

MARCH 16, 2022—6:00 TO 7:30 PM

*Meeting Attendees*

Apolonia Sullivan, District 1, Neighborhood Watch  
Ines Chesum, District 5  
Marie Brown, Each Rancho Dominguez  
Onamia Bryant, District 2, West Athens neighborhood  
Sinetta Farley, Each Rancho Dominguez Neighborhood Association  
Teri Malkin, Rowland Heights, Community Standards Committee, Neighborhood Watch Captain  
Yolanda Caracoza, East Los Angeles resident  
Sonia, District 1, City Terrace, Vision City Terrace Group  
KM, District 1 resident, City Terrace  
Monique, East Rancho Dominguez, 2<sup>nd</sup> District  
Yanel Saenz, Florence Firestone, Juntos Florence-Firestone  
Snoop, City Terrace, East Los Angeles Area  
Victoria Knapp  
Pat Hachiya, LA County  
Connie Chung, LA County

*Meeting Hosts*

Alyson Stewart, LA County  
Bruce Durbin, LA County  
Mallory Baker, Walker Consultants  
Steffen Turoff, Walker Consultants  
Tania Schleck, Walker Consultants

1. Participant Introductions – participants introduced themselves. In their introductions, some participants stated particular interests and concerns as summarized below:
  - a. Apolonia Sullivan cited factors including horses and animal livestock, people who have lived in the community for decades versus new residents, air quality concerns, and the hundreds of cars that could be introduced to some communities with addition of multifamily development (assuming 2 vehicles per household).
  - b. Onamia Bryant cited concerns with parking spillover.
  - c. Sinetta Farley stated that there are already parking issues in the community, including issues with parking for single family homes, as some individuals have more than 1-2 cars.
  - d. Teri Malkin stated concerns including narrow streets and houses with multiple cars on the street. There are not many north/south streets in her community. Houses are present with multiple drivers and multiple cars. Teri mentioned the need for more parking spaces per unit.
  - e. KM stated the following on the Zoom chat: “I’m having trouble with Mic audio. I am an area resident living in District One (1). In the City Terrace area. I am concerned about not having enough parking. Residents in the area park in front of hydrants and park in narrow alleys. Some

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- streets are already narrow and it creates a hazard. But there isn't enough parking. but cost and affordability is important because it's already expensive for most, etc.”
- f. Monique stated in the Zoom chat: “Good evening everyone. My name is Monique and I'm here as a resident of East Rancho Dominguez; Second District. My concerns are the same as those that have been previously expressed by many individuals. Unfortunately, I am only able to listen at this time as I have an electrician that just popped in to complete some work. But I'm here! :)”
  - g. Yanel Saenz stated the following in the Zoom chat: “hi, I'm Yanel from Florence-Firestone (FF), part of a grassroots group called Juntos Florence-Firestone Together. Parking comes up a lot as an issue in our community, FF is already dense with many families owning multiple cars, and needing to travel outside of FF for work. I feel like just because single family housing exists, it should not be equated w/ only “single families” when really there are many generations living under one household. Yet more mixed-use housing is coming further increasing density in our neighborhood and so parking needs to be looked at more closely. Thanks”
2. Mallory Baker gave a PowerPoint presentation, which included a review of the following topics:
    - a. Project background/purpose
    - b. Project scope and schedule
    - c. Project objectives
    - d. Core Community Voices
    - e. Parking and Housing Questionnaire
    - f. On-the-ground data collection
    - g. Upcoming next steps
  3. Question and Answer
    - a. Monique stated in the Zoom chat: “If the housing element has already been approved, how will this make a difference? The areas are already overcrowded and there is no room for additional parking. It's a known issue that seems to be repeatedly ignored.”
    - b. Steffen Turoff responded: Yes, the housing element has already been approved, even after properties are rezoned, not all the units can be built due to parking constraints and the number of spaces required. The parking ordinance dictates the number of units that can be built. This analysis is determining if the ordinance is getting in the way.
    - c. Bruce Durbin responded: The project is not proposing to up zone or rezone anything. There are problems with certain sites and being buildable. The County is diverse, some areas are urban and some are suburban. Right now, the code offers one parking standard, but some areas are close to transit, in a TOD zone. Currently the parking ordinance is one-size fits all. This project is looking at flexibility to accommodate the nature of the community and specific needs and issues, in hope of producing more affordable housing.
    - d. Yanel Saenz stated in the Zoom chat: “I think I might have missed it if it was covered, but what is the currently county policy for parking for new multifamily development? Or is there none?”
    - e. Bruce Durbin responded: It is dependent on the number of bedrooms per unit and the ordinance creates a standard based on that. There are different standards if it is a mixed-use development zone or an affordable housing development (100% affordable or senior units). Bruce provided the standards in the Zoom chat:
      - i. Apartments

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Bachelor - 1 covered standard space per dwelling unit.

Efficiency and one-bedroom - 1.5 covered standard space per dwelling unit.

Junior accessory dwelling units - No spaces required.

Two or more bedrooms - 1.5 covered standard space per dwelling unit and 0.5 covered or uncovered standard spaces per dwelling unit.

Guest parking for apartment houses with at least 10 units - 1 standard space for guests per 4 dwelling units of the total number of dwelling units.

- f. Monique stated in the Zoom chat: “Yes, I understand. However, how can you add additional parking when there is no room for it.”
- g. Sarah stated in the Zoom chat: “It would be great to share the survey here in the comments as well”
- h. Mallory Baker included the link to the survey in the Zoom chat <https://www.surveymonkey.com/r/HR3KGTQ>.
- i. Monique stated in the Zoom chat: “But changing the current standard in some areas will make things worse for single family homes. There are times we don't even have room to put out our trash due to the many multi-family homes and excessive vehicles needing parking.”
- j. Apolonia Sullivan mentioned being part of neighborhood watch and focused on equestrian issues, and an increase in traffic is going to create issues in the community. The community is building a 7/11, and parking issues should have been brought up earlier in the process. Enforcement has been an issue with the Sheriff’s Department. Apolonia mentioned living in a mixed neighborhoods and cited negative parking impacts. Apolonia cited concerns including animals and crime.
- k. Steffen Turoff responded: We have had experience with evaluating equestrian issues with horse and cars. This study is talking about housing and parking provided with housing, with the goal of building more affordable housing. The more parking we build the more traffic we generate. We know there are challenges outside of the property line. When we build a lot of parking, people often park on the street anyways. We are verifying that what is in the ordinance does not prevent housing from being built. Parking impacts housing availability. The goal is to build as much housing as possible given what Housing Element is required.
- l. Mallory Baker responded: We are at the start of the project, and there is a lot of opportunity to gather ideas and solutions and visions of success.
- m. Sonia asked: Do you have data on cars per household or average vehicles per household?
- n. Mallory Baker responded: This is a complicated question and depends on the area. The questionnaire asks community members to tell us what their current housing situation is, including number of cars.
- o. Steffen Turoff responded: We are going to count vehicles at apartment buildings. There are families that have 4 cars per household and those with 1 car per household. We want to make sure that the code makes it easier for everyone to have enough parking.
- p. Monique stated in the Zoom chat: “But how much actual data do you have from multi-generational households? I doubt if my neighbors that have 8 to 10 cars due to the size of their households are reporting this information.”

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- q. Steffen Turoff responded in the Zoom chat: “We're out there counting cars in residential areas. We're counting \*actual\* parking demand for apartment buildings.”
- r. Monique stated in the Zoom chat: “Steffen - when are the cars being counted? We have people parking on our street for days that don't even live on this street. At one point there were 20, people, 16 of them adults that were living on one property. How can all of those vehicles actually be counted. No offense, but all of this seems to be a bit backwards. Parking should have been addressed first.”
- s. Sonia stated: The previous speaker talked about parking enforcement. If there is going to be parking infrastructure changes, we have to talk about parking enforcement. We can do a lot of great changes, but there needs to be enforcement.
- t. Bruce Durbin stated: This project is focused on multi-family housing and producing more affordable housing. Some families may not use parking and they are paying the same rent. People that have no vehicles do not have incentives to have no vehicles. All we can do with this study is create standards on private property behind the curb. We do know there is on-street issues and parking enforcement issues. We will be studying this issue and creating general recommendations. We are looking at standards related to multi-family housing.
- u. Apolonia Sullivan stated in the Zoom chat: “in our community we all use our parking.”
- v. Apolonia Sullivan stated in the Zoom chat: “towing cars, no bueno. Parking should have been number one. I agree with caller 100%.”
- w. Teri Malkin stated: Unincorporated areas tend to feel like the dumping ground. Cities do not have as many parking issues and housing issues. You can't separate housing from parking. If there is not adequate parking, people will park on the street. There are different housing types such as AirBnbs, mega mansions (25 rooms with adjacent bathrooms), and maternity units. You have to make sure each unit provides parking, and plan for 2 to 3 cars per unit, which is more realistic rather than providing the minimum number of spaces.
- x. Ines Chesum asked: Have you done a study that makes relationship between where people live and work? Most people need a car for work, doctor appointments, and to take children spaces. People should say how many parking spots that they would be willing to pay for. Parking is not storage. You cannot take parking out without a viable solution of where cars go, you need to provide a viable transportation system that gets people from a to b. It would take a long time to get to healthcare appointments using public transportation.
- y. Bruce Durbin responded in the Zoom chat: “Thank you for those very thoughtful suggestions, Ines.”
- z. Yanel Saenz responded in the Zoom chat: “I agree with Ines. I wish I could take public transit more, but its unreliable and takes longer.”
- aa. Snoop stated: I am live in City Terrace, in the East LA area. Each neighborhood is distinct. On the street Snoops lives on there is only single-family residential with multi-generational families. There are no multi-unit houses. Snoops stated concerns about the idea of losing more than half of parking. Who does the County have on development boards to communicate directly with neighborhood?

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- bb. Bruce Durbin: It is not a multi-family housing issue, multi-generational housing issue. LA County colleague Pat Hachiya is working on Metro Area Plan, and City Terrace is part of the plan. This particular project is not likely to address your particular issue.
  - cc. K stated in the Zoom chat: “Public Transportation in District 1 is NOT reliable. I used it for years. It takes 2 hours and multiple transfers to get somewhere what takes 20 minutes by car! Going 5 minutes away takes almost an hour. That’s why people don’t use it and have multiple cars!”
  - dd. Monique stated in the Zoom chat: “Weren’t laws just recently passed stating that parking is now an amenity? Can you expound on that.”
  - ee. Victoria Knapp stated in the Zoom chat: “Some public transportation (gold line) is unsafe.”
  - ff. Monique stated in the Zoom chat: “Parking space isn’t necessary to make a place habitable: California, for example, treats parking as an amenity, not a necessity for a livable apartment. Your tenant has legal rights to take action if the apartment doesn’t have working utilities. He has no legal right to a parking space unless it’s in the lease.”
  - gg. Sonia stated in the Zoom chat: “please direct zdnoop (sic) who to contact in this specific situation in City Terrace, our please direct us to that person thanks.”
  - hh. Snoop responded in the Zoom chat: “yes please”
  - ii. Sonia stated in the Zoom chat: “County needs to work better on outreach to those that don’t have social media, email or internet.”
4. Mural Board Activity:
- a. What does success look like for you for this project, what problems would you like to see solved?
    - i. Apolonia Sullivan stated in the Zoom chat: “more public transportation more outreach more enforcement”
    - ii. Victoria Knapp stated in the Zoom chat: “And please engage Town Councils.”
    - iii. Sonia stated in the Zoom chat: “We need tangible information through mail ...sending direct mail to each household about all projects.”
    - iv. Alyson Stewart responded in the Zoom chat: “Sign up for email notifications through [parking@planning.lacounty.gov](mailto:parking@planning.lacounty.gov). If you prefer snail mail, include an address to be added to the courtesy list.”
    - v. Snoop stated in the Zoom chat: “Success will be listening TO THE NEIGHBORHOOD stakeholders”
    - vi. Victoria Knapp stated in the Zoom chat: “Resident parking should be subterranean or rooftop when possible.”
    - vii. Sonia stated in the Zoom chat: “Parking for new housing should be free.”
    - viii. Bruce Durbin responded: I will take home Sonia’s comment that parking should be free. The cost of parking might come along with rents or with cost of a mortgage, real estate and infrastructure. It is never the case that anything is free in real estate.
    - ix. Steffen Turoff responded: We are all paying for parking in real dollars, but do not think about it because the cost is no separated out from rent.
    - x. Monique stated in the Zoom chat: “I had to step away, but did you address my previous statement about parking now being an amenity?”

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- xi. Bruce Durbin responded that he needs more clarity on the question in order to answer the question.
- xii. Monique responded in the Zoom chat: “I posted additional information but I will look for something more detailed. Thank you”
- xiii. Snoop stated in the Zoom chat: “A 1 size fits all CANNOT work ... where can we find the plan?”
- xiv. Steffen Turoff responded in the Zoom chat: “The study is just underway. We have not made any recommendations yet.”
- xv. Apolonia Sullivan stated: In Covina, residents are provided a permit to park. There are cultural considerations, for example, people may live in affordable housing, but drive a \$100,000 car. You have to include an incentive. Traffic from new population is a concern.
- xvi. Snoop stated in the Zoom chat: “Parking is paid for IN OUR TAXES. what are u talking about? we pay HANDSOMELY for property taxes in Los Angeles ... some of the highest in the county”
- xvii. Victoria Knapp stated in the Zoom chat: “The parking enforcement component is critical to success in driving parking restrictions.”
- xviii. Snoop responded in the Zoom chat: “Amen to VK”
- xix. K stated in the Zoom chat: “Any new building should be required have spaces built into the design, depending on the size of the unit. It needs to be realistic, as someone mentioned earlier. Most single-family have 2 cars, if there's more bedrooms, need to include more parking spaces. The building planners should plan for "no parking on the street".”
- xx. Snoop stated: Property taxes are high, and we are not interested in being taxed more in neighborhood. Now we have to pay more taxes to park on front of house. A study did not get conducted on street. A survey did not reach community.
- xxi. Mallory Baker responded: We just started study and haven't done data collection effort. This is an invitation only session. I apologize that your organization wasn't included. We should like to have community take the survey. We are talking about private developers/property managers charging for parking. We are not talking about taxes.
- xxii. Steffen Turoff responded: The study is about how parking in multi-family buildings impacts the rents that is charged. We are only talking about parking and rents. Some people need spaces and some don't. The study has nothing to do with taxes and nothing to do with paying for parking on the street.
- xxiii. Snoop responded: If someone has a multi-generational family, they have more vehicles.
- xxiv. Bruce Durbin responded: If there are no apartment complexes on the street, you are likely not seeing data collection. We are not looking at taxing for street parking. Parking permit districts is sort of a tax in an indirect way, as residents pay for a parking permit.
- xxv. Snoop responded: The confusion is a one-sized fits all approach for different areas. The map included in the survey incorporates all areas. It feels very blanket.
- xxvi. Mallory Baker responded: It is a fair criticism of the survey. We can parse the data based on location as asked in the survey.

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- xxvii. Victoria Knapp stated in the Zoom chat: “Conversely, do we incent folks who do not have a vehicle, by giving a break in rent?”
  - xxviii. K stated in the Zoom chat: “if you say you aren't surveying the areas then that's part of the problem with your results and could give in accurate data. The problem doesn't just exist in areas where there are apartments. the parking (lack of) also exists in the neighborhoods and overflows into the areas with the apartments. so it affects the areas too.”
  - xxix. Steffen Turoff responded in the Zoom chat: “We are looking at apartment buildings and the number of parked cars from the buildings. We are studying the number of cars/apartment.”
  - xxx. Bruce Durbin responded in the Zoom chat: “K - point taken, and we are understanding of the on-the-street issues in Single-Family neighborhoods. The MAP will also be looking at these issues in-depth.”
  - b. Question 2: what concerns or fears do you have when thinking about this project?
    - i. Bruce Durbin stated: An example of a fear is that the study is going to reduce parking to zero and create no parking for apartment buildings and parking will spill over on the street.
5. Closing Comments
- a. Alyson Stewart stated in the Zoom chat: “Be sure to sign up at [parking@planning.lacounty.gov](mailto:parking@planning.lacounty.gov) to get notifications about future outreach efforts this summer and public hearings.”
  - b. Snoop asked in the Zoom chat: “Can we reference where your project is online?”
  - c. Alyson Stewart responded in the Zoom chat with a link to the project website.  
[https://planning.lacounty.gov/parking\\_study](https://planning.lacounty.gov/parking_study)
  - d. Snoop responded in the Zoom chat: “Got it! Will forward this to our community.”
  - e. Victoria Knapp responded in the Zoom chat: “I shared it to an Altadena FB group and will send to constituents.”
  - f. Monique stated in the Zoom chat: “I'm still searching, not sure if it falls under any of this.  
<https://www.gibsondunn.com/california-governor-newsom-signs-three-important-new-bills-into-law-impacting-residential-zoning-and-development/>”
  - g. Marie Brown stated in the Zoom chat: “Yes parking should be for home owners, and people that are not part of the community will possibly go somewhere else to park.”