

July 26, 2017

Mr. Alejandro Huerta
City of Los Angeles
Planning Department
200 North Spring Street, Room 750
Los Angeles, CA 90012-4801

RE: ENV-2015-2026-EIR

Mr. Huerta,

Attached are 83 letters opposing the above referenced EIR for the Crossroads Development Project.

Thank you for your time.

Respectfully,

A handwritten signature in black ink, appearing to read "Kevin Atteberry", is written over a faint, dotted signature line.

Kevin Atteberry
1545 N. Las Palmas Avenue, #24
Los Angeles, CA 90028

Mr. Huerta,
RE: ENV-2015-2026-EIR

We, the community that will be directly impacted by the "Crossroads Development Project" (ENV-2015-2026-EIR), entirely oppose this project. We find that the negative impacts on the community do not outweigh the financial benefits of the project. **We find that this project is invalid for the following reasons:**

1. This project doesn't look at other alternatives for increasing walkability in the area.
2. The proposed project will not replace the loss of truly affordable Rent Stabilization Ordinance (RSO) housing, as RSO can only apply to structures built and occupied prior to 1978.
3. This ordinance has virtually no public support based on the public hearing where over 95% people who gave public comment spoke against it.

This project is designed to improve quality of life issues like walkability and beautification. **We, the community, find this project does not increase quality of life for the existing community for the following reasons:**

1. Encouragement of these types of luxury developments in Hollywood puts existing rental properties and therefore tenants at high-risk of displacement. The EIR and the City of Los Angeles have not conducted enough research in regards to the cumulative loss of RSO housing and the increase of putting residents into "at risk" categories for homelessness.
2. The project claims it will encourage the increase in the use of public transportation. The EIR and this city have failed to provide research as to why we *don't* have a massive increase in public transportation ridership based on the transit-oriented high-density developments that have already been constructed.
3. The project will significantly impact the response time of emergency responders. The developer has claimed the site will have an emergency response substation built on-site, but has failed to secure the budgeted items needed to staff and pay for the emergency responders on-site.
4. The project readily acknowledges and claims that there are currently 22 intersections surrounding the project that are already operating at an "F" condition. This project will not improve, but will worsen and continue to negatively impact traffic in the area.
5. It will create more traffic due to a lack of ample parking. The EIR and city have not conducted research in regards to the deterioration of required parking rules and the link to the decrease in quality of life for the residents due to the anxiety and frustration of attempting to park in areas where developments are allowed to decrease the required parking.
6. The project is providing residence parking, but no additional parking for commerce.
7. This EIR and the city have not conducted enough research into the negative impacts on the greenhouse gas emissions that the demolition and construction will have, and if this will truly be less than the emissions of automobiles used in the area.
8. The development project doesn't take into account the seismic activity in the area and the collapse that will result as this project is:
 - Not able to be anchored to the bedrock as well as not being able to determine the depth of the caisson levels.
 - The tall structures are not designed to telescope into themselves during the collapse.
 - The high water table levels in Hollywood which is why subterranean parking structures do not go past two levels.
 - The area is subject to Liquefaction as determined by the City of Los Angeles.
 - The human rescue and cleanup efforts of this project site after a large seismic activity will be a large financial burden on the taxpayers and the state. The loss is greater than any possible financial benefits.

We are instead asking for an alternative plan for the "Crossroads Development" that will be community mandated and accepted as a responsible use of the intended CRA financial investment for the Crossroads Area. We are requesting the following:

1. That the City invest money in more street furniture, tree planting, improved and consistent street lighting, sidewalk widening, ADA curb cuts, safer crosswalks, public parking lots and grade separated protected bike lanes.
2. That the City installs and maintain ADA crosswalks, pedestrian activated crosswalks, parkway tree planting, and zebra stripes at all intersections.
3. That the City repair all broken or damaged city property as a way to encourage even more walkability (we feel we already have a walkable community with a much-used public transportation corridor).
4. That the current Crossroads World Heritage Site allow for an open gate policy and encourage people to utilize the area instead of discouraging residents from enjoying static activities in the area as well as walking thru the site.

We feel this alternative to the proposed "Crossroads Development" will improve our community without such excessive impacts. We also feel that this community improvement will preserve our affordable housing which is critical in a city with a 23% increase in homelessness in the past year alone. We must also preserve our currently existing small businesses while preventing an increase in traffic and loss of parking.

Printed Name: KEVIN ATTERBERRY Date: 07/22/2017

Signature: 

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