



**PUBLIC REQUEST TO ADDRESS
THE BOARD OF SUPERVISORS
COUNTY OF LOS ANGELES, CALIFORNIA**

MEMBERS OF THE BOARD

HILDA L. SOLIS
HOLLY J. MITCHELL
LINDSEY P. HORVATH
JANICE HAHN
KATHRYN BARGER

Correspondence Received

Agenda #	Relate To	Position	Name	Comments
4.		Favor	Alexander Dobbs	
			GENEVIEVE M Clavreul	
			Jake Pierce	The following organizations support the parking reform ordinance and urge the Board to strengthen it further by abolishing parking minimums altogether: Move LA, Inner City Law Center, Streets For All, ActiveSGV, League of Women Voters of Los Angeles County, Abundant Housing LA, BikeLA, Urban Environmentalists, Center for Biological Diversity, Healing and Justice Center, Sustainable Claremont, Building WeHo, South Bay Forward, Climate Resolve
			Kurt Canfield	Removing parking requirements means more housing can be built more cheaply. Right now the massive subsidies we pay for car ownership incentivizes sprawl, increases the cost of housing, and makes our streets less safe for everyone. By not mandating the reservation of space for personal automobiles, developers will provide the amount of parking that they think will fill their units, people without cars will save money on rent, and we can build the kind of neighborhoods once again that make places like Belmont Heights in Long Beach so attractive. These are full of old multifamily residential four-plexes that have no parking and add a lot of affordable housing into high-resource areas.
			Luis Rodriguez	
			Margo A Reeg	See letter
			Michael de la Torre	
			Monica Mejia	We need to find solutions to our housing crisis and reducing parking will help people build more housing. At the same time, we need to stop relying on cars that pollute and find other options for transit. It is difficult to do this, but we need leadership to do this with us. I hope we can take this difficult step and make progress on both housing and the environment.
			Sarah Walker	Reducing parking requirements and providing flexibility to provide transportation alternatives is critical to increase housing development and in turn address the homeless crisis facing the City of Los Angeles. We do not have a parking problem in Southern California we have a car problem and need to stop prioritizing personal automobiles over humans.
		Oppose	Blake A Lynch	



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The following individuals submitted comments on agenda item:				
Agenda #	Relate To	Position	Name	Comments
4.		Oppose	Ed J Cirino	Removing parking minimums for apartments WILL congest available parking in the REGION, not just the immediate neighborhood. The multiuse buildings I've witnessed have cheap pizza shops in the ground floor. This creates a nutritional desert for the tenants. Fresh produce is essential to good health. People need vehicles to shop for fresh nutritious food. Large apartments with no parking is CARCERAL.
			Jamaal Cowan	There is already no place to park in congested residential areas, reducing the provided parking requirement will not force poeple out of their cars as proponents hope, but will simply cause more frustration and also for some lead to safety issues for their person in terms of not having a secured underground parking location or the potential for damage or theft of their property (vehicle). Please do not cave to those attempting to force their views onto others concerning their world view of everyone walking, biking, or taking public transportation. If they wish to do those things good for them, but they should not be using the system to force others to live in their ideal world.
			Laura Barrera	LA County Board of Supervisors, please stop building in Unincorporated East Los Angeles (East LA). Our community deserves to decide what we bring into our community. This ordinance will further exacerbate our already densely populated community and allow anything without a true interest in the quality of life of ELA residents to build for goal of self-profit. These housing projects will take valuable potential tax revenue dollars from our business corridors and leave our community with no opportunity to create a community plan because space for potential development of commercial corridors would have been already committed. These developments do not take into account the quality of life for current residents and homeowners. The County and the State are taking precious land from our community to build more high rise apartments with no parking and it's time our voices are represented!



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			The following individuals submitted comments on agenda item:	
Agenda #	Relate To	Position	Name	Comments
4.		Oppose	Lucy Liu	I am absolutely against the no parking minimum requirement. All of the streets in our neighborhoods are FILLED with cars from people who live in nearby apartment buildings currently. The people who are advocating for this, Steets for All and Abundant Housing along with others have DEVELOPERS backing them because without these requirements, they can make even MORE money. Of course it is cheaper to build without parking, then they can charge the same prices for rent without incurring the extra expense of having to dig for parking. An example of the insanity....there is a proposed project at the corner of Sawtelle and Culver that is planned with 3, 8 story buildings, over 100+ studio or one bedroom units for low to mid-income with NO PROPOSED PARKING. The people that qualify for this make between \$43k and \$100k+. Do you actually believe that these people who qualify are NOT going to have cars? Where will they park? The developers that build these projects live in Beverly Hills and Holmby Hills where they will NEVER have to deal with the issues that WE, the people who live in these areas, will have to deal with. WE NEED PARKING FOR ALL DEVELOPMENTS, no matter where they are.
			Margaret Fuentes	East Los Angeles can not afford street parking to developers not willing to provide parking.
			Maria I Cipres	Reducing the parking requirement even further than the state has mandated is not good policy. Streets are already overcrowded. If sonemone can afford to build housing they should be required to provide parking. It is irresponsible for the county to reduce parking requirements and impact everyone else already residing in the area.
			Susan B Flanagan	Dear LACBOS, This is a misguided and dangerous ordinance that will forever impact the lives of hard-working Los Angelenos who once had a great quality of life here in LA. With no parking minimums at your own residence, neighborhoods become choked with parking and associated parking aggression and stress at a time when we have been pushed to the limits of our patience. This is about the war on cars, and a war on our lifestyle and ability to have mobility choices that we fundamentally have a right to choose. We live in Los Angeles, in the United States of America, not Communist China or Cuba. Please don't be taken in by the loud Streets For All who are setting up to run this county and take away our freedom to live as we choose. Building housing without parking limits where people can work, so if you have an apartment,

				<p>but can't get to work, what good does that do?</p> <p>How much more suffering do we need? With huge deficits in LA and the state, we are being squeezed and squeezed by homelessness, corruption, taking away the ability to move around our city/county freely and eroding the quality of life here. New developments are consistently going against CEQA and Coastal Rules as well as EPA rules and reports as well, leading to a degradation of our beautiful state's natural resources.</p> <p>We are also being held responsible for the homeless, growing violence and drugs that follows them, brutal rapes and assaults on women and children. Bass has had hundreds of millions of dollars to help the homeless crisis and still asks for more. Where's the money? When will you do your jobs to improve our lives? We can't even walk around our own neighborhoods for fear of being robbed, raped, assaulted, or murdered. Now you are starting a war on our cars and parking, how far will you go to before this county turns into a Third World Country—it's pretty close to that right now. It's apocalyptical in many areas of LA already.</p> <p>Please halt the takeover of our lives by these thugs at Streets for All and Michael Schneider whose policies and agenda go far beyond taking our cars and freedom away, they are trying to turn our state into a Socialist Republic and is pure anti-democracy and elitist at its core.</p> <p>Please do not pass this ordinance, Los Angeles can be better, and should be better to its residents, not cater to a few money-grabbing bicyclist fakativists whose only goal is taking away our freedom and right to live peacefully in a county that we love.</p> <p>Please do the right thing, rein in SFA and work with us to better our city and county, before it's too late.</p> <p>Susan Flanagan</p>
		Item Total	17	
Grand Total			17	

March 12, 2024

BOS Public Hearing on Multifamily Residential Parking Ordinance

Dear members of the Board of Supervisors for Los Angeles County.

I live in the unincorporated area of the Los Angeles County, La Crescenta, which falls under the 5th District. The 5th District is responsible for approximately 2,000,000 people!

In the past few years, under the mandate to provide “Affordable Housing”, we have slowly but surely watched the methodical destruction of our communities.

By increasing densities from 1 family house per lot to possibly 5 family units in an R-1 lot, with reduced parking requirements, and now by also reducing parking requirements on multifamily developments our communities are becoming overwhelmed. And the most impacted are the areas that are unincorporated given that we have no City Council protecting our community.

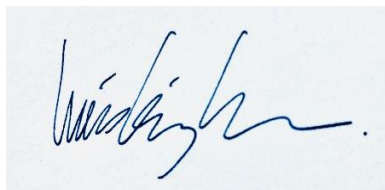
Rather than providing better environments for those that can’t afford housing, you are destroying the communities that all who live in them have worked very hard and for many years in order to achieve peace, tranquility, good education for our children and yards that bring healthy environments for families to thrive. And, who is overbuilding our communities under the state mandate? Developers that purchase small homes tear them down and overbuild for money. It appears that it is contractors who mostly support this bill.

And now, we are supposed to add into the mix “De-tox” centers for drug and alcohol users, sex abusers and any other type of destructive behavior next to our homes, schools and parks!

Is not the purpose of the Board of Supervisors to protect the communities that have been built up by hard work and perseverance?

Please find solutions that are not based on the destruction of what we have achieved!

Respectfully submitted.

A handwritten signature in blue ink, appearing to read "Inés Gómez-Chessum", with a stylized flourish at the end.

Inés Gómez-Chessum
5020 Rosemont Ave.
La Crescenta, CA 91214



April 12, 2024

Los Angeles County Board of Supervisors
500 W. Temple Street, Room 383
Los Angeles, CA 90012

Dear Los Angeles County Board of Supervisors,

We, the undersigned organizations, strongly support policies to make our County more sustainable, equitable and affordable to those who cannot afford to own a car or choose not to. We write this letter in support of an update to parking requirements in multifamily housing as a significant step in the direction of building a fairer, stronger, and more vibrant Los Angeles County.

On April 16, 2024, the Board of Supervisors will consider the Multifamily Residential Parking Ordinance, prepared by LA County Planning and recommended by the Regional Planning Commission for adoption. This ordinance will allow you to achieve the historic commitment you made to parking reform when you included it as a program in your adopted LA County Housing

Element. The draft ordinance makes many important updates, among them the removal of requirements for covered parking, removing the requirement for ownership of offsite parking, and rightsizing the dimensions of parking spaces and areas.

However, we strongly urge you to include the simplest and most effective reform: **the elimination of required parking for new housing**. The provision in the initial draft ordinance to remove parking minimums for apartment buildings with 10 units or fewer is only incremental in nature. Cities around the world have eliminated parking minimums altogether with great success. Removing even this incremental reform is a huge lost opportunity. We urge you to, at the very least, amend the ordinance to restore the original provision, which would legalize the naturally affordable missing-middle housing types beloved by Angelenos.

LA County has already signed onto substantive parking reform five years ago when it approved its Sustainability Plan. In [Action 99 of that plan](#), the County agreed to not only eliminate parking minimums but also go much further by establishing parking *maximums* near high-quality transit stops and drafting incentives for developers to provide less than the maximum allowable parking, all as part of a comprehensive parking reform strategy. Parking reform is also featured as *Transportation Strategy 3: Reduce Single-Occupancy Vehicle Trips, Measure T5: Limit and Remove Parking Minimums* in the Climate Action Plan which is also before you at the April 16 BOS meeting. At one meeting you have the opportunity to both adopt the visionary Climate Action Plan, and implement a key strategy in that plan via the Multifamily Residential Parking Ordinance!

There are many factors that make parking reform a great policy for the Board to embrace, including:

- **Affordable housing:** Onerous parking requirements make it more challenging to build the deeply affordable housing we so desperately need. Studies have shown this connection. Research [looking at the City of San Diego](#) found that, when parking minimums were abolished near transit, the change was followed by a significant boost in the production of units in 100% affordable housing projects and affordable units in mixed-income housing projects. The increase in deed-restricted affordable units was particularly dramatic.
- **Sustainable transportation:** Superfluous parking incentivizes car use and encourages residents to hold onto their cars, when they may be perfectly happy living without one or sharing with a partner. This feature suppresses demand for walkable neighborhoods, public transit and other safe, equitable and accessible ways to get around. In order to build better transportation systems, we must scale back the amount of car infrastructure required in new residential buildings.
- **Greenhouse gas emissions:** Parking reform also aligns with LA County's climate goals. Policy choices that encourage residents to drive don't just increase traffic. They increase carbon emissions. With transportation constituting the greatest source of emissions in California, parking reform is key to local leaders addressing climate change.

- **Housing production at all income levels:** Our region has a severe housing shortage due to having under-produced housing for the past half century. The proposed changes will provide more flexibility and reduce the cost of providing parking (costs are passed down to tenants in the form of high rents). Depending on the parking typology, [each parking space can add costs up to \\$80,000](#), making many housing projects completely infeasible. The reduction in parking spots reduces the cost of construction, and as a consequence can dramatically decrease rents. These are the types of policy changes LA County must implement to achieve its requirement of 457,000 newly permitted homes for the eight-year cycle ending in 2029.
- **Urban design:** Furthermore, the reforms before you facilitate the construction of small multifamily complexes, often called “missing middle” housing. These are the small apartment buildings that match the scale of many LA County neighborhoods but for which a large parking garage would never be financially or architecturally feasible. Many iconic and beloved historic buildings would be illegal to build today under current requirements. We can fix this, but we need to take action.

We must note that empirical research has shown repeatedly that eliminating parking minimums does not eliminate the construction of off-street parking by developers. Rather, parking reform allows builders to right-size parking for their particular projects. In some cases, that means building less parking, and in some cases, none.

Parking reform is a tool that addresses LA County’s ambitious housing and climate goals, without any public subsidy! We ask that you take advantage of this zero-cost, high-impact opportunity by passing a meaningful package that eliminates parking requirements across the county’s unincorporated areas.

Sincerely,

Eli Lipmen

Executive Director, Move LA

Mahdi Manji

Director of Public Policy, Inner City Law Center

Michael Schneider

Founder & CEO, Streets For All

David Diaz, MPH

Executive Director, ActiveSGV

Azeen Khanmalek

Executive Director, Abundant Housing LA

Eli Akira Kaufman

Executive Director, BikeLA

Chris Rhie

Board Member, Urban Environmentalists

Elizabeth Reid-Wainscoat

Campaigner

Center for Biological Diversity

Jorge Rivera

Executive Co-Director, Healing and Justice
Center

Stuart Wood PhD

Executive Director, Sustainable Claremont

Andrew Solomon

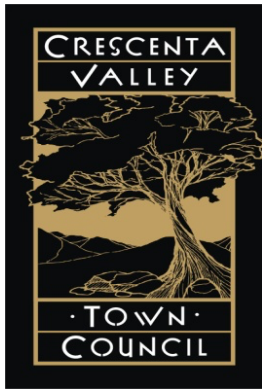
Building WeHo

Andrew Kerr

Measure H Citizen Oversight Advisory
Board Member

Margo A.Reeg, President

League of Women Voters of LA County



CRESCENTA VALLEY TOWN COUNCIL

February 27, 2024

Los Angeles County Department of Regional Planning
320 West Temple Street
Los Angeles, CA 90012
Sent via email: parking@planning.lacounty.gov
Cc: Supervisor Kathryn Barger

Harry Leon
President

Frida Baghdassarian
Vice President

Jeffrey Rodriguez
Recording Secretary

Donna Libra
Treasurer

Kerri Lewin Bräutigam
Corresponding Secretary

COUNCIL MEMBERS

Chris Kilpatrick

Aram Ordubegian

Elizabeth Ahlers

Dede Mueller

Daniel Kim
1st Alternate

Subject: Updated Response to County Regarding Proposed Updates to Parking Requirements for Multifamily Housing:

This letter serves to reiterate our community's response to the proposed multifamily residential parking ordinance changes prior to the upcoming hearing at the County.

Last year, the Crescenta Valley Town Council Land Use Committee provided the County with a detailed evaluation of how the loosed guidelines for off street parking would significantly impact our community and how not all areas of the County fit the bill for the long-term benefit of leniency of off-street parking requirements.

Please see the attached letter that was submitted to the Department of Regional Planning last year for review.

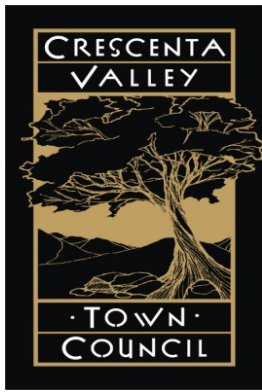
We understand and appreciate all the hard work it takes to ensure that all communities under your umbrella adhere to the ever-changing environment and implementing those changes in a thoughtful manner.

Harry Leon
President

Frida Baghdassarian
Vice President

Kerri Bräutigam
Corresponding Secretary

"A Community that Cares"



CRESCENTA VALLEY TOWN COUNCIL

February 13, 2023

Los Angeles County Department of Regional Planning
320 West Temple Street
Los Angeles, CA 90012
Sent via email: parking@planning.lacounty.gov

Subject: Updated Response to County Regarding Proposed Updates to Parking Requirements for Multifamily Housing:

Multifamily Residential Parking Ordinance (Project No. PRJ2022-003630-(1-5);
Advance Planning Case No. RPPL2022009338

Dear Department of Regional Planning and Supervisor Barger,

This letter serves to communicate and reiterate our concerns of the community in regards to the proposed changes and leniency for off street parking requirements for multifamily housing developments.


Earlier this month the Land Use Committee meet to discuss how this proposed change would affect our community and attached are their findings regarding the impact to our area.

The recent changes to the ordinances to address State Senate Bills to mitigate the housing shortage can already be felt here with the allowance of ADU and JR. ADU on R-1 lots without the need for off street parking. Many of our residents are experiencing overcrowded parking on our small residential streets taking away from the slightly more rural feeling that this area is sought after and known for.

We respectfully request that you consider the uniqueness of Unincorporated La Crescenta-Montrose and how this would negatively impact our community from the many standpoints that have been highlighted.

With respect,


Chris Kilpatrick
President


Harry Leon
Vice President


Kerri Bräutigam
Corresponding Secretary

Chris Kilpatrick
President

Harry Leon
Vice President

Jeffrey Rodriguez
Recording Secretary

Donna Libra
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Frida Baghdassairan

Ted Yu
1st Alternate

Dr. Young Suh
2nd Alternate

"A Community that Cares"

Motion passed at the LUC Committee meeting held on February 2, 2023.

After reviewing the proposed Multifamily Residential Parking Ordinance (Project No. PRJ2022-003630-(1-5); Advance Planning Case No. RPPL2022009338), the LUC's recommendation to the CVTC is as follows:

The CVTC sent a letter in the past, however the LUC would like to document the following concerns about the lack of parking. LA County's proposed ordinance is to revise parking standards for multifamily residential development standards, elimination of parking minimums for small multifamily developments of less than nine units, and addition of Transportation Demand Management (TDM) incentives to qualify for further parking reductions.

- The County's conducted a survey was not conducted in the La Crescenta area. Only a handful of surveys were conducted.
- One size does not fit all, and there must be flexibility to accommodate the nature of the community and specific needs and issues in the hope of producing more affordable housing.
- When counting empty parking spaces, the study did not allow for vacancy rates that could be approximately 20%, not 100% occupancy.
- Bill 2027, already in place, reduces parking requirements within 1/2 mile of public transit. The effects of how this Bill impacts parking should be studied before relaxing parking requirements further.
- Where will people park to charge their electric cars due to the requirement that all new cars sold in California must be electric starting in 2035?
- Very few people present at the outreach meetings were in support of the reduction of parking and a vast number expressed concern about traffic congestion. The public is experiencing parking congestion at the curb currently and is therefore concerned that multifamily housing will exacerbate on-street parking conditions, particularly if parking requirements are reduced.
- A large portion of La Crescenta-Montrose is in a State-designated severe fire hazard area.
- The foothill topography of the area is such that walking or riding a bike is not feasible for much of the population when going to work or doctor appointments, running errands, etc. You must have a car.

Demographics

- Unincorporated La Crescenta-Montrose is less than 3.5 square miles and based on the 2020 Census, the population is approximately 20,000.
- Schools result in a significant increase in traffic and curb parking. Within this 3.5 square mile area, Unincorporated La Crescenta has:
 - Three elementary schools
 - One private school on the former site of an elementary school
 - One middle school
 - One high school
- 17.4% of La Crescenta-Montrose residents are persons aged 65 years and over, which is higher than the LA County average. Due to the topography of the La Crescenta foothills, the preferred mode of transportation is car.
- In the Walker Consultants Demographic and Socioeconomic Data of the parking study:
 - The housing tenure for La Crescenta-Montrose is 81% owners and 19% renters. Owner occupied units make up a much larger percentage, which contrasts with

the finding in LA County as a whole, where renters make up the majority. The study found that owners are more likely to drive alone and work from home, while renters are more likely to utilize public transportation, walk, taxi, motorcycle, bike, or use other means. La Crescenta-Montrose is not one of the handful of communities where renter occupied units make up a majority;

- The study concludes this means near high-frequency transit, residents of multifamily properties (i.e., renters) may be more inclined to utilize other commuting options than owners. This may translate into less demand for parking as compared to owner-occupied units. However, La Crescenta-Montrose has no Transit Score, or “usefulness” value based on the frequency, type of route (rail, bus), and distance to the nearest stop.
 - The number of vehicles available per household in La Crescenta-Montrose is higher than the county average for 2 vehicles and 3 vehicles (28% vs. 19%). Only 2% of households have no vehicles while the county average is 6%.
 - On a scale of 0 to 100, La Crescenta-Montrose has a Walk Score of 53, a Bike Score of 28, and no Transit Score. Our community is not well served by public transit.
- During the County’s most recent Regional Housing Needs Assessment (RHNA), the County determined that for the 8-year housing cycle (2021-2029), unincorporated areas of LA County require approximately 90,000 additional housing units. Of the 90,000 units required, the County proposed 1,200 housing units be provided for within unincorporated La Crescenta-Montrose. The County is proposing rezoning 33 lots in the La Crescenta-Montrose area to a higher density.
 - In its Task 6 memorandum, Walker Consultants summarized the results of its outreach efforts to “core community voices,” representatives of communities throughout the County. Key feedback obtained from the meetings was the following, which was considered and incorporated into the development of their recommendations:
 - **Attention to Local Context** and the uniqueness of the various communities throughout the County and that the study must address local issues and factors. *Due to its demographics, size and topography, La Crescenta-Montrose is extremely unique, and the one size fits all approach is not applicable to our community.*
 - **Relationship with Other Studies and Efforts:** Participants emphasized the importance of active and intentional coordination with other planning efforts undertaken by the County, such as active transportation plans and community plans. *La Crescenta-Montrose will be included in the County’s West San Gabriel Area Plan, which was slated for completion by fall 2024. However, the Core Element, General Stakeholder Group and Planning Advisory Group for this Area Plan have not been identified or formed yet.*
 - **Multimodal Network:** In keeping with the comments to address and appreciate local context, participants discussed the vast differences in the multimodal network, including bicycle, pedestrian, and transit access, across unincorporated Los Angeles County. Participants also referenced feelings of insecurity related to first mile/last efforts to access transit. *On a scale of 0 to 100, the Walker Consultants Demographic and Socioeconomic Data of the parking study rates La Crescenta-Montrose as having a Walk Score of 53, a Bike Score of 28, and no Transit Score. Our community is not well served by public transit.*
 - **Parking Management:** Participants shared their personal experience of crowded, overused on-street parking resources in their neighborhoods and

concerns over lack of on-street parking availability as a limiting factor for the ordinance work. *The five schools in our 3.5 square mile community already result in overused on-street parking. An overwhelming majority of the housing tenure is owners and due to more than one generation living in the same household, the average number of car ownership is higher than the county average.*

- Key feedback from Walker's community questionnaire including **Parking Usage:** The street is an integral parking resource for many respondents – whether they live in a single-family home or a large apartment building. About one-fourth of respondents reported using the street as their primary parking option.

Our residential streets are already feeling the impact of reduced parking requirements under the allowed ADU and JADUs. It would be advisable for the County to study the effects of the new laws already in place - SB 1818, SB 9, SB 10, and the most recent LA County Housing Element before implementing further changes that destroy the integrity and character of our La Crescenta-Montrose community.

Future Considerations - The State of California is considering or has already passed legislation that can impact minimum parking requirements for California jurisdictions, including LA County

- AB 2097 (Friedman) prohibits a public agency from imposing a minimum parking requirement on residential development if located within one-half mile of public transit.
- State Density Bonus Law limits the minimum parking requirements for Affordable housing developments that offer units at a certain level of affordability within one-half mile of a major transit stop.

Respectfully submitted,
Land Use Committee for CVTC

From: [Alyson Stewart](#)
To: [PublicComments](#)
Cc: [Submit](#)
Subject: FW: Affordable Housing in ELA and Unincorporated Areas
Date: Monday, April 15, 2024 4:45:06 PM

From: DRP Public Comment <comment@planning.lacounty.gov>
Sent: Monday, April 15, 2024 4:01 PM
To: Alyson Stewart <astewart@planning.lacounty.gov>; Bruce Durbin <bdurbin@planning.lacounty.gov>
Cc: Elida Luna <ELuna@planning.lacounty.gov>
Subject: FW: Affordable Housing in ELA and Unincorporated Areas

RAFAEL ANDRADE

SENIOR TYPIST-CLERK, Operations & Major Projects (OMP)

Office: (213) 974-6409 • Direct: (213) 974-6557

Email: randrade@planning.lacounty.gov

From: Mary Lou Hernandez <cityterrace1962@gmail.com>
Sent: Monday, April 15, 2024 3:47 PM
To: DRP Public Comment <comment@planning.lacounty.gov>
Subject: Affordable Housing in ELA and Unincorporated Areas

CAUTION: External Email. Proceed Responsibly.

I would like to give my opinion and to stop building affordable housing until further research has been done. With this new state law that now gives the contractors the right to build in areas that will be having an impact in our communities with the over saturated parking in many of our communities.

This new state law needs to be revisited and modified according to areas they are petitioning to build. At the time when this bill was introduced, I don't think much thought was put in place on how it was going to affect areas with parking issues and communities that don't want any more additional new development.

I'm now sure if The Planning Commission does on-site visits to know what they are approving and not take it for granted what their field surveyors tell them.

I understand that times are changing and we would like for many of us to use public transportation for work, school, etc., many of us still drive because of the distance of our jobs. Homes are more expensive; therefore families have to rent or buy homes in further areas.

Thank you,
Mary Lou Hernandez
City Terrace Residence