

Alyson Stewart

From: LISA ROSE <lrosetoys@aol.com>
Sent: Thursday, January 26, 2023 4:59 PM
To: Drp Parking Study
Subject: Objection to changing parking at multi-unit in unincorporated

CAUTION: External Email. Proceed Responsibly.

We already have issues parking on residential streets next to existing apartment buildings. We need more parking or keep same the number of parking to renters in multiple family units. Please provide more parking onsite to help parking issues on crowded streets.

**Thanks,
Lisa Rose
(626)222-9872**

Multifamily Residential Parking Ordinance

Project No. PRJ2022-003630-(1-5)

Advance Planning Case No. RPPL2022009338

Env. Assessment No. RPPL2022011145

Sent from my iPhone
Lisa

Alyson Stewart

From: Douglas Kilpatrick <dnkilpatrick@sbcglobal.net>
Sent: Wednesday, February 15, 2023 9:12 PM
To: Drp Parking Study
Subject: PROPOSED MULTI-FAMILY PARKING ORDINANCE

CAUTION: External Email. Proceed Responsibly.

I wish to express my **opposition** to adoption of the proposed Multi-Family Parking Ordinance. Please make these comments part of the official record.

This one-size-fits-all ordinance can be more accurately be characterized as "a one size fits none" ordinance. What works in some areas of the County will not work in other areas of the County and to assume that this change will benefit all County residents equally is an false assumption. This proposed ordinance flies in the face of the County's own published intent of the Zoning Codes:

".....in the creation of the respective zones to give due and special consideration to the peculiar suitability of each and every such zone created for the particular uses, the area requirements, density of land occupancy....."

In my community, La Crescenta this ordinance will have a negative impact on safety, the environment and a severe direct impact on human beings and quality of life. The proposed negative declaration ignores the facts that this ordinance change will have substantial adverse effects on all of these areas.

Most of La Crescenta is characterized by steep streets and terrain, with limited or non-existent viable transportation options other than cars. For example, it is impossible that anyone except a hard-core bicyclist would physically be able to routinely ride up or down the hills for transportation to and from work, or that a mother with children would walk or scooter them to school. Therefore it is unrealistic to believe that residents will be willing or able to give up their cars.

The problem created by having same or greater number of cars, without any place to park them should be obvious to any reasonable person.

Under the terms of the proposed ordinance, a new nine-unit building, which previously generated two cars could easily generate 18 or more cars, with no place to park except on the street. There physically is not enough space to accommodate this parking which will result in illegal parking, parking disputes, traffic collisions, possible physical aggression and stress. This will clearly diminish the quality of resident's lives which is a severe impact on human beings.

Much of La Crescenta lies within the severe fire danger zone with narrow, steep streets. The proposed ordinance will create a dramatic increase in the number of cars parked on the streets, causing constriction of the traffic lanes and additional congestion. This will negatively affect the ability of emergency services to move on these streets and reduce the ability of residents to evacuate in case of emergency. Further, essential features such as fire hydrants and fire lanes are likely to be blocked by desperate drivers with no place to park.

The County and the State are encouraging the use of electric cars, but with no or reduced on-site parking, there will be no physical location available for car chargers. Ultimately this will discourage the acquisition of electric vehicles with associated environmental impacts. This is a clear conflict with State and local plans to increase energy efficiency.

Residents with a mobility disability will be affected more than anyone other single group. For many disabled residents, there is no other viable transportation alternative available except a car. If no on-site or limited parking is available, then there will be no disabled parking spaces either. This is inherently unfair and discriminatory and will absolutely preclude a large class of residents from finding acceptable housing. The idea that ADA compliant disabled parking spaces can be created at the curb is patently impossible due to physical barriers. In addition, there are many residents who have a disability who require close parking, but not necessarily a disabled parking space. Lack of or limited on-site parking will severely impact these residents because likely they would need to walk long distances from street parking sites. This will negatively impact older residents also. This is clearly a harmful and thoughtless impact on our most vulnerable residents.

The stated purpose of this ordinance is to increase density and population. This will induce substantial unplanned population growth. This is un-mitigateable and will have severe negative impacts on schools, parks, hospitals, commercial establishments, and infrastructure such as water delivery, sewer, electricity, roads, sidewalks. Air quality and noise will be negatively affected.

This is a poorly thought out proposal with negative consequences which greatly outweigh any possible benefit. I urge you to think about the impacts in terms of the real world, and not to determine that there are no impacts from this. A negative declaration is clearly impossible. There are no true mitigating measures that can be taken.

Doug Kilpatrick

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