is hard to get in front of city staff due to demands on their time, or they may see the point but cannot change anything.
- Vermont Avenue has a section primarily dedicated to residential with small businesses mixed in from past. Currently, if a developer purchases property and it is zoned C-1 or C-2 they can build some unattractive shotgun duplexes. We want to see developers face stricter design standards.
- Cornfield Arroyo-Seco Specific Plan (CASP) is forward reaching and predicts future zoning. Some of the issues we'll have include industrial uses – the term "industrial" in flux, the Chicago Zoning Code calls it "production." One key characteristic is trucks. Processes are subject to rapid reconfiguration.
- LA has a biomedical cluster, and the materials used require significant regulations.
- Industrial facilities require the lowest rent structure of any land use to be viable but provide 25% of the City's jobs.
- In CASP, the issues generated were the current book of TOD planning that talks about converting industrial uses to neat little communities, but in 2007 the City adopted a paper on preserving industrial land, which contradicts CASP. We need new way to provide for TOD without losing industrial uses.
- Small-scale pedestrian streets conflict with pedestrian movement, controlled environment is in conflict with mixed use development, and large flexible spaces with low rents means you can't just increase FAR. Washington DC and Milwaukee zoning codes are built on redoing industrial uses. In the Denver Zoning Code, no new residential uses are allowed in industrial areas. This is the only way to protect industrial use in this economy.
- Time is an issue. The City's first EIR, Friends of Mammoth (1973) took 89 days. In San Pedro, the military moved out of homes in 1997, and sold in 2000. In 13 years we can't get anything done. It is important to have time frames, because people can block decisions with timeframes.
- In a 2000 charter amendment, 35 area planning commissioners were put through a "boot camp." With the new mayor, we should involve and engage them, including those who will lead them. Codes have to have a connection to the area – the former Planning Commission had only an abstract connection to neighborhoods.
- Resident worked to keep the City from redefining family and boardinghouse. Shared housing is a citywide issue, and the City should be committed to providing housing for everyone. The Housing Element was rejected by state yesterday due to concerns about disabled housing. A 1997 study on housing and sober living – lots of people didn't like home so we needed a new law, so did an

independent study and results made it into Housing Element with special needs housing, etc. Result that no negative impact quoted in current draft Housing Element. Against any effort to discriminate based on disability.

- Met with attorneys who are willing to work with us on shared housing. Newport Beach defined “sober house” and required a conditional use permit, awaiting a 9<sup>th</sup> Cir decision. San Jacinto – Department of Justice lawsuit ([US v San Jacinto](#)), nailed them on definition. Shared housing, definition of a family.
- Sober living and disabled housing have been victims of discriminating zoning laws.



## West LA Listening Session (July 13, 2013)

- Specific Plan is not consistent with City's vision. How can community help identify where things are out of place?
- A big issue is quality of life ordinances. The Housing Department leadership said they would not enforce zoning codes. Effect is there is no enforcement of multifamily housing. For example, there is front yard parking, open storage, paving in the front yard. In Melrose Hill, there are 4600 residents on 100 acres and lots of different zoning.
- There are good plans on West side, but the developers don't want to follow them and instead they get attorneys involved. So what is happening on the ground doesn't follow the plan. We should use words like "shall" instead of "may."
- Hillside ordinance was carefully done and completed in 2010. Will this ordinance stay in new code?
- Brentwood has a scenic corridor plan which everyone is acquainted with, will it stay? We should keep things that are working in the code.
- Not one size fits all, but notice periods vary (eg 200' in some neighborhoods, 500' in others). Will we meet with plan reviewers and Building and Safety so that when contractor goes to counter, the plan checker knows the requirements?
- Resident is very against fracking. Fought hard at state level, which Democrats killed. Their regulations just provide for notice, not protection, and resident is fighting for a ban on fracking. We should address this in zoning through truck impacts (they tear up roads, reduce air quality). They have already sold their mineral rights, so cities cannot ban fracking.
- Get rid of "where feasible."
- The Venice Specific Plan includes a coastal zone (dual jurisdiction). They have a wonderful Specific Plan which limits height and density.
- There is an issue with the small lot subdivision ordinance that the planning department changed when they weren't looking.
- Will we still have the Specific Plan in the new code? Consider that the California Coastal Commission is involved.
- There is one property with three layers of retaining walls, and nothing was done about it. Community Plan says keep grading to a minimum but grading is going wild. Someone is currently proposing a 46,000 square foot house with half-mile retaining walls.
- How will we deal with mansionization?
- What should go to an Area Planning Commission? We need policy support.
- There is arsenic, lead poison in the resident's community. Plans and codes (both state and federal) need to be more responsive to what is in the community. The Air Quality Management District notified areas around Vernon and East LA that they are at risk of cancer. Large auto battery recycling company (Exide) is located one mile away from downtown. The State just went to court and closed them, but the judge allowed them to reopen. Neighborhood Councils need more say. People start reusing properties for affordable housing that have arsenic, and lead – why?
- Who is going to give us loans? There is different treatment in different parts of the City. Community Profiles magazine – look at Pasadena, Alhambra. Has owned property declared nonconforming.

Architects and others don't want to do business in LA. Kids will inherit their parents' property – what are they going to do?

- Cityhood.org is a tool that helps track cases, used heavily in Venice. How can we better implement transparency and level of cooperation between neighborhood councils? How will we provide the info in a way that I can access it, and that it is accurate? This is not the case today in ZIMAS.
- Westwood Community Plan has been in place since 1987, it is well researched, but we lately found that planning department doesn't like it and sabotages it by allowing higher density and over-development. There is a proposed 16-story development due to the Expo Line, but the people living there won't use it.
- Regarding traffic, the infrastructure has hardly changed. We need heavy rail, not light rail. The subway may or may not materialize. Problems with over-development aren't solved with more development.
- Resident is unnerved not seeing developers. Why did we speak with developers separately? There is a lot of suspicion with community because developers have access and resources that the community doesn't have. It is an uneven playing field. What can we do to end the developer game?
- At Wilshire and Vermont the City allowed 6 stories over retail, but here (at Pico) the developer got 17 stories. The community has to argue between 100% and 150% project, and is being told to be happy with 100%.
- How will new zoning process deal with State-mandates (SB 1818, backyard homes, RASP 3&4).
- Concerned about taking elements from the Specific Plan and putting them in Zoning Code.
- The City is broken. Political pressure and campaign money undoes planning. We're like Houston.
- All applications for planning approval should be signed under penalty of perjury.
- We should evaluate projects based on objective performance standards based on infrastructure. We keep hearing we'll get to EIR later – that's not soon enough. What are the tools for planning department to say "no"? EIRs need to be prepared by a 3<sup>rd</sup> party, not the applicant. There needs to be a big enough notification to get groups notified. I get an agenda for every event but I just need the ones in my neighborhood, so I have to sort through it.
- We need useable, healthy, and safe open space. City has used in lieu fee for parking and parks but it doesn't get spent, and gets used instead for department overhead.
- "Shall" means mandatory.
- Not having everyone in room in same time is not a good idea, and set up a divide and conquer situation. We need to set ground rules.
- Resident distrusts the city. In addition to the perjury idea, make sure it is complete. Applications need to disclose all campaign contributions. Someone needs to represent our interests.
- At the Millennium project at Hollywood & Vine, the applicants bought everyone off. We need an advocate, paid for by developers.
- The airport expansion should be stopped. Address the paradigm shift where developers get to maximize profits while everyone else suffers. The ability to go from CX to RX absurd. We need to address how other jurisdictions affect our zoning. At airport they had to go to court, and they wanted \$360,000 just for copies of records for the lawsuit.
- What is the cost of this project? (\$5 million over 5 years.)

- The Wednesday presentation was different because the presenters showed more people on the team.
- What is the opportunity for the economic improvement of citizens?
- What is shelf life of this code?
- Like the emphasis on graphics. There needs to be planning dialogue with zoning. Casden project near Expo line got very high density. AB 32 / SB 375 will create densification around station sites, looking at entire corridors. The Zoning Code will be about reshaping the urban fabric. Have we considered Form Based Zoning?
- The community often doesn't get a chance to speak, especially many young and aging homeowners. The area is 85% owner-occupied, located next to an industrial area, the former Hostess factory which is now abandoned. There is potential for transit, and we need zoning dealing with liquor and auto mechanics. Banquet facilities become precursors to adult uses. How can we get involved to help businesses that generate taxes, and other benefits? In the Community Plan, are we still at the stage where we can create a vision?
- Hopeful for an improved code. There is an issue of trust with community, projects often move forward with no support. Example: The Casden project came in way over zoning and the community is supposed to be happy with 1,000 instead of 14,000 new trips.
- The Code is so cumbersome; it needs cross-references, a table of contents, charts, etc. People don't understand the processes today, and the same is true for zoning standards and uses. We need a use table that shows where a use in city can go. Resident likes idea of how-to guides and likes that we could link address with projects. We need better web posting and direct mail.
- Any talk of undoing Specific Plans is crazy, and just starts a process that costs more money.
- Need to get rid of Q conditions.
- The difference between when a variance or conditional use permit applies is unclear. It is disturbing to hear that it's a problem to use CEQA for approvals. The problem is that the planning department has said if needs other discretionary approvals, do categorical exemption – will lead to lawsuits. We should embrace state CEQA (except for the one that takes out parking).
- New ordinances with unintended consequences – multiple approvals ordinance (“zombie” ordinance – brought projects back to life), student housing.
- Perception – HPOZ, get email that we are from out of town and don't understand what an HPOZ is. 3 dozen HPOZs and many more want them, knows it's onerous for staff, when Con Howe was here we warned that it's not the only historic preservation tool. We need a way to preserve neighborhoods without a full-blown HPOZ – for example, no stucco, prevailing setback not 15', etc.
- We are naïve about Community Plans – we met with the planning department and got nothing we asked for, including downzoning. Other neighborhoods were allowed to lose capacity, but we weren't allowed to review the neighborhoods at all.
- Resident was told that city zoned for over 8 million people, but there are only 4.5 million people now, so there is a lot of opportunity for downzoning. SCAG's numbers are considered wrong by many experts, and should match realistic needs.

- In LA, the Community Plan is supposed to come first and zoning should implement it. But a developer will build 4-story apartments allowed by zoning, but not the Community Plan. The developer will treat a maximum like minimum.
- Not supposed to see parking on the first floor, but get that anyway.
- We should follow LAPD design guidelines and have “eyes on street.” Every new building on west side is a four-story fortress.
- Resident’s dwelling borders commercial and industrial zones – what can we do about noise pollution? What is the avenue to determine new rules in the future?
- The Casden project is there because it’s zoned industrial.
- We are concerned about how to determine what works and what doesn’t. We should involve public works and engineering departments.
- There is an undeclared war on R-1 / low density neighborhoods. The Community Care ordinance addresses homelessness on the backs of single-family properties.
- There is a huge density/transit problem, RASP 4/R-4. The community is being told that it’s elegant density, but a pig is a pig no matter how it’s dressed. We are being called NIMBYs, and we submit pages to EIR, but no one answers the questions. Gail Goldberg wanted to make the EIR real.
- There is a difference between transit-adjacent versus transit-oriented development.
- City Lab UCLA seems to be a force, but they don’t engage the community. There was a big project to revitalize Westwood Village, and the project panned. They engaged part, but not all of the community, and came up with back yard garages, etc.
- Every project wants something it’s not allowed to have, and the exceptions are routinely granted. Someone at the top in planning needs to end it – it is an ethics issue. My one experience in planning involved an appeal, but the staff person misinterpreted the time period, which had to be corrected, and didn’t know how to work their computer.
- We should draw the big picture. What doesn’t work can go to court. People sue each other all the time, and then leave. We are losing our lifestyles – high density is going up everywhere. We should save trees and stop house flipping. About 45% of residents are renters, and people don’t show up because we are reshaping quicksand. We cannot preserve quality of life when we are up against developers of epic scale.
- The City and Caltrans maps are never up to date.
- We have the ability through the Brown Act (Open Meeting Act) to engage in any political process.

## South LA Listening Session (July 18, 2013)

- When we formed our neighborhood council, were told that a planner will be assigned to our NC. Is that still the case? Yes, Marie Cobian for Southeast Community Plan; Griselda Gonzales for South LA Community Plan
- Member Clint Simmons commented that the train (Expo Line) has changed Crenshaw zone dramatically. TOD goes ½ miles under eminent domain. He fears that recoding will make it easier for the developers to come in. Tom Rothman response: we're changing the toolkit so that each Community Plan is individualized. What we've heard throughout meetings is too much planning through City Council, and re:code LA aims to change that.
- Comment: I live near Jefferson & La Brea; ½ that area is commercial. Are you saying that it cannot be commercial? No, that area can be commercial zone, but currently the codes that apply there apply to all other communities in LA. That should be changed.
- In this process, are you primarily reorganizing codes, changing codes, etc or everything? Yes, everything.
- Comment: invite City staff to come back again because there are real concerns in the community. We hate to see that the things we thought we got from the community plan were ignored. Recommend to include the City Attorney's prosecutor.
- Haydee Urita-Lopez, LA Dept of City Planning will hold session on Sat. with EmpowerLA, and invite SLAANC to attend to talk about how the City Planning process works.
- Another member voiced concern that their planning in Watts is almost nil because of it being primarily housing; particularly after 1992, it seemed more difficult to implement commercial zoning.
- Wants to see Craig Weber, who apparently has never attended their meetings.
- How does LAUSD fit into city planning? They are separate. They have their own properties, zoning, etc. So how do we bridge that gap? By talking to City Council Member
- At the end, City Planning staff made a commitment to come back