

Communication from Public

Name: Tom Grode

Date Submitted: 10/20/2022 06:10 PM

Council File No: 22-0617

Comments for Public Posting: The cover of the October issue of Los Angeles Magazine says SKID ROW NATION, referring to an article that speaks very positively about Estella Lopez, the Director of the Industrial District Business Improvement District. My personal belief is that it is not a coincidence this story came out as DTLA 2040 is heading towards Planning and Land Use Management in City Hall. Estella Lopez has led the effort to try and destroy the Affordable Housing Only Zone (IX1) in Skid Row (Industrial District). She spoke out against it very strongly before the Planning Commissioners back in September 2021. The Commissioners had one of three options: get rid of the proposed zone, keep the boundaries as is, expand it to the modern historic boundaries of Skid Row. None of the Commissioners voted in favor of what she and the BID wanted, three voted in favor of expansion, six voted in favor of keeping the boundaries proposed by City Planning. Estella Lopez and the BID have played a major role in the LA Alliance for Human Rights lawsuit against the City and County. This is from the LA Alliance Court filing of November 3, 2021 (soon after the DTLA 2040 meeting before the Commissioners): "The most obvious and overt example of the continuing Containment Policy is the DTLA 2040 plan, recently approved by the Planning Commission and formally recommended to City Council, again with significant advocacy and support from groups like Los Angeles Community Action Network (LACAN). In creating the new plan for Downtown Los Angeles, the City created an entirely new zoning designation just for the Skid Row area, permitting only homeless housing developments. This the only such area zoned for this specific purpose in the entire City and County (and in fact the nation). This plan re-codifies the Containment Policy and flies in the face of decades of research demonstrating the harmful effects of centralizing poverty." This "entirely new zoning designation just for the Skid Row area" is obviously a reference to the IX1. The IX1 is not "permitting only homeless housing developments". The IX1 forbids market rate housing and affordable housing covers numerous income levels. Board members with the Downtown Los Angeles Neighborhood Council (DLANC) worked with Estella Lopez and others to undermine the election for a Skid Row Neighborhood Council back in

2016/2017. DLANC is now considering a Community Impact Statement that calls for eliminating the Affordable Housing Only part of the IX1 and requests the IX1 become only a special section of Skid Row off limits to liquor stores. I urge you to seriously consider the work done by the Skid Row Now and 2040 coalition. A recently released "green paper" provides a solid history of how modern Skid Row came into being as a Neighborhood and contains Coalition recommendations including expanding IX1 throughout the modern historical boundaries of Skid Row. From the paper: "It seems obvious: DTLA 2040 should create permanent, supportive low-income housing within the existing Skid Row boundaries, to also shelter and improve conditions for women, children, family units, and those who are currently unhoused. Services, support, and low-income housing need to be multi-nodal, offered across the city and not just in Skid Row. By creating an IX1 zone that allows only affordable housing in industrial areas, Skid Row will be mixed income, with a blend of people including those without means; garment, service industry, and minimum-wage workers; artists and those in cultural production (film, media, etc.); teachers; civil servants, and others who earn moderate incomes. By expanding the IX1 zone to represent historical boundaries of Skid Row, DTLA 2040 can help preserve the social and cultural fabric of the neighborhood and its low-income housing." As the County creates it's "Skid Row Action Plan: Improving Service to Skid Row Residents by Addressing Homelessness Stemming from Decades of Institutional Racism", the need for Skid Row Reparations is part of the discussion. California has taken the lead nationally on Reparations through the California Reparations Task Force. As a predominately Black residential neighborhood, expanding the IX1 would be one of many different ways for Skid Row to experience Reparations. This would require empowering financial systems not dependent on market rate housing to create and maintain quality community-based culturally appropriate housing.