Communication from Public

Name: DTLA Stakeholders

Date Submitted: 03/27/2023 05:47 PM

Council File No: 22-0617

Comments for Public Posting: Letters attached

John Nilsson

Postal Code:

Email Address: dtlanow@gmail.com

Date of Submission: Tue, 10/04/2022 - 20:28

Submission Letter: Tue, 10/04/2022 - 20:28

Emma Howard Council Districts 1 & 14 200 N. Spring Street Los Angeles, CA 90012

Re: DTLA 2040 Community Plan

Dear Emma Howard,

As a Downtown LA stakeholder, I will be impacted by the DTLA 2040 community plan. DTLA 2040 is critical for our city's future because it will establish the development standards for the heart of our city for the next two decades and can address our two most pressing challenges the housing shortage and homelessness. To meet our existing and future needs, LA must build almost 500,000 new units by 2029 and about half of those need to be affordable. DTLA 2040 is our chance to meaningfully address our housing and homelessness crises, but we must get it right. Specifically, I am asking that you advocate for the following practical recommendations to be included in DTLA 2040:

- \cdot Maximize inclusivity by making DTLA more welcoming and accessible for people of all backgrounds.
- · Promote sustainability by making DTLA the place to build new housing by transit.
- \cdot Support DTLA as a world-class destination by encouraging the hospitality industry's growth.

Maximize inclusivity

Skid Row has been the epicenter of homelessness in the United States and in our city. There has been a systematic pattern of disinvestment and socioeconomic segregation in Skid Row, and DTLA 2040 proposes to cement the current condition of Skid Row for at least the next two decades. DTLA 2040 treats Skid Row completely differently from any other neighborhood in DTLA or the city by imposing a blanket ban on mixed-income housing. DTLA 2040 can continue the strong housing protections for existing affordable housing in Skid Row and build on inclusionary zoning while allowing for a more economically and socially integrated neighborhood. We ask that you create an expansive inclusionary zoning requirement in Skid Row that requires more affordable housing and also allows for a mix of incomes.

Promote sustainability

DTLA 2040 expanded the area where housing can be built in downtown, but it did so with many regulations that are overly rigid and risks preventing housing growth near transit. If we are going to maximize sustainable growth that has the lowest impact on carbon emissions, we must change the approach to new housing in Historic Core, Chinatown, Arts District, and Fashion District. We ask that you increase the base FAR in these neighborhoods to support dense housing development by transit.

DTLA 2040 proposes to maintain Site Plan Review (SPR) and only increase it for some projects. SPR discourages dense development, which is contrary to fostering more housing near transit and walkable neighborhoods. We ask that you remove SPR in the DTLA 2040 plan area to encourage sustainable density.

As proposed, DTLA 2040 counts above-grade parking toward a project's FAR when it is within ¼ mile of a metro station. We understand this requirement is intended to discourage above-grade parking but believe it will have unintended consequences of reducing the amount of new housing that can be built, longer construction times, increased emissions and ultimately more expensive housing. We ask that counting above-grade parking toward FAR be removed and replaced with stringent design requirements including the ability to adopt parking to other uses in the future as market conditions change.

Support DTLA as a world-class destination

DTLA is a cultural gem that can create prosperity for small business owners, entrepreneurs, workers and the community who benefit from activated streets and sidewalks. DTLA 2040 can help by allowing new restaurants to offer beer and wine, instead of maintaining outdated regulations which will make our community less competitive with other areas that have the Restaurant Beverage Program (RBP). We ask that the RBP be implemented in all DTLA 2040 neighborhoods except Figueroa Terrace, Skid Row and the southernmost portion of the plan area where housing is not permitted.

neighborhoods for new hotels while banning them completely from other areas that allow new housing. This runs counter to our City's stated goal of increasing hotel rooms to support the LA Convention Center. We ask that you remove the unnecessary CUP requirement for hotels and to remove neighborhood hotel bans. Hotels are critical to DTLA's economy and should be encouraged.

We thank you for your consideration and strong partnership as we work together to ensure that DTLA 2040 supports DTLA's continued vibrancy and sustainability, and to implement meaningful, effective solutions to our housing shortage and homelessness crisis.

Sincerely, John Nilsson dtlanow@gmail.com

1050 S. Grand Ave., #1201

Los Angeles, CA 90015 United States

Christian Villa

Postal Code:

Email Address: chrischin1024@gmail.com

Date of Submission: Tue, 10/04/2022 - 19:19

Submission Letter: Tue, 10/04/2022 - 19:19

Emma Howard Council Districts 1 & 14 200 N. Spring Street Los Angeles, CA 90012

Re: DTLA 2040 Community Plan

Dear Emma Howard,

As a Downtown LA stakeholder, I will be impacted by the DTLA 2040 community plan. DTLA 2040 is critical for our city's future because it will establish the development standards for the heart of our city for the next two decades and can address our two most pressing challenges the housing shortage and homelessness. To meet our existing and future needs, LA must build almost 500,000 new units by 2029 and about half of those need to be affordable. DTLA 2040 is our chance to meaningfully address our housing and homelessness crises, but we must get it right. Specifically, I am asking that you advocate for the following practical recommendations to be included in DTLA 2040:

- \cdot Maximize inclusivity by making DTLA more welcoming and accessible for people of all backgrounds.
- · Promote sustainability by making DTLA the place to build new housing by transit.
- \cdot Support DTLA as a world-class destination by encouraging the hospitality industry's growth.

Maximize inclusivity

Skid Row has been the epicenter of homelessness in the United States and in our city. There has been a systematic pattern of disinvestment and socioeconomic segregation in Skid Row, and DTLA 2040 proposes to cement the current condition of Skid Row for at least the next two decades. DTLA 2040 treats Skid Row completely differently from any other neighborhood in DTLA or the city by imposing a blanket ban on mixed-income housing. DTLA 2040 can continue the strong housing protections for existing affordable housing in Skid Row and build on inclusionary zoning while allowing for a more economically and socially integrated neighborhood. We ask that you create an expansive inclusionary zoning requirement in Skid Row that requires more affordable housing and also allows for a mix of incomes.

Promote sustainability

DTLA 2040 expanded the area where housing can be built in downtown, but it did so with many regulations that are overly rigid and risks preventing housing growth near transit. If we are going to maximize sustainable growth that has the lowest impact on carbon emissions, we must change the approach to new housing in Historic Core, Chinatown, Arts District, and Fashion District. We ask that you increase the base FAR in these neighborhoods to support dense housing development by transit.

DTLA 2040 proposes to maintain Site Plan Review (SPR) and only increase it for some projects. SPR discourages dense development, which is contrary to fostering more housing near transit and walkable neighborhoods. We ask that you remove SPR in the DTLA 2040 plan area to encourage sustainable density.

As proposed, DTLA 2040 counts above-grade parking toward a project's FAR when it is within ¼ mile of a metro station. We understand this requirement is intended to discourage above-grade parking but believe it will have unintended consequences of reducing the amount of new housing that can be built, longer construction times, increased emissions and ultimately more expensive housing. We ask that counting above-grade parking toward FAR be removed and replaced with stringent design requirements including the ability to adopt parking to other uses in the future as market conditions change.

Support DTLA as a world-class destination

DTLA is a cultural gem that can create prosperity for small business owners, entrepreneurs, workers and the community who benefit from activated streets and sidewalks. DTLA 2040 can help by allowing new restaurants to offer beer and wine, instead of maintaining outdated regulations which will make our community less competitive with other areas that have the Restaurant Beverage Program (RBP). We ask that the RBP be implemented in all DTLA 2040 neighborhoods except Figueroa Terrace, Skid Row and the southernmost portion of the plan area where housing is not permitted.

neighborhoods for new hotels while banning them completely from other areas that allow new housing. This runs counter to our City's stated goal of increasing hotel rooms to support the LA Convention Center. We ask that you remove the unnecessary CUP requirement for hotels and to remove neighborhood hotel bans. Hotels are critical to DTLA's economy and should be encouraged.

We thank you for your consideration and strong partnership as we work together to ensure that DTLA 2040 supports DTLA's continued vibrancy and sustainability, and to implement meaningful, effective solutions to our housing shortage and homelessness crisis.

Sincerely, Christian Villa chrischin1024@gmail.com

2121 James M Wood Boulevard

Los Angeles, CA 90006 United States

Jason Sharpe

Postal Code:

Email Address: jassharpe@gmail.com

Date of Submission: Tue, 10/04/2022 - 18:30

Submission Letter: Tue, 10/04/2022 - 18:30

Emma Howard Council Districts 1 & 14 200 N. Spring Street Los Angeles, CA 90012

Re: DTLA 2040 Community Plan

Dear Emma Howard,

As a Downtown LA stakeholder, I will be impacted by the DTLA 2040 community plan. DTLA 2040 is critical for our city's future because it will establish the development standards for the heart of our city for the next two decades and can address our two most pressing challenges the housing shortage and homelessness. To meet our existing and future needs, LA must build almost 500,000 new units by 2029 and about half of those need to be affordable. DTLA 2040 is our chance to meaningfully address our housing and homelessness crises, but we must get it right. Specifically, I am asking that you advocate for the following practical recommendations to be included in DTLA 2040:

- \cdot Maximize inclusivity by making DTLA more welcoming and accessible for people of all backgrounds.
- · Promote sustainability by making DTLA the place to build new housing by transit.
- · Support DTLA as a world-class destination by encouraging the hospitality industry's growth.

Maximize inclusivity

Skid Row has been the epicenter of homelessness in the United States and in our city. There has been a systematic pattern of disinvestment and socioeconomic segregation in Skid Row, and DTLA 2040 proposes to cement the current condition of Skid Row for at least the next two decades. DTLA 2040 treats Skid Row completely differently from any other neighborhood in DTLA or the city by imposing a blanket ban on mixed-income housing. DTLA 2040 can continue the strong housing protections for existing affordable housing in Skid Row and build on inclusionary zoning while allowing for a more economically and socially integrated neighborhood. We ask that you create an expansive inclusionary zoning requirement in Skid Row that requires more affordable housing and also allows for a mix of incomes.

Promote sustainability

DTLA 2040 expanded the area where housing can be built in downtown, but it did so with many regulations that are overly rigid and risks preventing housing growth near transit. If we are going to maximize sustainable growth that has the lowest impact on carbon emissions, we must change the approach to new housing in Historic Core, Chinatown, Arts District, and Fashion District. We ask that you increase the base FAR in these neighborhoods to support dense housing development by transit.

DTLA 2040 proposes to maintain Site Plan Review (SPR) and only increase it for some projects. SPR discourages dense development, which is contrary to fostering more housing near transit and walkable neighborhoods. We ask that you remove SPR in the DTLA 2040 plan area to encourage sustainable density.

As proposed, DTLA 2040 counts above-grade parking toward a project's FAR when it is within ¼ mile of a metro station. We understand this requirement is intended to discourage above-grade parking but believe it will have unintended consequences of reducing the amount of new housing that can be built, longer construction times, increased emissions and ultimately more expensive housing. We ask that counting above-grade parking toward FAR be removed and replaced with stringent design requirements including the ability to adopt parking to other uses in the future as market conditions change.

Support DTLA as a world-class destination

DTLA is a cultural gem that can create prosperity for small business owners, entrepreneurs, workers and the community who benefit from activated streets and sidewalks. DTLA 2040 can help by allowing new restaurants to offer beer and wine, instead of maintaining outdated regulations which will make our community less competitive with other areas that have the Restaurant Beverage Program (RBP). We ask that the RBP be implemented in all DTLA 2040 neighborhoods except Figueroa Terrace, Skid Row and the southernmost portion of the plan area where housing is not permitted.

neighborhoods for new hotels while banning them completely from other areas that allow new housing. This runs counter to our City's stated goal of increasing hotel rooms to support the LA Convention Center. We ask that you remove the unnecessary CUP requirement for hotels and to remove neighborhood hotel bans. Hotels are critical to DTLA's economy and should be encouraged.

We thank you for your consideration and strong partnership as we work together to ensure that DTLA 2040 supports DTLA's continued vibrancy and sustainability, and to implement meaningful, effective solutions to our housing shortage and homelessness crisis.

Sincerely, Jason Sharpe jassharpe@gmail.com

825 South Hill Street, Apt 4109

Los Angeles, CA 90014 United States

Mark Fugina

Postal Code:

Email Address: markfugina@gmail.com

Date of Submission: Tue, 10/04/2022 - 18:15

Submission Letter: Tue, 10/04/2022 - 18:15

Emma Howard Council Districts 1 & 14 200 N. Spring Street Los Angeles, CA 90012

Re: DTLA 2040 Community Plan

Dear Emma Howard,

As a Downtown LA stakeholder, I will be impacted by the DTLA 2040 community plan. DTLA 2040 is critical for our city's future because it will establish the development standards for the heart of our city for the next two decades and can address our two most pressing challenges the housing shortage and homelessness. To meet our existing and future needs, LA must build almost 500,000 new units by 2029 and about half of those need to be affordable. DTLA 2040 is our chance to meaningfully address our housing and homelessness crises, but we must get it right. Specifically, I am asking that you advocate for the following practical recommendations to be included in DTLA 2040:

- \cdot Maximize inclusivity by making DTLA more welcoming and accessible for people of all backgrounds.
- · Promote sustainability by making DTLA the place to build new housing by transit.
- \cdot Support DTLA as a world-class destination by encouraging the hospitality industry's growth.

Maximize inclusivity

Skid Row has been the epicenter of homelessness in the United States and in our city. There has been a systematic pattern of disinvestment and socioeconomic segregation in Skid Row, and DTLA 2040 proposes to cement the current condition of Skid Row for at least the next two decades. DTLA 2040 treats Skid Row completely differently from any other neighborhood in DTLA or the city by imposing a blanket ban on mixed-income housing. DTLA 2040 can continue the strong housing protections for existing affordable housing in Skid Row and build on inclusionary zoning while allowing for a more economically and socially integrated neighborhood. We ask that you create an expansive inclusionary zoning requirement in Skid Row that requires more affordable housing and also allows for a mix of incomes.

Promote sustainability

DTLA 2040 expanded the area where housing can be built in downtown, but it did so with many regulations that are overly rigid and risks preventing housing growth near transit. If we are going to maximize sustainable growth that has the lowest impact on carbon emissions, we must change the approach to new housing in Historic Core, Chinatown, Arts District, and Fashion District. We ask that you increase the base FAR in these neighborhoods to support dense housing development by transit.

DTLA 2040 proposes to maintain Site Plan Review (SPR) and only increase it for some projects. SPR discourages dense development, which is contrary to fostering more housing near transit and walkable neighborhoods. We ask that you remove SPR in the DTLA 2040 plan area to encourage sustainable density.

As proposed, DTLA 2040 counts above-grade parking toward a project's FAR when it is within ¼ mile of a metro station. We understand this requirement is intended to discourage above-grade parking but believe it will have unintended consequences of reducing the amount of new housing that can be built, longer construction times, increased emissions and ultimately more expensive housing. We ask that counting above-grade parking toward FAR be removed and replaced with stringent design requirements including the ability to adopt parking to other uses in the future as market conditions change.

Support DTLA as a world-class destination

DTLA is a cultural gem that can create prosperity for small business owners, entrepreneurs, workers and the community who benefit from activated streets and sidewalks. DTLA 2040 can help by allowing new restaurants to offer beer and wine, instead of maintaining outdated regulations which will make our community less competitive with other areas that have the Restaurant Beverage Program (RBP). We ask that the RBP be implemented in all DTLA 2040 neighborhoods except Figueroa Terrace, Skid Row and the southernmost portion of the plan area where housing is not permitted.

neighborhoods for new hotels while banning them completely from other areas that allow new housing. This runs counter to our City's stated goal of increasing hotel rooms to support the LA Convention Center. We ask that you remove the unnecessary CUP requirement for hotels and to remove neighborhood hotel bans. Hotels are critical to DTLA's economy and should be encouraged.

We thank you for your consideration and strong partnership as we work together to ensure that DTLA 2040 supports DTLA's continued vibrancy and sustainability, and to implement meaningful, effective solutions to our housing shortage and homelessness crisis.

Sincerely, Mark Fugina markfugina@gmail.com

849 S. Broadway, Apt. 1202

Los Angeles, CA 90014 United States

David Morales

Postal Code:

Email Address: joshmorales@sbcglobal.net

Date of Submission: Tue, 10/04/2022 - 18:09

Submission Letter: Tue, 10/04/2022 - 18:09

Emma Howard Council Districts 1 & 14 200 N. Spring Street Los Angeles, CA 90012

Re: DTLA 2040 Community Plan

Dear Emma Howard,

As a Downtown LA stakeholder, I will be impacted by the DTLA 2040 community plan. DTLA 2040 is critical for our city's future because it will establish the development standards for the heart of our city for the next two decades and can address our two most pressing challenges the housing shortage and homelessness. To meet our existing and future needs, LA must build almost 500,000 new units by 2029 and about half of those need to be affordable. DTLA 2040 is our chance to meaningfully address our housing and homelessness crises, but we must get it right. Specifically, I am asking that you advocate for the following practical recommendations to be included in DTLA 2040:

- \cdot Maximize inclusivity by making DTLA more welcoming and accessible for people of all backgrounds.
- · Promote sustainability by making DTLA the place to build new housing by transit.
- \cdot Support DTLA as a world-class destination by encouraging the hospitality industry's growth.

Maximize inclusivity

Skid Row has been the epicenter of homelessness in the United States and in our city. There has been a systematic pattern of disinvestment and socioeconomic segregation in Skid Row, and DTLA 2040 proposes to cement the current condition of Skid Row for at least the next two decades. DTLA 2040 treats Skid Row completely differently from any other neighborhood in DTLA or the city by imposing a blanket ban on mixed-income housing. DTLA 2040 can continue the strong housing protections for existing affordable housing in Skid Row and build on inclusionary zoning while allowing for a more economically and socially integrated neighborhood. We ask that you create an expansive inclusionary zoning requirement in Skid Row that requires more affordable housing and also allows for a mix of incomes.

Promote sustainability

DTLA 2040 expanded the area where housing can be built in downtown, but it did so with many regulations that are overly rigid and risks preventing housing growth near transit. If we are going to maximize sustainable growth that has the lowest impact on carbon emissions, we must change the approach to new housing in Historic Core, Chinatown, Arts District, and Fashion District. We ask that you increase the base FAR in these neighborhoods to support dense housing development by transit.

DTLA 2040 proposes to maintain Site Plan Review (SPR) and only increase it for some projects. SPR discourages dense development, which is contrary to fostering more housing near transit and walkable neighborhoods. We ask that you remove SPR in the DTLA 2040 plan area to encourage sustainable density.

As proposed, DTLA 2040 counts above-grade parking toward a project's FAR when it is within ¼ mile of a metro station. We understand this requirement is intended to discourage above-grade parking but believe it will have unintended consequences of reducing the amount of new housing that can be built, longer construction times, increased emissions and ultimately more expensive housing. We ask that counting above-grade parking toward FAR be removed and replaced with stringent design requirements including the ability to adopt parking to other uses in the future as market conditions change.

Support DTLA as a world-class destination

DTLA is a cultural gem that can create prosperity for small business owners, entrepreneurs, workers and the community who benefit from activated streets and sidewalks. DTLA 2040 can help by allowing new restaurants to offer beer and wine, instead of maintaining outdated regulations which will make our community less competitive with other areas that have the Restaurant Beverage Program (RBP). We ask that the RBP be implemented in all DTLA 2040 neighborhoods except Figueroa Terrace, Skid Row and the southernmost portion of the plan area where housing is not permitted.

neighborhoods for new hotels while banning them completely from other areas that allow new housing. This runs counter to our City's stated goal of increasing hotel rooms to support the LA Convention Center. We ask that you remove the unnecessary CUP requirement for hotels and to remove neighborhood hotel bans. Hotels are critical to DTLA's economy and should be encouraged.

We thank you for your consideration and strong partnership as we work together to ensure that DTLA 2040 supports DTLA's continued vibrancy and sustainability, and to implement meaningful, effective solutions to our housing shortage and homelessness crisis.

Sincerely, David Morales joshmorales@sbcglobal.net

1111 s grand Ave

Los Angeles, CA 9015 United States

Melissa Manousos

Postal Code:

Email Address: mnmsubs@gmail.com

Date of Submission: Tue, 10/04/2022 - 17:46

Submission Letter: Tue, 10/04/2022 - 17:46

Emma Howard Council Districts 1 & 14 200 N. Spring Street Los Angeles, CA 90012

Re: DTLA 2040 Community Plan

Dear Emma Howard,

As a Downtown LA stakeholder, I will be impacted by the DTLA 2040 community plan. DTLA 2040 is critical for our city's future because it will establish the development standards for the heart of our city for the next two decades and can address our two most pressing challenges the housing shortage and homelessness. To meet our existing and future needs, LA must build almost 500,000 new units by 2029 and about half of those need to be affordable. DTLA 2040 is our chance to meaningfully address our housing and homelessness crises, but we must get it right. Specifically, I am asking that you advocate for the following practical recommendations to be included in DTLA 2040:

- \cdot Maximize inclusivity by making DTLA more welcoming and accessible for people of all backgrounds.
- · Promote sustainability by making DTLA the place to build new housing by transit.
- \cdot Support DTLA as a world-class destination by encouraging the hospitality industry's growth.

Maximize inclusivity

Skid Row has been the epicenter of homelessness in the United States and in our city. There has been a systematic pattern of disinvestment and socioeconomic segregation in Skid Row, and DTLA 2040 proposes to cement the current condition of Skid Row for at least the next two decades. DTLA 2040 treats Skid Row completely differently from any other neighborhood in DTLA or the city by imposing a blanket ban on mixed-income housing. DTLA 2040 can continue the strong housing protections for existing affordable housing in Skid Row and build on inclusionary zoning while allowing for a more economically and socially integrated neighborhood. We ask that you create an expansive inclusionary zoning requirement in Skid Row that requires more affordable housing and also allows for a mix of incomes.

Promote sustainability

DTLA 2040 expanded the area where housing can be built in downtown, but it did so with many regulations that are overly rigid and risks preventing housing growth near transit. If we are going to maximize sustainable growth that has the lowest impact on carbon emissions, we must change the approach to new housing in Historic Core, Chinatown, Arts District, and Fashion District. We ask that you increase the base FAR in these neighborhoods to support dense housing development by transit.

DTLA 2040 proposes to maintain Site Plan Review (SPR) and only increase it for some projects. SPR discourages dense development, which is contrary to fostering more housing near transit and walkable neighborhoods. We ask that you remove SPR in the DTLA 2040 plan area to encourage sustainable density.

As proposed, DTLA 2040 counts above-grade parking toward a project's FAR when it is within ¼ mile of a metro station. We understand this requirement is intended to discourage above-grade parking but believe it will have unintended consequences of reducing the amount of new housing that can be built, longer construction times, increased emissions and ultimately more expensive housing. We ask that counting above-grade parking toward FAR be removed and replaced with stringent design requirements including the ability to adopt parking to other uses in the future as market conditions change.

Support DTLA as a world-class destination

DTLA is a cultural gem that can create prosperity for small business owners, entrepreneurs, workers and the community who benefit from activated streets and sidewalks. DTLA 2040 can help by allowing new restaurants to offer beer and wine, instead of maintaining outdated regulations which will make our community less competitive with other areas that have the Restaurant Beverage Program (RBP). We ask that the RBP be implemented in all DTLA 2040 neighborhoods except Figueroa Terrace, Skid Row and the southernmost portion of the plan area where housing is not permitted.

neighborhoods for new hotels while banning them completely from other areas that allow new housing. This runs counter to our City's stated goal of increasing hotel rooms to support the LA Convention Center. We ask that you remove the unnecessary CUP requirement for hotels and to remove neighborhood hotel bans. Hotels are critical to DTLA's economy and should be encouraged.

We thank you for your consideration and strong partnership as we work together to ensure that DTLA 2040 supports DTLA's continued vibrancy and sustainability, and to implement meaningful, effective solutions to our housing shortage and homelessness crisis.

Sincerely, Melissa Manousos mnmsubs@gmail.com

639 South Spring Street

Los Angeles, CA 90014 United States

Kelly D Bryan

Postal Code:

Email Address: bryankd2020@gmail.com

Date of Submission: Tue, 10/04/2022 - 17:43

Submission Letter: Tue, 10/04/2022 - 17:43

Emma Howard Council Districts 1 & 14 200 N. Spring Street Los Angeles, CA 90012

Re: DTLA 2040 Community Plan

Dear Emma Howard,

As a Downtown LA stakeholder, I will be impacted by the DTLA 2040 community plan. DTLA 2040 is critical for our city's future because it will establish the development standards for the heart of our city for the next two decades and can address our two most pressing challenges the housing shortage and homelessness. To meet our existing and future needs, LA must build almost 500,000 new units by 2029 and about half of those need to be affordable. DTLA 2040 is our chance to meaningfully address our housing and homelessness crises, but we must get it right. Specifically, I am asking that you advocate for the following practical recommendations to be included in DTLA 2040:

- \cdot Maximize inclusivity by making DTLA more welcoming and accessible for people of all backgrounds.
- · Promote sustainability by making DTLA the place to build new housing by transit.
- \cdot Support DTLA as a world-class destination by encouraging the hospitality industry's growth.

Maximize inclusivity

Skid Row has been the epicenter of homelessness in the United States and in our city. There has been a systematic pattern of disinvestment and socioeconomic segregation in Skid Row, and DTLA 2040 proposes to cement the current condition of Skid Row for at least the next two decades. DTLA 2040 treats Skid Row completely differently from any other neighborhood in DTLA or the city by imposing a blanket ban on mixed-income housing. DTLA 2040 can continue the strong housing protections for existing affordable housing in Skid Row and build on inclusionary zoning while allowing for a more economically and socially integrated neighborhood. We ask that you create an expansive inclusionary zoning requirement in Skid Row that requires more affordable housing and also allows for a mix of incomes.

Promote sustainability

DTLA 2040 expanded the area where housing can be built in downtown, but it did so with many regulations that are overly rigid and risks preventing housing growth near transit. If we are going to maximize sustainable growth that has the lowest impact on carbon emissions, we must change the approach to new housing in Historic Core, Chinatown, Arts District, and Fashion District. We ask that you increase the base FAR in these neighborhoods to support dense housing development by transit.

DTLA 2040 proposes to maintain Site Plan Review (SPR) and only increase it for some projects. SPR discourages dense development, which is contrary to fostering more housing near transit and walkable neighborhoods. We ask that you remove SPR in the DTLA 2040 plan area to encourage sustainable density.

As proposed, DTLA 2040 counts above-grade parking toward a project's FAR when it is within ¼ mile of a metro station. We understand this requirement is intended to discourage above-grade parking but believe it will have unintended consequences of reducing the amount of new housing that can be built, longer construction times, increased emissions and ultimately more expensive housing. We ask that counting above-grade parking toward FAR be removed and replaced with stringent design requirements including the ability to adopt parking to other uses in the future as market conditions change.

Support DTLA as a world-class destination

DTLA is a cultural gem that can create prosperity for small business owners, entrepreneurs, workers and the community who benefit from activated streets and sidewalks. DTLA 2040 can help by allowing new restaurants to offer beer and wine, instead of maintaining outdated regulations which will make our community less competitive with other areas that have the Restaurant Beverage Program (RBP). We ask that the RBP be implemented in all DTLA 2040 neighborhoods except Figueroa Terrace, Skid Row and the southernmost portion of the plan area where housing is not permitted.

neighborhoods for new hotels while banning them completely from other areas that allow new housing. This runs counter to our City's stated goal of increasing hotel rooms to support the LA Convention Center. We ask that you remove the unnecessary CUP requirement for hotels and to remove neighborhood hotel bans. Hotels are critical to DTLA's economy and should be encouraged.

We thank you for your consideration and strong partnership as we work together to ensure that DTLA 2040 supports DTLA's continued vibrancy and sustainability, and to implement meaningful, effective solutions to our housing shortage and homelessness crisis.

Sincerely, Kelly D Bryan bryankd2020@gmail.com

222 S. Figueroa Street, Unit 815

Los Angeles, CA 90012 United States

Greg Garman

Postal Code:

Email Address: gregory.garman@gmail.com

Date of Submission: Tue, 10/04/2022 - 17:41

Submission Letter: Tue, 10/04/2022 - 17:41

Emma Howard Council Districts 1 & 14 200 N. Spring Street Los Angeles, CA 90012

Re: DTLA 2040 Community Plan

Dear Emma Howard,

As a Downtown LA stakeholder, I will be impacted by the DTLA 2040 community plan. DTLA 2040 is critical for our city's future because it will establish the development standards for the heart of our city for the next two decades and can address our two most pressing challenges the housing shortage and homelessness. To meet our existing and future needs, LA must build almost 500,000 new units by 2029 and about half of those need to be affordable. DTLA 2040 is our chance to meaningfully address our housing and homelessness crises, but we must get it right. Specifically, I am asking that you advocate for the following practical recommendations to be included in DTLA 2040:

- \cdot Maximize inclusivity by making DTLA more welcoming and accessible for people of all backgrounds.
- · Promote sustainability by making DTLA the place to build new housing by transit.
- \cdot Support DTLA as a world-class destination by encouraging the hospitality industry's growth.

Maximize inclusivity

Skid Row has been the epicenter of homelessness in the United States and in our city. There has been a systematic pattern of disinvestment and socioeconomic segregation in Skid Row, and DTLA 2040 proposes to cement the current condition of Skid Row for at least the next two decades. DTLA 2040 treats Skid Row completely differently from any other neighborhood in DTLA or the city by imposing a blanket ban on mixed-income housing. DTLA 2040 can continue the strong housing protections for existing affordable housing in Skid Row and build on inclusionary zoning while allowing for a more economically and socially integrated neighborhood. We ask that you create an expansive inclusionary zoning requirement in Skid Row that requires more affordable housing and also allows for a mix of incomes.

Promote sustainability

DTLA 2040 expanded the area where housing can be built in downtown, but it did so with many regulations that are overly rigid and risks preventing housing growth near transit. If we are going to maximize sustainable growth that has the lowest impact on carbon emissions, we must change the approach to new housing in Historic Core, Chinatown, Arts District, and Fashion District. We ask that you increase the base FAR in these neighborhoods to support dense housing development by transit.

DTLA 2040 proposes to maintain Site Plan Review (SPR) and only increase it for some projects. SPR discourages dense development, which is contrary to fostering more housing near transit and walkable neighborhoods. We ask that you remove SPR in the DTLA 2040 plan area to encourage sustainable density.

As proposed, DTLA 2040 counts above-grade parking toward a project's FAR when it is within ¼ mile of a metro station. We understand this requirement is intended to discourage above-grade parking but believe it will have unintended consequences of reducing the amount of new housing that can be built, longer construction times, increased emissions and ultimately more expensive housing. We ask that counting above-grade parking toward FAR be removed and replaced with stringent design requirements including the ability to adopt parking to other uses in the future as market conditions change.

Support DTLA as a world-class destination

DTLA is a cultural gem that can create prosperity for small business owners, entrepreneurs, workers and the community who benefit from activated streets and sidewalks. DTLA 2040 can help by allowing new restaurants to offer beer and wine, instead of maintaining outdated regulations which will make our community less competitive with other areas that have the Restaurant Beverage Program (RBP). We ask that the RBP be implemented in all DTLA 2040 neighborhoods except Figueroa Terrace, Skid Row and the southernmost portion of the plan area where housing is not permitted.

neighborhoods for new hotels while banning them completely from other areas that allow new housing. This runs counter to our City's stated goal of increasing hotel rooms to support the LA Convention Center. We ask that you remove the unnecessary CUP requirement for hotels and to remove neighborhood hotel bans. Hotels are critical to DTLA's economy and should be encouraged.

We thank you for your consideration and strong partnership as we work together to ensure that DTLA 2040 supports DTLA's continued vibrancy and sustainability, and to implement meaningful, effective solutions to our housing shortage and homelessness crisis.

Sincerely, Greg Garman gregory.garman@gmail.com

2680 18th Street

Denver, CO 80211 United States

Dion Noravian

Postal Code:

Email Address: Dionnoravian@gmail.com

Date of Submission: Tue, 10/04/2022 - 17:10

Submission Letter: Tue, 10/04/2022 - 17:10

Emma Howard Council Districts 1 & 14 200 N. Spring Street Los Angeles, CA 90012

Re: DTLA 2040 Community Plan

Dear Emma Howard,

As a Downtown LA stakeholder, I will be impacted by the DTLA 2040 community plan. DTLA 2040 is critical for our city's future because it will establish the development standards for the heart of our city for the next two decades and can address our two most pressing challenges the housing shortage and homelessness. To meet our existing and future needs, LA must build almost 500,000 new units by 2029 and about half of those need to be affordable. DTLA 2040 is our chance to meaningfully address our housing and homelessness crises, but we must get it right. Specifically, I am asking that you advocate for the following practical recommendations to be included in DTLA 2040:

- \cdot Maximize inclusivity by making DTLA more welcoming and accessible for people of all backgrounds.
- · Promote sustainability by making DTLA the place to build new housing by transit.
- \cdot Support DTLA as a world-class destination by encouraging the hospitality industry's growth.

Maximize inclusivity

Skid Row has been the epicenter of homelessness in the United States and in our city. There has been a systematic pattern of disinvestment and socioeconomic segregation in Skid Row, and DTLA 2040 proposes to cement the current condition of Skid Row for at least the next two decades. DTLA 2040 treats Skid Row completely differently from any other neighborhood in DTLA or the city by imposing a blanket ban on mixed-income housing. DTLA 2040 can continue the strong housing protections for existing affordable housing in Skid Row and build on inclusionary zoning while allowing for a more economically and socially integrated neighborhood. We ask that you create an expansive inclusionary zoning requirement in Skid Row that requires more affordable housing and also allows for a mix of incomes.

Promote sustainability

DTLA 2040 expanded the area where housing can be built in downtown, but it did so with many regulations that are overly rigid and risks preventing housing growth near transit. If we are going to maximize sustainable growth that has the lowest impact on carbon emissions, we must change the approach to new housing in Historic Core, Chinatown, Arts District, and Fashion District. We ask that you increase the base FAR in these neighborhoods to support dense housing development by transit.

DTLA 2040 proposes to maintain Site Plan Review (SPR) and only increase it for some projects. SPR discourages dense development, which is contrary to fostering more housing near transit and walkable neighborhoods. We ask that you remove SPR in the DTLA 2040 plan area to encourage sustainable density.

As proposed, DTLA 2040 counts above-grade parking toward a project's FAR when it is within ¼ mile of a metro station. We understand this requirement is intended to discourage above-grade parking but believe it will have unintended consequences of reducing the amount of new housing that can be built, longer construction times, increased emissions and ultimately more expensive housing. We ask that counting above-grade parking toward FAR be removed and replaced with stringent design requirements including the ability to adopt parking to other uses in the future as market conditions change.

Support DTLA as a world-class destination

DTLA is a cultural gem that can create prosperity for small business owners, entrepreneurs, workers and the community who benefit from activated streets and sidewalks. DTLA 2040 can help by allowing new restaurants to offer beer and wine, instead of maintaining outdated regulations which will make our community less competitive with other areas that have the Restaurant Beverage Program (RBP). We ask that the RBP be implemented in all DTLA 2040 neighborhoods except Figueroa Terrace, Skid Row and the southernmost portion of the plan area where housing is not permitted.

neighborhoods for new hotels while banning them completely from other areas that allow new housing. This runs counter to our City's stated goal of increasing hotel rooms to support the LA Convention Center. We ask that you remove the unnecessary CUP requirement for hotels and to remove neighborhood hotel bans. Hotels are critical to DTLA's economy and should be encouraged.

We thank you for your consideration and strong partnership as we work together to ensure that DTLA 2040 supports DTLA's continued vibrancy and sustainability, and to implement meaningful, effective solutions to our housing shortage and homelessness crisis.

Sincerely, Dion Noravian Dionnoravian@gmail.com

1120 S Grand Ave, 3002

Los Angeles, CA 90015 United States

Oueenie Ito

Postal Code:

Email Address: contactqueenieito@gmail.com

Date of Submission: Tue, 10/04/2022 - 17:01

Submission Letter: Tue, 10/04/2022 - 17:01

Emma Howard Council Districts 1 & 14 200 N. Spring Street Los Angeles, CA 90012

Re: DTLA 2040 Community Plan

Dear Emma Howard,

As a Downtown LA stakeholder, I will be impacted by the DTLA 2040 community plan. DTLA 2040 is critical for our city's future because it will establish the development standards for the heart of our city for the next two decades and can address our two most pressing challenges the housing shortage and homelessness. To meet our existing and future needs, LA must build almost 500,000 new units by 2029 and about half of those need to be affordable. DTLA 2040 is our chance to meaningfully address our housing and homelessness crises, but we must get it right. Specifically, I am asking that you advocate for the following practical recommendations to be included in DTLA 2040:

- \cdot Maximize inclusivity by making DTLA more welcoming and accessible for people of all backgrounds.
- · Promote sustainability by making DTLA the place to build new housing by transit.
- \cdot Support DTLA as a world-class destination by encouraging the hospitality industry's growth.

Maximize inclusivity

Skid Row has been the epicenter of homelessness in the United States and in our city. There has been a systematic pattern of disinvestment and socioeconomic segregation in Skid Row, and DTLA 2040 proposes to cement the current condition of Skid Row for at least the next two decades. DTLA 2040 treats Skid Row completely differently from any other neighborhood in DTLA or the city by imposing a blanket ban on mixed-income housing. DTLA 2040 can continue the strong housing protections for existing affordable housing in Skid Row and build on inclusionary zoning while allowing for a more economically and socially integrated neighborhood. We ask that you create an expansive inclusionary zoning requirement in Skid Row that requires more affordable housing and also allows for a mix of incomes.

Promote sustainability

DTLA 2040 expanded the area where housing can be built in downtown, but it did so with many regulations that are overly rigid and risks preventing housing growth near transit. If we are going to maximize sustainable growth that has the lowest impact on carbon emissions, we must change the approach to new housing in Historic Core, Chinatown, Arts District, and Fashion District. We ask that you increase the base FAR in these neighborhoods to support dense housing development by transit.

DTLA 2040 proposes to maintain Site Plan Review (SPR) and only increase it for some projects. SPR discourages dense development, which is contrary to fostering more housing near transit and walkable neighborhoods. We ask that you remove SPR in the DTLA 2040 plan area to encourage sustainable density.

As proposed, DTLA 2040 counts above-grade parking toward a project's FAR when it is within ¼ mile of a metro station. We understand this requirement is intended to discourage above-grade parking but believe it will have unintended consequences of reducing the amount of new housing that can be built, longer construction times, increased emissions and ultimately more expensive housing. We ask that counting above-grade parking toward FAR be removed and replaced with stringent design requirements including the ability to adopt parking to other uses in the future as market conditions change.

Support DTLA as a world-class destination

DTLA is a cultural gem that can create prosperity for small business owners, entrepreneurs, workers and the community who benefit from activated streets and sidewalks. DTLA 2040 can help by allowing new restaurants to offer beer and wine, instead of maintaining outdated regulations which will make our community less competitive with other areas that have the Restaurant Beverage Program (RBP). We ask that the RBP be implemented in all DTLA 2040 neighborhoods except Figueroa Terrace, Skid Row and the southernmost portion of the plan area where housing is not permitted.

neighborhoods for new hotels while banning them completely from other areas that allow new housing. This runs counter to our City's stated goal of increasing hotel rooms to support the LA Convention Center. We ask that you remove the unnecessary CUP requirement for hotels and to remove neighborhood hotel bans. Hotels are critical to DTLA's economy and should be encouraged.

We thank you for your consideration and strong partnership as we work together to ensure that DTLA 2040 supports DTLA's continued vibrancy and sustainability, and to implement meaningful, effective solutions to our housing shortage and homelessness crisis.

Sincerely, Queenie Ito contactqueenieito@gmail.com

801 South Hope Street

Los Angeles, CA 90017 United States

Christopher Romanelli

Postal Code:

Email Address: keepyahjoy@hotmail.com

Date of Submission: Tue, 10/04/2022 - 16:59

Submission Letter: Tue, 10/04/2022 - 16:59

Emma Howard Council Districts 1 & 14 200 N. Spring Street Los Angeles, CA 90012

Re: DTLA 2040 Community Plan

Dear Emma Howard,

As a Downtown LA stakeholder, I will be impacted by the DTLA 2040 community plan. DTLA 2040 is critical for our city's future because it will establish the development standards for the heart of our city for the next two decades and can address our two most pressing challenges the housing shortage and homelessness. To meet our existing and future needs, LA must build almost 500,000 new units by 2029 and about half of those need to be affordable. DTLA 2040 is our chance to meaningfully address our housing and homelessness crises, but we must get it right. Specifically, I am asking that you advocate for the following practical recommendations to be included in DTLA 2040:

- \cdot Maximize inclusivity by making DTLA more welcoming and accessible for people of all backgrounds.
- · Promote sustainability by making DTLA the place to build new housing by transit.
- \cdot Support DTLA as a world-class destination by encouraging the hospitality industry's growth.

Maximize inclusivity

Skid Row has been the epicenter of homelessness in the United States and in our city. There has been a systematic pattern of disinvestment and socioeconomic segregation in Skid Row, and DTLA 2040 proposes to cement the current condition of Skid Row for at least the next two decades. DTLA 2040 treats Skid Row completely differently from any other neighborhood in DTLA or the city by imposing a blanket ban on mixed-income housing. DTLA 2040 can continue the strong housing protections for existing affordable housing in Skid Row and build on inclusionary zoning while allowing for a more economically and socially integrated neighborhood. We ask that you create an expansive inclusionary zoning requirement in Skid Row that requires more affordable housing and also allows for a mix of incomes.

Promote sustainability

DTLA 2040 expanded the area where housing can be built in downtown, but it did so with many regulations that are overly rigid and risks preventing housing growth near transit. If we are going to maximize sustainable growth that has the lowest impact on carbon emissions, we must change the approach to new housing in Historic Core, Chinatown, Arts District, and Fashion District. We ask that you increase the base FAR in these neighborhoods to support dense housing development by transit.

DTLA 2040 proposes to maintain Site Plan Review (SPR) and only increase it for some projects. SPR discourages dense development, which is contrary to fostering more housing near transit and walkable neighborhoods. We ask that you remove SPR in the DTLA 2040 plan area to encourage sustainable density.

As proposed, DTLA 2040 counts above-grade parking toward a project's FAR when it is within ¼ mile of a metro station. We understand this requirement is intended to discourage above-grade parking but believe it will have unintended consequences of reducing the amount of new housing that can be built, longer construction times, increased emissions and ultimately more expensive housing. We ask that counting above-grade parking toward FAR be removed and replaced with stringent design requirements including the ability to adopt parking to other uses in the future as market conditions change.

Support DTLA as a world-class destination

DTLA is a cultural gem that can create prosperity for small business owners, entrepreneurs, workers and the community who benefit from activated streets and sidewalks. DTLA 2040 can help by allowing new restaurants to offer beer and wine, instead of maintaining outdated regulations which will make our community less competitive with other areas that have the Restaurant Beverage Program (RBP). We ask that the RBP be implemented in all DTLA 2040 neighborhoods except Figueroa Terrace, Skid Row and the southernmost portion of the plan area where housing is not permitted.

neighborhoods for new hotels while banning them completely from other areas that allow new housing. This runs counter to our City's stated goal of increasing hotel rooms to support the LA Convention Center. We ask that you remove the unnecessary CUP requirement for hotels and to remove neighborhood hotel bans. Hotels are critical to DTLA's economy and should be encouraged.

We thank you for your consideration and strong partnership as we work together to ensure that DTLA 2040 supports DTLA's continued vibrancy and sustainability, and to implement meaningful, effective solutions to our housing shortage and homelessness crisis.

Sincerely, Christopher Romanelli keepyahjoy@hotmail.com

408 S. Spring St.

Los Angeles, CA 90013 United States

Amantha Bagdon

Postal Code:

Email Address: amanthabagdon@gmail.com

Date of Submission: Tue, 10/04/2022 - 13:37

Submission Letter: Tue, 10/04/2022 - 13:37

Emma Howard Council Districts 1 & 14 200 N. Spring Street Los Angeles, CA 90012

Re: DTLA 2040 Community Plan

Dear Emma Howard,

As a Downtown LA stakeholder, I will be impacted by the DTLA 2040 community plan. DTLA 2040 is critical for our city's future because it will establish the development standards for the heart of our city for the next two decades and can address our two most pressing challenges the housing shortage and homelessness. To meet our existing and future needs, LA must build almost 500,000 new units by 2029 and about half of those need to be affordable. DTLA 2040 is our chance to meaningfully address our housing and homelessness crises, but we must get it right. Specifically, I am asking that you advocate for the following practical recommendations to be included in DTLA 2040:

- \cdot Maximize inclusivity by making DTLA more welcoming and accessible for people of all backgrounds.
- · Promote sustainability by making DTLA the place to build new housing by transit.
- \cdot Support DTLA as a world-class destination by encouraging the hospitality industry's growth.

Maximize inclusivity

Skid Row has been the epicenter of homelessness in the United States and in our city. There has been a systematic pattern of disinvestment and socioeconomic segregation in Skid Row, and DTLA 2040 proposes to cement the current condition of Skid Row for at least the next two decades. DTLA 2040 treats Skid Row completely differently from any other neighborhood in DTLA or the city by imposing a blanket ban on mixed-income housing. DTLA 2040 can continue the strong housing protections for existing affordable housing in Skid Row and build on inclusionary zoning while allowing for a more economically and socially integrated neighborhood. We ask that you create an expansive inclusionary zoning requirement in Skid Row that requires more affordable housing and also allows for a mix of incomes.

Promote sustainability

DTLA 2040 expanded the area where housing can be built in downtown, but it did so with many regulations that are overly rigid and risks preventing housing growth near transit. If we are going to maximize sustainable growth that has the lowest impact on carbon emissions, we must change the approach to new housing in Historic Core, Chinatown, Arts District, and Fashion District. We ask that you increase the base FAR in these neighborhoods to support dense housing development by transit.

DTLA 2040 proposes to maintain Site Plan Review (SPR) and only increase it for some projects. SPR discourages dense development, which is contrary to fostering more housing near transit and walkable neighborhoods. We ask that you remove SPR in the DTLA 2040 plan area to encourage sustainable density.

As proposed, DTLA 2040 counts above-grade parking toward a project's FAR when it is within ¼ mile of a metro station. We understand this requirement is intended to discourage above-grade parking but believe it will have unintended consequences of reducing the amount of new housing that can be built, longer construction times, increased emissions and ultimately more expensive housing. We ask that counting above-grade parking toward FAR be removed and replaced with stringent design requirements including the ability to adopt parking to other uses in the future as market conditions change.

Support DTLA as a world-class destination

DTLA is a cultural gem that can create prosperity for small business owners, entrepreneurs, workers and the community who benefit from activated streets and sidewalks. DTLA 2040 can help by allowing new restaurants to offer beer and wine, instead of maintaining outdated regulations which will make our community less competitive with other areas that have the Restaurant Beverage Program (RBP). We ask that the RBP be implemented in all DTLA 2040 neighborhoods except Figueroa Terrace, Skid Row and the southernmost portion of the plan area where housing is not permitted.

neighborhoods for new hotels while banning them completely from other areas that allow new housing. This runs counter to our City's stated goal of increasing hotel rooms to support the LA Convention Center. We ask that you remove the unnecessary CUP requirement for hotels and to remove neighborhood hotel bans. Hotels are critical to DTLA's economy and should be encouraged.

We thank you for your consideration and strong partnership as we work together to ensure that DTLA 2040 supports DTLA's continued vibrancy and sustainability, and to implement meaningful, effective solutions to our housing shortage and homelessness crisis.

Sincerely, Amantha Bagdon amanthabagdon@gmail.com

1111 S Grand Ave, 811

Los Angeles, CA 90015 United States

Lauren Pettit

Postal Code:

Email Address: laurenbananabeat@gmail.com

Date of Submission: Tue, 10/04/2022 - 13:08

Submission Letter: Tue, 10/04/2022 - 13:08

Emma Howard Council Districts 1 & 14 200 N. Spring Street Los Angeles, CA 90012

Re: DTLA 2040 Community Plan

Dear Emma Howard,

As a Downtown LA stakeholder, I will be impacted by the DTLA 2040 community plan. DTLA 2040 is critical for our city's future because it will establish the development standards for the heart of our city for the next two decades and can address our two most pressing challenges the housing shortage and homelessness. To meet our existing and future needs, LA must build almost 500,000 new units by 2029 and about half of those need to be affordable. DTLA 2040 is our chance to meaningfully address our housing and homelessness crises, but we must get it right. Specifically, I am asking that you advocate for the following practical recommendations to be included in DTLA 2040:

- \cdot Maximize inclusivity by making DTLA more welcoming and accessible for people of all backgrounds.
- · Promote sustainability by making DTLA the place to build new housing by transit.
- \cdot Support DTLA as a world-class destination by encouraging the hospitality industry's growth.

Maximize inclusivity

Skid Row has been the epicenter of homelessness in the United States and in our city. There has been a systematic pattern of disinvestment and socioeconomic segregation in Skid Row, and DTLA 2040 proposes to cement the current condition of Skid Row for at least the next two decades. DTLA 2040 treats Skid Row completely differently from any other neighborhood in DTLA or the city by imposing a blanket ban on mixed-income housing. DTLA 2040 can continue the strong housing protections for existing affordable housing in Skid Row and build on inclusionary zoning while allowing for a more economically and socially integrated neighborhood. We ask that you create an expansive inclusionary zoning requirement in Skid Row that requires more affordable housing and also allows for a mix of incomes.

Promote sustainability

DTLA 2040 expanded the area where housing can be built in downtown, but it did so with many regulations that are overly rigid and risks preventing housing growth near transit. If we are going to maximize sustainable growth that has the lowest impact on carbon emissions, we must change the approach to new housing in Historic Core, Chinatown, Arts District, and Fashion District. We ask that you increase the base FAR in these neighborhoods to support dense housing development by transit.

DTLA 2040 proposes to maintain Site Plan Review (SPR) and only increase it for some projects. SPR discourages dense development, which is contrary to fostering more housing near transit and walkable neighborhoods. We ask that you remove SPR in the DTLA 2040 plan area to encourage sustainable density.

As proposed, DTLA 2040 counts above-grade parking toward a project's FAR when it is within ¼ mile of a metro station. We understand this requirement is intended to discourage above-grade parking but believe it will have unintended consequences of reducing the amount of new housing that can be built, longer construction times, increased emissions and ultimately more expensive housing. We ask that counting above-grade parking toward FAR be removed and replaced with stringent design requirements including the ability to adopt parking to other uses in the future as market conditions change.

Support DTLA as a world-class destination

DTLA is a cultural gem that can create prosperity for small business owners, entrepreneurs, workers and the community who benefit from activated streets and sidewalks. DTLA 2040 can help by allowing new restaurants to offer beer and wine, instead of maintaining outdated regulations which will make our community less competitive with other areas that have the Restaurant Beverage Program (RBP). We ask that the RBP be implemented in all DTLA 2040 neighborhoods except Figueroa Terrace, Skid Row and the southernmost portion of the plan area where housing is not permitted.

neighborhoods for new hotels while banning them completely from other areas that allow new housing. This runs counter to our City's stated goal of increasing hotel rooms to support the LA Convention Center. We ask that you remove the unnecessary CUP requirement for hotels and to remove neighborhood hotel bans. Hotels are critical to DTLA's economy and should be encouraged.

We thank you for your consideration and strong partnership as we work together to ensure that DTLA 2040 supports DTLA's continued vibrancy and sustainability, and to implement meaningful, effective solutions to our housing shortage and homelessness crisis.

Sincerely, Lauren Pettit laurenbananabeat@gmail.com

460 S SPRING ST APT 207

LOS ANGELES, CA 90013 United States

Darren Gold

Postal Code:

Email Address: darren@therosegrp.com

Date of Submission: Tue, 10/04/2022 - 11:25

Submission Letter: Tue, 10/04/2022 - 11:25

Emma Howard Council Districts 1 & 14 200 N. Spring Street Los Angeles, CA 90012

Re: DTLA 2040 Community Plan

Dear Emma Howard,

As a Downtown LA stakeholder, I will be impacted by the DTLA 2040 community plan. DTLA 2040 is critical for our city's future because it will establish the development standards for the heart of our city for the next two decades and can address our two most pressing challenges the housing shortage and homelessness. To meet our existing and future needs, LA must build almost 500,000 new units by 2029 and about half of those need to be affordable. DTLA 2040 is our chance to meaningfully address our housing and homelessness crises, but we must get it right. Specifically, I am asking that you advocate for the following practical recommendations to be included in DTLA 2040:

- \cdot Maximize inclusivity by making DTLA more welcoming and accessible for people of all backgrounds.
- · Promote sustainability by making DTLA the place to build new housing by transit.
- \cdot Support DTLA as a world-class destination by encouraging the hospitality industry's growth.

Maximize inclusivity

Skid Row has been the epicenter of homelessness in the United States and in our city. There has been a systematic pattern of disinvestment and socioeconomic segregation in Skid Row, and DTLA 2040 proposes to cement the current condition of Skid Row for at least the next two decades. DTLA 2040 treats Skid Row completely differently from any other neighborhood in DTLA or the city by imposing a blanket ban on mixed-income housing. DTLA 2040 can continue the strong housing protections for existing affordable housing in Skid Row and build on inclusionary zoning while allowing for a more economically and socially integrated neighborhood. We ask that you create an expansive inclusionary zoning requirement in Skid Row that requires more affordable housing and also allows for a mix of incomes.

Promote sustainability

DTLA 2040 expanded the area where housing can be built in downtown, but it did so with many regulations that are overly rigid and risks preventing housing growth near transit. If we are going to maximize sustainable growth that has the lowest impact on carbon emissions, we must change the approach to new housing in Historic Core, Chinatown, Arts District, and Fashion District. We ask that you increase the base FAR in these neighborhoods to support dense housing development by transit.

DTLA 2040 proposes to maintain Site Plan Review (SPR) and only increase it for some projects. SPR discourages dense development, which is contrary to fostering more housing near transit and walkable neighborhoods. We ask that you remove SPR in the DTLA 2040 plan area to encourage sustainable density.

As proposed, DTLA 2040 counts above-grade parking toward a project's FAR when it is within ¼ mile of a metro station. We understand this requirement is intended to discourage above-grade parking but believe it will have unintended consequences of reducing the amount of new housing that can be built, longer construction times, increased emissions and ultimately more expensive housing. We ask that counting above-grade parking toward FAR be removed and replaced with stringent design requirements including the ability to adopt parking to other uses in the future as market conditions change.

Support DTLA as a world-class destination

DTLA is a cultural gem that can create prosperity for small business owners, entrepreneurs, workers and the community who benefit from activated streets and sidewalks. DTLA 2040 can help by allowing new restaurants to offer beer and wine, instead of maintaining outdated regulations which will make our community less competitive with other areas that have the Restaurant Beverage Program (RBP). We ask that the RBP be implemented in all DTLA 2040 neighborhoods except Figueroa Terrace, Skid Row and the southernmost portion of the plan area where housing is not permitted.

neighborhoods for new hotels while banning them completely from other areas that allow new housing. This runs counter to our City's stated goal of increasing hotel rooms to support the LA Convention Center. We ask that you remove the unnecessary CUP requirement for hotels and to remove neighborhood hotel bans. Hotels are critical to DTLA's economy and should be encouraged.

We thank you for your consideration and strong partnership as we work together to ensure that DTLA 2040 supports DTLA's continued vibrancy and sustainability, and to implement meaningful, effective solutions to our housing shortage and homelessness crisis.

Sincerely, Darren Gold darren@therosegrp.com

733 N Ave 63

Los Angeles, CA 90042 United States

James Edwards

Postal Code:

Email Address: jedwards6886@gmail.com

Date of Submission: Tue, 10/04/2022 - 11:16

Submission Letter: Tue, 10/04/2022 - 11:16

Emma Howard Council Districts 1 & 14 200 N. Spring Street Los Angeles, CA 90012

Re: DTLA 2040 Community Plan

Dear Emma Howard,

As a Downtown LA stakeholder, I will be impacted by the DTLA 2040 community plan. DTLA 2040 is critical for our city's future because it will establish the development standards for the heart of our city for the next two decades and can address our two most pressing challenges the housing shortage and homelessness. To meet our existing and future needs, LA must build almost 500,000 new units by 2029 and about half of those need to be affordable. DTLA 2040 is our chance to meaningfully address our housing and homelessness crises, but we must get it right. Specifically, I am asking that you advocate for the following practical recommendations to be included in DTLA 2040:

- \cdot Maximize inclusivity by making DTLA more welcoming and accessible for people of all backgrounds.
- · Promote sustainability by making DTLA the place to build new housing by transit.
- \cdot Support DTLA as a world-class destination by encouraging the hospitality industry's growth.

Maximize inclusivity

Skid Row has been the epicenter of homelessness in the United States and in our city. There has been a systematic pattern of disinvestment and socioeconomic segregation in Skid Row, and DTLA 2040 proposes to cement the current condition of Skid Row for at least the next two decades. DTLA 2040 treats Skid Row completely differently from any other neighborhood in DTLA or the city by imposing a blanket ban on mixed-income housing. DTLA 2040 can continue the strong housing protections for existing affordable housing in Skid Row and build on inclusionary zoning while allowing for a more economically and socially integrated neighborhood. We ask that you create an expansive inclusionary zoning requirement in Skid Row that requires more affordable housing and also allows for a mix of incomes.

Promote sustainability

DTLA 2040 expanded the area where housing can be built in downtown, but it did so with many regulations that are overly rigid and risks preventing housing growth near transit. If we are going to maximize sustainable growth that has the lowest impact on carbon emissions, we must change the approach to new housing in Historic Core, Chinatown, Arts District, and Fashion District. We ask that you increase the base FAR in these neighborhoods to support dense housing development by transit.

DTLA 2040 proposes to maintain Site Plan Review (SPR) and only increase it for some projects. SPR discourages dense development, which is contrary to fostering more housing near transit and walkable neighborhoods. We ask that you remove SPR in the DTLA 2040 plan area to encourage sustainable density.

As proposed, DTLA 2040 counts above-grade parking toward a project's FAR when it is within ¼ mile of a metro station. We understand this requirement is intended to discourage above-grade parking but believe it will have unintended consequences of reducing the amount of new housing that can be built, longer construction times, increased emissions and ultimately more expensive housing. We ask that counting above-grade parking toward FAR be removed and replaced with stringent design requirements including the ability to adopt parking to other uses in the future as market conditions change.

Support DTLA as a world-class destination

DTLA is a cultural gem that can create prosperity for small business owners, entrepreneurs, workers and the community who benefit from activated streets and sidewalks. DTLA 2040 can help by allowing new restaurants to offer beer and wine, instead of maintaining outdated regulations which will make our community less competitive with other areas that have the Restaurant Beverage Program (RBP). We ask that the RBP be implemented in all DTLA 2040 neighborhoods except Figueroa Terrace, Skid Row and the southernmost portion of the plan area where housing is not permitted.

neighborhoods for new hotels while banning them completely from other areas that allow new housing. This runs counter to our City's stated goal of increasing hotel rooms to support the LA Convention Center. We ask that you remove the unnecessary CUP requirement for hotels and to remove neighborhood hotel bans. Hotels are critical to DTLA's economy and should be encouraged.

We thank you for your consideration and strong partnership as we work together to ensure that DTLA 2040 supports DTLA's continued vibrancy and sustainability, and to implement meaningful, effective solutions to our housing shortage and homelessness crisis.

Sincerely, James Edwards jedwards6886@gmail.com

711 S Olive St, 501

Los Angeles, CA 90014 United States

Suzanne Hollingshead

Postal Code:

Email Address: zanne5@me.com

Date of Submission: Tue, 10/04/2022 - 10:23

Submission Letter: Tue, 10/04/2022 - 10:23

Emma Howard Council Districts 1 & 14 200 N. Spring Street

Los Angeles, CA 90012

Re: DTLA 2040 Community Plan

Dear Emma Howard,

As a Downtown LA stakeholder, I will be impacted by the DTLA 2040 community plan. DTLA 2040 is critical for our city's future because it will establish the development standards for the heart of our city for the next two decades and can address our two most pressing challenges the housing shortage and homelessness. To meet our existing and future needs, LA must build almost 500,000 new units by 2029 and about half of those need to be affordable. DTLA 2040 is our chance to meaningfully address our housing and homelessness crises, but we must get it right. Specifically, I am asking that you advocate for the following practical recommendations to be included in DTLA 2040:

- \cdot Maximize inclusivity by making DTLA more welcoming and accessible for people of all backgrounds.
- · Promote sustainability by making DTLA the place to build new housing by transit.
- \cdot Support DTLA as a world-class destination by encouraging the hospitality industry's growth.

Maximize inclusivity

Skid Row has been the epicenter of homelessness in the United States and in our city. There has been a systematic pattern of disinvestment and socioeconomic segregation in Skid Row, and DTLA 2040 proposes to cement the current condition of Skid Row for at least the next two decades. DTLA 2040 treats Skid Row completely differently from any other neighborhood in DTLA or the city by imposing a blanket ban on mixed-income housing. DTLA 2040 can continue the strong housing protections for existing affordable housing in Skid Row and build on inclusionary zoning while allowing for a more economically and socially integrated neighborhood. We ask that you create an expansive inclusionary zoning requirement in Skid Row that requires more affordable housing and also allows for a mix of incomes.

Promote sustainability

DTLA 2040 expanded the area where housing can be built in downtown, but it did so with many regulations that are overly rigid and risks preventing housing growth near transit. If we are going to maximize sustainable growth that has the lowest impact on carbon emissions, we must change the approach to new housing in Historic Core, Chinatown, Arts District, and Fashion District. We ask that you increase the base FAR in these neighborhoods to support dense housing development by transit.

DTLA 2040 proposes to maintain Site Plan Review (SPR) and only increase it for some projects. SPR discourages dense development, which is contrary to fostering more housing near transit and walkable neighborhoods. We ask that you remove SPR in the DTLA 2040 plan area to encourage sustainable density.

As proposed, DTLA 2040 counts above-grade parking toward a project's FAR when it is within ¼ mile of a metro station. We understand this requirement is intended to discourage above-grade parking but believe it will have unintended consequences of reducing the amount of new housing that can be built, longer construction times, increased emissions and ultimately more expensive housing. We ask that counting above-grade parking toward FAR be removed and replaced with stringent design requirements including the ability to adopt parking to other uses in the future as market conditions change.

Support DTLA as a world-class destination

DTLA is a cultural gem that can create prosperity for small business owners, entrepreneurs, workers and the community who benefit from activated streets and sidewalks. DTLA 2040 can help by allowing new restaurants to offer beer and wine, instead of maintaining outdated regulations which will make our community less competitive with other areas that have the Restaurant Beverage Program (RBP). We ask that the RBP be implemented in all DTLA 2040 neighborhoods except Figueroa Terrace, Skid Row and the southernmost portion of the plan area where housing is not permitted.

neighborhoods for new hotels while banning them completely from other areas that allow new housing. This runs counter to our City's stated goal of increasing hotel rooms to support the LA Convention Center. We ask that you remove the unnecessary CUP requirement for hotels and to remove neighborhood hotel bans. Hotels are critical to DTLA's economy and should be encouraged.

We thank you for your consideration and strong partnership as we work together to ensure that DTLA 2040 supports DTLA's continued vibrancy and sustainability, and to implement meaningful, effective solutions to our housing shortage and homelessness crisis.

Sincerely, Suzanne Hollingshead zanne5@me.com

1336 Douglas Street

Los Angeles, CA 90026 United States

John Whitaker

Postal Code:

Email Address: johnwhitaker.home@gmail.com

Date of Submission: Tue, 10/04/2022 - 10:18

Submission Letter: Tue, 10/04/2022 - 10:18

Emma Howard Council Districts 1 & 14 200 N. Spring Street Los Angeles, CA 90012

Re: DTLA 2040 Community Plan

Dear Emma Howard,

As a Downtown LA stakeholder, I will be impacted by the DTLA 2040 community plan. DTLA 2040 is critical for our city's future because it will establish the development standards for the heart of our city for the next two decades and can address our two most pressing challenges the housing shortage and homelessness. To meet our existing and future needs, LA must build almost 500,000 new units by 2029 and about half of those need to be affordable. DTLA 2040 is our chance to meaningfully address our housing and homelessness crises, but we must get it right. Specifically, I am asking that you advocate for the following practical recommendations to be included in DTLA 2040:

- \cdot Maximize inclusivity by making DTLA more welcoming and accessible for people of all backgrounds.
- · Promote sustainability by making DTLA the place to build new housing by transit.
- \cdot Support DTLA as a world-class destination by encouraging the hospitality industry's growth.

Maximize inclusivity

Skid Row has been the epicenter of homelessness in the United States and in our city. There has been a systematic pattern of disinvestment and socioeconomic segregation in Skid Row, and DTLA 2040 proposes to cement the current condition of Skid Row for at least the next two decades. DTLA 2040 treats Skid Row completely differently from any other neighborhood in DTLA or the city by imposing a blanket ban on mixed-income housing. DTLA 2040 can continue the strong housing protections for existing affordable housing in Skid Row and build on inclusionary zoning while allowing for a more economically and socially integrated neighborhood. We ask that you create an expansive inclusionary zoning requirement in Skid Row that requires more affordable housing and also allows for a mix of incomes.

Promote sustainability

DTLA 2040 expanded the area where housing can be built in downtown, but it did so with many regulations that are overly rigid and risks preventing housing growth near transit. If we are going to maximize sustainable growth that has the lowest impact on carbon emissions, we must change the approach to new housing in Historic Core, Chinatown, Arts District, and Fashion District. We ask that you increase the base FAR in these neighborhoods to support dense housing development by transit.

DTLA 2040 proposes to maintain Site Plan Review (SPR) and only increase it for some projects. SPR discourages dense development, which is contrary to fostering more housing near transit and walkable neighborhoods. We ask that you remove SPR in the DTLA 2040 plan area to encourage sustainable density.

As proposed, DTLA 2040 counts above-grade parking toward a project's FAR when it is within ¼ mile of a metro station. We understand this requirement is intended to discourage above-grade parking but believe it will have unintended consequences of reducing the amount of new housing that can be built, longer construction times, increased emissions and ultimately more expensive housing. We ask that counting above-grade parking toward FAR be removed and replaced with stringent design requirements including the ability to adopt parking to other uses in the future as market conditions change.

Support DTLA as a world-class destination

DTLA is a cultural gem that can create prosperity for small business owners, entrepreneurs, workers and the community who benefit from activated streets and sidewalks. DTLA 2040 can help by allowing new restaurants to offer beer and wine, instead of maintaining outdated regulations which will make our community less competitive with other areas that have the Restaurant Beverage Program (RBP). We ask that the RBP be implemented in all DTLA 2040 neighborhoods except Figueroa Terrace, Skid Row and the southernmost portion of the plan area where housing is not permitted.

neighborhoods for new hotels while banning them completely from other areas that allow new housing. This runs counter to our City's stated goal of increasing hotel rooms to support the LA Convention Center. We ask that you remove the unnecessary CUP requirement for hotels and to remove neighborhood hotel bans. Hotels are critical to DTLA's economy and should be encouraged.

We thank you for your consideration and strong partnership as we work together to ensure that DTLA 2040 supports DTLA's continued vibrancy and sustainability, and to implement meaningful, effective solutions to our housing shortage and homelessness crisis.

Sincerely, John Whitaker johnwhitaker.home@gmail.com

17404 Napa St

Sherwood Forest, CA 91325 United States

Courtney Callender

Postal Code:

Email Address: flying.blink 0w@icloud.com

Date of Submission: Tue, 10/04/2022 - 09:38

Submission Letter: Tue, 10/04/2022 - 09:38

Emma Howard Council Districts 1 & 14 200 N. Spring Street Los Angeles, CA 90012

Re: DTLA 2040 Community Plan

Dear Emma Howard,

As a Downtown LA stakeholder, I will be impacted by the DTLA 2040 community plan. DTLA 2040 is critical for our city's future because it will establish the development standards for the heart of our city for the next two decades and can address our two most pressing challenges the housing shortage and homelessness. To meet our existing and future needs, LA must build almost 500,000 new units by 2029 and about half of those need to be affordable. DTLA 2040 is our chance to meaningfully address our housing and homelessness crises, but we must get it right. Specifically, I am asking that you advocate for the following practical recommendations to be included in DTLA 2040:

- \cdot Maximize inclusivity by making DTLA more welcoming and accessible for people of all backgrounds.
- · Promote sustainability by making DTLA the place to build new housing by transit.
- \cdot Support DTLA as a world-class destination by encouraging the hospitality industry's growth.

Maximize inclusivity

Skid Row has been the epicenter of homelessness in the United States and in our city. There has been a systematic pattern of disinvestment and socioeconomic segregation in Skid Row, and DTLA 2040 proposes to cement the current condition of Skid Row for at least the next two decades. DTLA 2040 treats Skid Row completely differently from any other neighborhood in DTLA or the city by imposing a blanket ban on mixed-income housing. DTLA 2040 can continue the strong housing protections for existing affordable housing in Skid Row and build on inclusionary zoning while allowing for a more economically and socially integrated neighborhood. We ask that you create an expansive inclusionary zoning requirement in Skid Row that requires more affordable housing and also allows for a mix of incomes.

Promote sustainability

DTLA 2040 expanded the area where housing can be built in downtown, but it did so with many regulations that are overly rigid and risks preventing housing growth near transit. If we are going to maximize sustainable growth that has the lowest impact on carbon emissions, we must change the approach to new housing in Historic Core, Chinatown, Arts District, and Fashion District. We ask that you increase the base FAR in these neighborhoods to support dense housing development by transit.

DTLA 2040 proposes to maintain Site Plan Review (SPR) and only increase it for some projects. SPR discourages dense development, which is contrary to fostering more housing near transit and walkable neighborhoods. We ask that you remove SPR in the DTLA 2040 plan area to encourage sustainable density.

As proposed, DTLA 2040 counts above-grade parking toward a project's FAR when it is within ¼ mile of a metro station. We understand this requirement is intended to discourage above-grade parking but believe it will have unintended consequences of reducing the amount of new housing that can be built, longer construction times, increased emissions and ultimately more expensive housing. We ask that counting above-grade parking toward FAR be removed and replaced with stringent design requirements including the ability to adopt parking to other uses in the future as market conditions change.

Support DTLA as a world-class destination

DTLA is a cultural gem that can create prosperity for small business owners, entrepreneurs, workers and the community who benefit from activated streets and sidewalks. DTLA 2040 can help by allowing new restaurants to offer beer and wine, instead of maintaining outdated regulations which will make our community less competitive with other areas that have the Restaurant Beverage Program (RBP). We ask that the RBP be implemented in all DTLA 2040 neighborhoods except Figueroa Terrace, Skid Row and the southernmost portion of the plan area where housing is not permitted.

neighborhoods for new hotels while banning them completely from other areas that allow new housing. This runs counter to our City's stated goal of increasing hotel rooms to support the LA Convention Center. We ask that you remove the unnecessary CUP requirement for hotels and to remove neighborhood hotel bans. Hotels are critical to DTLA's economy and should be encouraged.

We thank you for your consideration and strong partnership as we work together to ensure that DTLA 2040 supports DTLA's continued vibrancy and sustainability, and to implement meaningful, effective solutions to our housing shortage and homelessness crisis.

Sincerely, Courtney Callender flying.blink_0w@icloud.com

669 S Union Ave, Apt 519

Los Angeles, CA 90017 United States

Elizabeth Covington

Postal Code:

Email Address: ejcovvv@gmail.com

Date of Submission: Tue, 10/04/2022 - 08:13

Submission Letter: Tue, 10/04/2022 - 08:13

Emma Howard Council Districts 1 & 14 200 N. Spring Street Los Angeles, CA 90012

Re: DTLA 2040 Community Plan

Dear Emma Howard,

As a Downtown LA stakeholder, I will be impacted by the DTLA 2040 community plan. DTLA 2040 is critical for our city's future because it will establish the development standards for the heart of our city for the next two decades and can address our two most pressing challenges the housing shortage and homelessness. To meet our existing and future needs, LA must build almost 500,000 new units by 2029 and about half of those need to be affordable. DTLA 2040 is our chance to meaningfully address our housing and homelessness crises, but we must get it right. Specifically, I am asking that you advocate for the following practical recommendations to be included in DTLA 2040:

- \cdot Maximize inclusivity by making DTLA more welcoming and accessible for people of all backgrounds.
- · Promote sustainability by making DTLA the place to build new housing by transit.
- \cdot Support DTLA as a world-class destination by encouraging the hospitality industry's growth.

Maximize inclusivity

Skid Row has been the epicenter of homelessness in the United States and in our city. There has been a systematic pattern of disinvestment and socioeconomic segregation in Skid Row, and DTLA 2040 proposes to cement the current condition of Skid Row for at least the next two decades. DTLA 2040 treats Skid Row completely differently from any other neighborhood in DTLA or the city by imposing a blanket ban on mixed-income housing. DTLA 2040 can continue the strong housing protections for existing affordable housing in Skid Row and build on inclusionary zoning while allowing for a more economically and socially integrated neighborhood. We ask that you create an expansive inclusionary zoning requirement in Skid Row that requires more affordable housing and also allows for a mix of incomes.

Promote sustainability

DTLA 2040 expanded the area where housing can be built in downtown, but it did so with many regulations that are overly rigid and risks preventing housing growth near transit. If we are going to maximize sustainable growth that has the lowest impact on carbon emissions, we must change the approach to new housing in Historic Core, Chinatown, Arts District, and Fashion District. We ask that you increase the base FAR in these neighborhoods to support dense housing development by transit.

DTLA 2040 proposes to maintain Site Plan Review (SPR) and only increase it for some projects. SPR discourages dense development, which is contrary to fostering more housing near transit and walkable neighborhoods. We ask that you remove SPR in the DTLA 2040 plan area to encourage sustainable density.

As proposed, DTLA 2040 counts above-grade parking toward a project's FAR when it is within ¼ mile of a metro station. We understand this requirement is intended to discourage above-grade parking but believe it will have unintended consequences of reducing the amount of new housing that can be built, longer construction times, increased emissions and ultimately more expensive housing. We ask that counting above-grade parking toward FAR be removed and replaced with stringent design requirements including the ability to adopt parking to other uses in the future as market conditions change.

Support DTLA as a world-class destination

DTLA is a cultural gem that can create prosperity for small business owners, entrepreneurs, workers and the community who benefit from activated streets and sidewalks. DTLA 2040 can help by allowing new restaurants to offer beer and wine, instead of maintaining outdated regulations which will make our community less competitive with other areas that have the Restaurant Beverage Program (RBP). We ask that the RBP be implemented in all DTLA 2040 neighborhoods except Figueroa Terrace, Skid Row and the southernmost portion of the plan area where housing is not permitted.

neighborhoods for new hotels while banning them completely from other areas that allow new housing. This runs counter to our City's stated goal of increasing hotel rooms to support the LA Convention Center. We ask that you remove the unnecessary CUP requirement for hotels and to remove neighborhood hotel bans. Hotels are critical to DTLA's economy and should be encouraged.

We thank you for your consideration and strong partnership as we work together to ensure that DTLA 2040 supports DTLA's continued vibrancy and sustainability, and to implement meaningful, effective solutions to our housing shortage and homelessness crisis.

Sincerely, Elizabeth Covington ejcovvv@gmail.com

257 S Spring St

#3P, CA 90012 United States

Jade Gaje

Postal Code:

Email Address: the jadechef@gmail.com

Date of Submission: Tue, 10/04/2022 - 07:47

Submission Letter: Tue, 10/04/2022 - 07:47

Emma Howard Council Districts 1 & 14 200 N. Spring Street Los Angeles, CA 90012

Re: DTLA 2040 Community Plan

Dear Emma Howard,

As a Downtown LA stakeholder, I will be impacted by the DTLA 2040 community plan. DTLA 2040 is critical for our city's future because it will establish the development standards for the heart of our city for the next two decades and can address our two most pressing challenges the housing shortage and homelessness. To meet our existing and future needs, LA must build almost 500,000 new units by 2029 and about half of those need to be affordable. DTLA 2040 is our chance to meaningfully address our housing and homelessness crises, but we must get it right. Specifically, I am asking that you advocate for the following practical recommendations to be included in DTLA 2040:

- \cdot Maximize inclusivity by making DTLA more welcoming and accessible for people of all backgrounds.
- · Promote sustainability by making DTLA the place to build new housing by transit.
- \cdot Support DTLA as a world-class destination by encouraging the hospitality industry's growth.

Maximize inclusivity

Skid Row has been the epicenter of homelessness in the United States and in our city. There has been a systematic pattern of disinvestment and socioeconomic segregation in Skid Row, and DTLA 2040 proposes to cement the current condition of Skid Row for at least the next two decades. DTLA 2040 treats Skid Row completely differently from any other neighborhood in DTLA or the city by imposing a blanket ban on mixed-income housing. DTLA 2040 can continue the strong housing protections for existing affordable housing in Skid Row and build on inclusionary zoning while allowing for a more economically and socially integrated neighborhood. We ask that you create an expansive inclusionary zoning requirement in Skid Row that requires more affordable housing and also allows for a mix of incomes.

Promote sustainability

DTLA 2040 expanded the area where housing can be built in downtown, but it did so with many regulations that are overly rigid and risks preventing housing growth near transit. If we are going to maximize sustainable growth that has the lowest impact on carbon emissions, we must change the approach to new housing in Historic Core, Chinatown, Arts District, and Fashion District. We ask that you increase the base FAR in these neighborhoods to support dense housing development by transit.

DTLA 2040 proposes to maintain Site Plan Review (SPR) and only increase it for some projects. SPR discourages dense development, which is contrary to fostering more housing near transit and walkable neighborhoods. We ask that you remove SPR in the DTLA 2040 plan area to encourage sustainable density.

As proposed, DTLA 2040 counts above-grade parking toward a project's FAR when it is within ¼ mile of a metro station. We understand this requirement is intended to discourage above-grade parking but believe it will have unintended consequences of reducing the amount of new housing that can be built, longer construction times, increased emissions and ultimately more expensive housing. We ask that counting above-grade parking toward FAR be removed and replaced with stringent design requirements including the ability to adopt parking to other uses in the future as market conditions change.

Support DTLA as a world-class destination

DTLA is a cultural gem that can create prosperity for small business owners, entrepreneurs, workers and the community who benefit from activated streets and sidewalks. DTLA 2040 can help by allowing new restaurants to offer beer and wine, instead of maintaining outdated regulations which will make our community less competitive with other areas that have the Restaurant Beverage Program (RBP). We ask that the RBP be implemented in all DTLA 2040 neighborhoods except Figueroa Terrace, Skid Row and the southernmost portion of the plan area where housing is not permitted.

neighborhoods for new hotels while banning them completely from other areas that allow new housing. This runs counter to our City's stated goal of increasing hotel rooms to support the LA Convention Center. We ask that you remove the unnecessary CUP requirement for hotels and to remove neighborhood hotel bans. Hotels are critical to DTLA's economy and should be encouraged.

We thank you for your consideration and strong partnership as we work together to ensure that DTLA 2040 supports DTLA's continued vibrancy and sustainability, and to implement meaningful, effective solutions to our housing shortage and homelessness crisis.

Sincerely, Jade Gaje thejadechef@gmail.com

357 W Elk Ave

Glendale, CA 91204 United States

Jay Connor

Postal Code:

Email Address: bozackjenkins@hotmail.com

Date of Submission: Tue, 10/04/2022 - 06:58

Submission Letter: Tue, 10/04/2022 - 06:58

Emma Howard Council Districts 1 & 14 200 N. Spring Street Los Angeles, CA 90012

Re: DTLA 2040 Community Plan

Dear Emma Howard,

As a Downtown LA stakeholder, I will be impacted by the DTLA 2040 community plan. DTLA 2040 is critical for our city's future because it will establish the development standards for the heart of our city for the next two decades and can address our two most pressing challenges the housing shortage and homelessness. To meet our existing and future needs, LA must build almost 500,000 new units by 2029 and about half of those need to be affordable. DTLA 2040 is our chance to meaningfully address our housing and homelessness crises, but we must get it right. Specifically, I am asking that you advocate for the following practical recommendations to be included in DTLA 2040:

- \cdot Maximize inclusivity by making DTLA more welcoming and accessible for people of all backgrounds.
- · Promote sustainability by making DTLA the place to build new housing by transit.
- \cdot Support DTLA as a world-class destination by encouraging the hospitality industry's growth.

Maximize inclusivity

Skid Row has been the epicenter of homelessness in the United States and in our city. There has been a systematic pattern of disinvestment and socioeconomic segregation in Skid Row, and DTLA 2040 proposes to cement the current condition of Skid Row for at least the next two decades. DTLA 2040 treats Skid Row completely differently from any other neighborhood in DTLA or the city by imposing a blanket ban on mixed-income housing. DTLA 2040 can continue the strong housing protections for existing affordable housing in Skid Row and build on inclusionary zoning while allowing for a more economically and socially integrated neighborhood. We ask that you create an expansive inclusionary zoning requirement in Skid Row that requires more affordable housing and also allows for a mix of incomes.

Promote sustainability

DTLA 2040 expanded the area where housing can be built in downtown, but it did so with many regulations that are overly rigid and risks preventing housing growth near transit. If we are going to maximize sustainable growth that has the lowest impact on carbon emissions, we must change the approach to new housing in Historic Core, Chinatown, Arts District, and Fashion District. We ask that you increase the base FAR in these neighborhoods to support dense housing development by transit.

DTLA 2040 proposes to maintain Site Plan Review (SPR) and only increase it for some projects. SPR discourages dense development, which is contrary to fostering more housing near transit and walkable neighborhoods. We ask that you remove SPR in the DTLA 2040 plan area to encourage sustainable density.

As proposed, DTLA 2040 counts above-grade parking toward a project's FAR when it is within ¼ mile of a metro station. We understand this requirement is intended to discourage above-grade parking but believe it will have unintended consequences of reducing the amount of new housing that can be built, longer construction times, increased emissions and ultimately more expensive housing. We ask that counting above-grade parking toward FAR be removed and replaced with stringent design requirements including the ability to adopt parking to other uses in the future as market conditions change.

Support DTLA as a world-class destination

DTLA is a cultural gem that can create prosperity for small business owners, entrepreneurs, workers and the community who benefit from activated streets and sidewalks. DTLA 2040 can help by allowing new restaurants to offer beer and wine, instead of maintaining outdated regulations which will make our community less competitive with other areas that have the Restaurant Beverage Program (RBP). We ask that the RBP be implemented in all DTLA 2040 neighborhoods except Figueroa Terrace, Skid Row and the southernmost portion of the plan area where housing is not permitted.

neighborhoods for new hotels while banning them completely from other areas that allow new housing. This runs counter to our City's stated goal of increasing hotel rooms to support the LA Convention Center. We ask that you remove the unnecessary CUP requirement for hotels and to remove neighborhood hotel bans. Hotels are critical to DTLA's economy and should be encouraged.

We thank you for your consideration and strong partnership as we work together to ensure that DTLA 2040 supports DTLA's continued vibrancy and sustainability, and to implement meaningful, effective solutions to our housing shortage and homelessness crisis.

Sincerely, Jay Connor bozackjenkins@hotmail.com

1001 S Olive Street #502

Los Angeles, CA 90015 United States

Holly Byerly

Postal Code:

Email Address: hollybyerly@gmail.com

Date of Submission: Mon, 10/03/2022 - 22:10

Submission Letter:

Mon, 10/03/2022 - 22:10

Emma Howard Council Districts 1 & 14 200 N. Spring Street Los Angeles, CA 90012

Re: DTLA 2040 Community Plan

Dear Emma Howard,

As a Downtown LA stakeholder, I will be impacted by the DTLA 2040 community plan. DTLA 2040 is critical for our city's future because it will establish the development standards for the heart of our city for the next two decades and can address our two most pressing challenges the housing shortage and homelessness. To meet our existing and future needs, LA must build almost 500,000 new units by 2029 and about half of those need to be affordable. DTLA 2040 is our chance to meaningfully address our housing and homelessness crises, but we must get it right. Specifically, I am asking that you advocate for the following practical recommendations to be included in DTLA 2040:

- · Maximize inclusivity by making DTLA more welcoming and accessible for people of all backgrounds.
- · Promote sustainability by making DTLA the place to build new housing by transit.
- · Support DTLA as a world-class destination by encouraging the hospitality industry's growth.

Maximize inclusivity

Skid Row has been the epicenter of homelessness in the United States and in our city. There has been a systematic pattern of disinvestment and socioeconomic segregation in Skid Row, and DTLA 2040 proposes to cement the current condition of Skid Row for at least the next two decades. DTLA 2040 treats Skid Row completely differently from any other neighborhood in DTLA or the city by imposing a blanket ban on mixed-income housing. DTLA 2040 can continue the strong housing protections for existing affordable housing in Skid Row and build on inclusionary zoning while allowing for a more economically and socially integrated neighborhood. We ask that you create an expansive inclusionary zoning requirement in Skid Row that requires more affordable housing and also allows for a mix of incomes.

Promote sustainability

DTLA 2040 expanded the area where housing can be built in downtown, but it did so with many regulations that are overly rigid and risks preventing housing growth near transit. If we are going to maximize sustainable growth that has the lowest impact on carbon emissions, we must change the approach to new housing in Historic Core, Chinatown, Arts District, and Fashion District. We ask that you increase the base FAR in these neighborhoods to support dense housing development by transit.

DTLA 2040 proposes to maintain Site Plan Review (SPR) and only increase it for some projects. SPR discourages dense development, which is contrary to fostering more housing near transit and walkable neighborhoods. We ask that you remove SPR in the DTLA 2040 plan area to encourage sustainable density.

As proposed, DTLA 2040 counts above-grade parking toward a project's FAR when it is within ¼ mile of a metro station. We understand this requirement is intended to discourage above-grade parking but believe it will have unintended consequences of reducing the amount of new housing that can be built, longer construction times, increased emissions and ultimately more expensive housing. We ask that counting above-grade parking toward FAR be removed and replaced with stringent design requirements including the ability to adopt parking to other uses in the future as market conditions change.

Support DTLA as a world-class destination

DTLA is a cultural gem that can create prosperity for small business owners, entrepreneurs, workers and the community who benefit from activated streets and sidewalks. DTLA 2040 can help by allowing new restaurants to offer beer and wine, instead of maintaining outdated regulations which will make our community less competitive with other areas that have the Restaurant Beverage Program (RBP). We ask that the RBP be implemented in all DTLA 2040 neighborhoods except Figueroa Terrace, Skid Row and the southernmost portion of the plan area where housing is not permitted.

neighborhoods for new hotels while banning them completely from other areas that allow new housing. This runs counter to our City's stated goal of increasing hotel rooms to support the LA Convention Center. We ask that you remove the unnecessary CUP requirement for hotels and to remove neighborhood hotel bans. Hotels are critical to DTLA's economy and should be encouraged.

We thank you for your consideration and strong partnership as we work together to ensure that DTLA 2040 supports DTLA's continued vibrancy and sustainability, and to implement meaningful, effective solutions to our housing shortage and homelessness crisis.

Sincerely, Holly Byerly hollybyerly@gmail.com

877 Francisco St, 1112

Los Angeles, CA 90017 United States

Stephen Strand

Postal Code:

Email Address: stephentstrand@gmail.com

Date of Submission: Mon, 10/03/2022 - 21:44

Submission Letter: Mon. 10/03/2022 - 21:44

Emma Howard Council Districts 1 & 14 200 N. Spring Street Los Angeles, CA 90012

Re: DTLA 2040 Community Plan

Dear Emma Howard,

As a Downtown LA stakeholder, I will be impacted by the DTLA 2040 community plan. DTLA 2040 is critical for our city's future because it will establish the development standards for the heart of our city for the next two decades and can address our two most pressing challenges the housing shortage and homelessness. To meet our existing and future needs, LA must build almost 500,000 new units by 2029 and about half of those need to be affordable. DTLA 2040 is our chance to meaningfully address our housing and homelessness crises, but we must get it right. Specifically, I am asking that you advocate for the following practical recommendations to be included in DTLA 2040:

- \cdot Maximize inclusivity by making DTLA more welcoming and accessible for people of all backgrounds.
- · Promote sustainability by making DTLA the place to build new housing by transit.
- \cdot Support DTLA as a world-class destination by encouraging the hospitality industry's growth.

Maximize inclusivity

Skid Row has been the epicenter of homelessness in the United States and in our city. There has been a systematic pattern of disinvestment and socioeconomic segregation in Skid Row, and DTLA 2040 proposes to cement the current condition of Skid Row for at least the next two decades. DTLA 2040 treats Skid Row completely differently from any other neighborhood in DTLA or the city by imposing a blanket ban on mixed-income housing. DTLA 2040 can continue the strong housing protections for existing affordable housing in Skid Row and build on inclusionary zoning while allowing for a more economically and socially integrated neighborhood. We ask that you create an expansive inclusionary zoning requirement in Skid Row that requires more affordable housing and also allows for a mix of incomes.

Promote sustainability

DTLA 2040 expanded the area where housing can be built in downtown, but it did so with many regulations that are overly rigid and risks preventing housing growth near transit. If we are going to maximize sustainable growth that has the lowest impact on carbon emissions, we must change the approach to new housing in Historic Core, Chinatown, Arts District, and Fashion District. We ask that you increase the base FAR in these neighborhoods to support dense housing development by transit.

DTLA 2040 proposes to maintain Site Plan Review (SPR) and only increase it for some projects. SPR discourages dense development, which is contrary to fostering more housing near transit and walkable neighborhoods. We ask that you remove SPR in the DTLA 2040 plan area to encourage sustainable density.

As proposed, DTLA 2040 counts above-grade parking toward a project's FAR when it is within ¼ mile of a metro station. We understand this requirement is intended to discourage above-grade parking but believe it will have unintended consequences of reducing the amount of new housing that can be built, longer construction times, increased emissions and ultimately more expensive housing. We ask that counting above-grade parking toward FAR be removed and replaced with stringent design requirements including the ability to adopt parking to other uses in the future as market conditions change.

Support DTLA as a world-class destination

DTLA is a cultural gem that can create prosperity for small business owners, entrepreneurs, workers and the community who benefit from activated streets and sidewalks. DTLA 2040 can help by allowing new restaurants to offer beer and wine, instead of maintaining outdated regulations which will make our community less competitive with other areas that have the Restaurant Beverage Program (RBP). We ask that the RBP be implemented in all DTLA 2040 neighborhoods except Figueroa Terrace, Skid Row and the southernmost portion of the plan area where housing is not permitted.

neighborhoods for new hotels while banning them completely from other areas that allow new housing. This runs counter to our City's stated goal of increasing hotel rooms to support the LA Convention Center. We ask that you remove the unnecessary CUP requirement for hotels and to remove neighborhood hotel bans. Hotels are critical to DTLA's economy and should be encouraged.

We thank you for your consideration and strong partnership as we work together to ensure that DTLA 2040 supports DTLA's continued vibrancy and sustainability, and to implement meaningful, effective solutions to our housing shortage and homelessness crisis.

Sincerely, Stephen Strand stephentstrand@gmail.com

645 West 9th Street

Los Angeles, CA 90015 United States

Liz Jacobi

Postal Code:

Email Address: lizjacobi@earthlink.net

Date of Submission: Mon, 10/03/2022 - 20:43

Submission Letter:

Mon, 10/03/2022 - 20:43

Emma Howard Council Districts 1 & 14 200 N. Spring Street Los Angeles, CA 90012

Re: DTLA 2040 Community Plan

Dear Emma Howard,

As a Downtown LA stakeholder, I will be impacted by the DTLA 2040 community plan. DTLA 2040 is critical for our city's future because it will establish the development standards for the heart of our city for the next two decades and can address our two most pressing challenges the housing shortage and homelessness. To meet our existing and future needs, LA must build almost 500,000 new units by 2029 and about half of those need to be affordable. DTLA 2040 is our chance to meaningfully address our housing and homelessness crises, but we must get it right. Specifically, I am asking that you advocate for the following practical recommendations to be included in DTLA 2040:

- \cdot Maximize inclusivity by making DTLA more welcoming and accessible for people of all backgrounds.
- · Promote sustainability by making DTLA the place to build new housing by transit.
- \cdot Support DTLA as a world-class destination by encouraging the hospitality industry's growth.

Maximize inclusivity

Skid Row has been the epicenter of homelessness in the United States and in our city. There has been a systematic pattern of disinvestment and socioeconomic segregation in Skid Row, and DTLA 2040 proposes to cement the current condition of Skid Row for at least the next two decades. DTLA 2040 treats Skid Row completely differently from any other neighborhood in DTLA or the city by imposing a blanket ban on mixed-income housing. DTLA 2040 can continue the strong housing protections for existing affordable housing in Skid Row and build on inclusionary zoning while allowing for a more economically and socially integrated neighborhood. We ask that you create an expansive inclusionary zoning requirement in Skid Row that requires more affordable housing and also allows for a mix of incomes.

Promote sustainability

DTLA 2040 expanded the area where housing can be built in downtown, but it did so with many regulations that are overly rigid and risks preventing housing growth near transit. If we are going to maximize sustainable growth that has the lowest impact on carbon emissions, we must change the approach to new housing in Historic Core, Chinatown, Arts District, and Fashion District. We ask that you increase the base FAR in these neighborhoods to support dense housing development by transit.

DTLA 2040 proposes to maintain Site Plan Review (SPR) and only increase it for some projects. SPR discourages dense development, which is contrary to fostering more housing near transit and walkable neighborhoods. We ask that you remove SPR in the DTLA 2040 plan area to encourage sustainable density.

As proposed, DTLA 2040 counts above-grade parking toward a project's FAR when it is within ¼ mile of a metro station. We understand this requirement is intended to discourage above-grade parking but believe it will have unintended consequences of reducing the amount of new housing that can be built, longer construction times, increased emissions and ultimately more expensive housing. We ask that counting above-grade parking toward FAR be removed and replaced with stringent design requirements including the ability to adopt parking to other uses in the future as market conditions change.

Support DTLA as a world-class destination

DTLA is a cultural gem that can create prosperity for small business owners, entrepreneurs, workers and the community who benefit from activated streets and sidewalks. DTLA 2040 can help by allowing new restaurants to offer beer and wine, instead of maintaining outdated regulations which will make our community less competitive with other areas that have the Restaurant Beverage Program (RBP). We ask that the RBP be implemented in all DTLA 2040 neighborhoods except Figueroa Terrace, Skid Row and the southernmost portion of the plan area where housing is not permitted.

neighborhoods for new hotels while banning them completely from other areas that allow new housing. This runs counter to our City's stated goal of increasing hotel rooms to support the LA Convention Center. We ask that you remove the unnecessary CUP requirement for hotels and to remove neighborhood hotel bans. Hotels are critical to DTLA's economy and should be encouraged.

We thank you for your consideration and strong partnership as we work together to ensure that DTLA 2040 supports DTLA's continued vibrancy and sustainability, and to implement meaningful, effective solutions to our housing shortage and homelessness crisis.

Sincerely, Liz Jacobi lizjacobi@earthlink.net

416 S Spring St, Unit 705

Los Angeles, CA 90013 United States

Stanley Chang

Postal Code:

Email Address: changstanley@gmail.com

Date of Submission: Mon, 10/03/2022 - 20:19

Submission Letter: Mon, 10/03/2022 - 20:19

MOII, 10/03/2022 - 20:19

Emma Howard Council Districts 1 & 14 200 N. Spring Street Los Angeles, CA 90012

Re: DTLA 2040 Community Plan

Dear Emma Howard,

As a Downtown LA stakeholder, I will be impacted by the DTLA 2040 community plan. DTLA 2040 is critical for our city's future because it will establish the development standards for the heart of our city for the next two decades and can address our two most pressing challenges the housing shortage and homelessness. To meet our existing and future needs, LA must build almost 500,000 new units by 2029 and about half of those need to be affordable. DTLA 2040 is our chance to meaningfully address our housing and homelessness crises, but we must get it right. Specifically, I am asking that you advocate for the following practical recommendations to be included in DTLA 2040:

- · Maximize inclusivity by making DTLA more welcoming and accessible for people of all backgrounds.
- · Promote sustainability by making DTLA the place to build new housing by transit.
- \cdot Support DTLA as a world-class destination by encouraging the hospitality industry's growth.

Maximize inclusivity

Skid Row has been the epicenter of homelessness in the United States and in our city. There has been a systematic pattern of disinvestment and socioeconomic segregation in Skid Row, and DTLA 2040 proposes to cement the current condition of Skid Row for at least the next two decades. DTLA 2040 treats Skid Row completely differently from any other neighborhood in DTLA or the city by imposing a blanket ban on mixed-income housing. DTLA 2040 can continue the strong housing protections for existing affordable housing in Skid Row and build on inclusionary zoning while allowing for a more economically and socially integrated neighborhood. We ask that you create an expansive inclusionary zoning requirement in Skid Row that requires more affordable housing and also allows for a mix of incomes.

Promote sustainability

DTLA 2040 expanded the area where housing can be built in downtown, but it did so with many regulations that are overly rigid and risks preventing housing growth near transit. If we are going to maximize sustainable growth that has the lowest impact on carbon emissions, we must change the approach to new housing in Historic Core, Chinatown, Arts District, and Fashion District. We ask that you increase the base FAR in these neighborhoods to support dense housing development by transit.

DTLA 2040 proposes to maintain Site Plan Review (SPR) and only increase it for some projects. SPR discourages dense development, which is contrary to fostering more housing near transit and walkable neighborhoods. We ask that you remove SPR in the DTLA 2040 plan area to encourage sustainable density.

As proposed, DTLA 2040 counts above-grade parking toward a project's FAR when it is within ¼ mile of a metro station. We understand this requirement is intended to discourage above-grade parking but believe it will have unintended consequences of reducing the amount of new housing that can be built, longer construction times, increased emissions and ultimately more expensive housing. We ask that counting above-grade parking toward FAR be removed and replaced with stringent design requirements including the ability to adopt parking to other uses in the future as market conditions change.

Support DTLA as a world-class destination

DTLA is a cultural gem that can create prosperity for small business owners, entrepreneurs, workers and the community who benefit from activated streets and sidewalks. DTLA 2040 can help by allowing new restaurants to offer beer and wine, instead of maintaining outdated regulations which will make our community less competitive with other areas that have the Restaurant Beverage Program (RBP). We ask that the RBP be implemented in all DTLA 2040 neighborhoods except Figueroa Terrace, Skid Row and the southernmost portion of the plan area where housing is not permitted.

neighborhoods for new hotels while banning them completely from other areas that allow new housing. This runs counter to our City's stated goal of increasing hotel rooms to support the LA Convention Center. We ask that you remove the unnecessary CUP requirement for hotels and to remove neighborhood hotel bans. Hotels are critical to DTLA's economy and should be encouraged.

We thank you for your consideration and strong partnership as we work together to ensure that DTLA 2040 supports DTLA's continued vibrancy and sustainability, and to implement meaningful, effective solutions to our housing shortage and homelessness crisis.

Sincerely, Stanley Chang changstanley@gmail.com

235 San Pedro St #620

Los Angeles, CA 90012 United States

Arlene Johns

Postal Code:

Email Address: johnsarlene@gmail.com

Date of Submission: Mon, 10/03/2022 - 20:02

Submission Letter: Mon, 10/03/2022 - 20:02

Emma Howard Council Districts 1 & 14 200 N. Spring Street Los Angeles, CA 90012

Re: DTLA 2040 Community Plan

Dear Emma Howard,

As a Downtown LA stakeholder, I will be impacted by the DTLA 2040 community plan. DTLA 2040 is critical for our city's future because it will establish the development standards for the heart of our city for the next two decades and can address our two most pressing challenges the housing shortage and homelessness. To meet our existing and future needs, LA must build almost 500,000 new units by 2029 and about half of those need to be affordable. DTLA 2040 is our chance to meaningfully address our housing and homelessness crises, but we must get it right. Specifically, I am asking that you advocate for the following practical recommendations to be included in DTLA 2040:

- \cdot Maximize inclusivity by making DTLA more welcoming and accessible for people of all backgrounds.
- · Promote sustainability by making DTLA the place to build new housing by transit.
- \cdot Support DTLA as a world-class destination by encouraging the hospitality industry's growth.

Maximize inclusivity

Skid Row has been the epicenter of homelessness in the United States and in our city. There has been a systematic pattern of disinvestment and socioeconomic segregation in Skid Row, and DTLA 2040 proposes to cement the current condition of Skid Row for at least the next two decades. DTLA 2040 treats Skid Row completely differently from any other neighborhood in DTLA or the city by imposing a blanket ban on mixed-income housing. DTLA 2040 can continue the strong housing protections for existing affordable housing in Skid Row and build on inclusionary zoning while allowing for a more economically and socially integrated neighborhood. We ask that you create an expansive inclusionary zoning requirement in Skid Row that requires more affordable housing and also allows for a mix of incomes.

Promote sustainability

DTLA 2040 expanded the area where housing can be built in downtown, but it did so with many regulations that are overly rigid and risks preventing housing growth near transit. If we are going to maximize sustainable growth that has the lowest impact on carbon emissions, we must change the approach to new housing in Historic Core, Chinatown, Arts District, and Fashion District. We ask that you increase the base FAR in these neighborhoods to support dense housing development by transit.

DTLA 2040 proposes to maintain Site Plan Review (SPR) and only increase it for some projects. SPR discourages dense development, which is contrary to fostering more housing near transit and walkable neighborhoods. We ask that you remove SPR in the DTLA 2040 plan area to encourage sustainable density.

As proposed, DTLA 2040 counts above-grade parking toward a project's FAR when it is within ¼ mile of a metro station. We understand this requirement is intended to discourage above-grade parking but believe it will have unintended consequences of reducing the amount of new housing that can be built, longer construction times, increased emissions and ultimately more expensive housing. We ask that counting above-grade parking toward FAR be removed and replaced with stringent design requirements including the ability to adopt parking to other uses in the future as market conditions change.

Support DTLA as a world-class destination

DTLA is a cultural gem that can create prosperity for small business owners, entrepreneurs, workers and the community who benefit from activated streets and sidewalks. DTLA 2040 can help by allowing new restaurants to offer beer and wine, instead of maintaining outdated regulations which will make our community less competitive with other areas that have the Restaurant Beverage Program (RBP). We ask that the RBP be implemented in all DTLA 2040 neighborhoods except Figueroa Terrace, Skid Row and the southernmost portion of the plan area where housing is not permitted.

neighborhoods for new hotels while banning them completely from other areas that allow new housing. This runs counter to our City's stated goal of increasing hotel rooms to support the LA Convention Center. We ask that you remove the unnecessary CUP requirement for hotels and to remove neighborhood hotel bans. Hotels are critical to DTLA's economy and should be encouraged.

We thank you for your consideration and strong partnership as we work together to ensure that DTLA 2040 supports DTLA's continued vibrancy and sustainability, and to implement meaningful, effective solutions to our housing shortage and homelessness crisis.

Sincerely, Arlene Johns johnsarlene@gmail.com

416 South Spring Street unit 1206

Los Angeles, CA 90013 United States

Kazuko Previsich

Postal Code:

Email Address: kazukopre@hotmail.com

Date of Submission: Mon, 10/03/2022 - 19:55

Submission Letter: Mon, 10/03/2022 - 19:55

Emma Howard Council Districts 1 & 14 200 N. Spring Street Los Angeles, CA 90012

Re: DTLA 2040 Community Plan

Dear Emma Howard,

As a Downtown LA stakeholder, I will be impacted by the DTLA 2040 community plan. DTLA 2040 is critical for our city's future because it will establish the development standards for the heart of our city for the next two decades and can address our two most pressing challenges the housing shortage and homelessness. To meet our existing and future needs, LA must build almost 500,000 new units by 2029 and about half of those need to be affordable. DTLA 2040 is our chance to meaningfully address our housing and homelessness crises, but we must get it right. Specifically, I am asking that you advocate for the following practical recommendations to be included in DTLA 2040:

- \cdot Maximize inclusivity by making DTLA more welcoming and accessible for people of all backgrounds.
- · Promote sustainability by making DTLA the place to build new housing by transit.
- · Support DTLA as a world-class destination by encouraging the hospitality industry's growth.

Maximize inclusivity

Skid Row has been the epicenter of homelessness in the United States and in our city. There has been a systematic pattern of disinvestment and socioeconomic segregation in Skid Row, and DTLA 2040 proposes to cement the current condition of Skid Row for at least the next two decades. DTLA 2040 treats Skid Row completely differently from any other neighborhood in DTLA or the city by imposing a blanket ban on mixed-income housing. DTLA 2040 can continue the strong housing protections for existing affordable housing in Skid Row and build on inclusionary zoning while allowing for a more economically and socially integrated neighborhood. We ask that you create an expansive inclusionary zoning requirement in Skid Row that requires more affordable housing and also allows for a mix of incomes.

Promote sustainability

DTLA 2040 expanded the area where housing can be built in downtown, but it did so with many regulations that are overly rigid and risks preventing housing growth near transit. If we are going to maximize sustainable growth that has the lowest impact on carbon emissions, we must change the approach to new housing in Historic Core, Chinatown, Arts District, and Fashion District. We ask that you increase the base FAR in these neighborhoods to support dense housing development by transit.

DTLA 2040 proposes to maintain Site Plan Review (SPR) and only increase it for some projects. SPR discourages dense development, which is contrary to fostering more housing near transit and walkable neighborhoods. We ask that you remove SPR in the DTLA 2040 plan area to encourage sustainable density.

As proposed, DTLA 2040 counts above-grade parking toward a project's FAR when it is within ¼ mile of a metro station. We understand this requirement is intended to discourage above-grade parking but believe it will have unintended consequences of reducing the amount of new housing that can be built, longer construction times, increased emissions and ultimately more expensive housing. We ask that counting above-grade parking toward FAR be removed and replaced with stringent design requirements including the ability to adopt parking to other uses in the future as market conditions change.

Support DTLA as a world-class destination

DTLA is a cultural gem that can create prosperity for small business owners, entrepreneurs, workers and the community who benefit from activated streets and sidewalks. DTLA 2040 can help by allowing new restaurants to offer beer and wine, instead of maintaining outdated regulations which will make our community less competitive with other areas that have the Restaurant Beverage Program (RBP). We ask that the RBP be implemented in all DTLA 2040 neighborhoods except Figueroa Terrace, Skid Row and the southernmost portion of the plan area where housing is not permitted.

neighborhoods for new hotels while banning them completely from other areas that allow new housing. This runs counter to our City's stated goal of increasing hotel rooms to support the LA Convention Center. We ask that you remove the unnecessary CUP requirement for hotels and to remove neighborhood hotel bans. Hotels are critical to DTLA's economy and should be encouraged.

We thank you for your consideration and strong partnership as we work together to ensure that DTLA 2040 supports DTLA's continued vibrancy and sustainability, and to implement meaningful, effective solutions to our housing shortage and homelessness crisis.

Sincerely, Kazuko Previsich kazukopre@hotmail.com

416 S. Spring St Apt 306

Los Angeles, CA 90013 United States

Sandra Aguilar

Postal Code:

Email Address: sandrajoylee@gmail.com

Date of Submission: Mon, 10/03/2022 - 19:20

Submission Letter:

Mon, 10/03/2022 - 19:20

Emma Howard Council Districts 1 & 14 200 N. Spring Street Los Angeles, CA 90012

Re: DTLA 2040 Community Plan

Dear Emma Howard,

As a Downtown LA stakeholder, I will be impacted by the DTLA 2040 community plan. DTLA 2040 is critical for our city's future because it will establish the development standards for the heart of our city for the next two decades and can address our two most pressing challenges the housing shortage and homelessness. To meet our existing and future needs, LA must build almost 500,000 new units by 2029 and about half of those need to be affordable. DTLA 2040 is our chance to meaningfully address our housing and homelessness crises, but we must get it right. Specifically, I am asking that you advocate for the following practical recommendations to be included in DTLA 2040:

- \cdot Maximize inclusivity by making DTLA more welcoming and accessible for people of all backgrounds.
- · Promote sustainability by making DTLA the place to build new housing by transit.
- \cdot Support DTLA as a world-class destination by encouraging the hospitality industry's growth.

Maximize inclusivity

Skid Row has been the epicenter of homelessness in the United States and in our city. There has been a systematic pattern of disinvestment and socioeconomic segregation in Skid Row, and DTLA 2040 proposes to cement the current condition of Skid Row for at least the next two decades. DTLA 2040 treats Skid Row completely differently from any other neighborhood in DTLA or the city by imposing a blanket ban on mixed-income housing. DTLA 2040 can continue the strong housing protections for existing affordable housing in Skid Row and build on inclusionary zoning while allowing for a more economically and socially integrated neighborhood. We ask that you create an expansive inclusionary zoning requirement in Skid Row that requires more affordable housing and also allows for a mix of incomes.

Promote sustainability

DTLA 2040 expanded the area where housing can be built in downtown, but it did so with many regulations that are overly rigid and risks preventing housing growth near transit. If we are going to maximize sustainable growth that has the lowest impact on carbon emissions, we must change the approach to new housing in Historic Core, Chinatown, Arts District, and Fashion District. We ask that you increase the base FAR in these neighborhoods to support dense housing development by transit.

DTLA 2040 proposes to maintain Site Plan Review (SPR) and only increase it for some projects. SPR discourages dense development, which is contrary to fostering more housing near transit and walkable neighborhoods. We ask that you remove SPR in the DTLA 2040 plan area to encourage sustainable density.

As proposed, DTLA 2040 counts above-grade parking toward a project's FAR when it is within ¼ mile of a metro station. We understand this requirement is intended to discourage above-grade parking but believe it will have unintended consequences of reducing the amount of new housing that can be built, longer construction times, increased emissions and ultimately more expensive housing. We ask that counting above-grade parking toward FAR be removed and replaced with stringent design requirements including the ability to adopt parking to other uses in the future as market conditions change.

Support DTLA as a world-class destination

DTLA is a cultural gem that can create prosperity for small business owners, entrepreneurs, workers and the community who benefit from activated streets and sidewalks. DTLA 2040 can help by allowing new restaurants to offer beer and wine, instead of maintaining outdated regulations which will make our community less competitive with other areas that have the Restaurant Beverage Program (RBP). We ask that the RBP be implemented in all DTLA 2040 neighborhoods except Figueroa Terrace, Skid Row and the southernmost portion of the plan area where housing is not permitted.

neighborhoods for new hotels while banning them completely from other areas that allow new housing. This runs counter to our City's stated goal of increasing hotel rooms to support the LA Convention Center. We ask that you remove the unnecessary CUP requirement for hotels and to remove neighborhood hotel bans. Hotels are critical to DTLA's economy and should be encouraged.

We thank you for your consideration and strong partnership as we work together to ensure that DTLA 2040 supports DTLA's continued vibrancy and sustainability, and to implement meaningful, effective solutions to our housing shortage and homelessness crisis.

Sincerely, Sandra Aguilar sandrajoylee@gmail.com

3820 South Harvard Boulevard

Los Angeles, CA 90062 United States

Kathleen Young

Postal Code:

Email Address: kyoung58@gmail.com

Date of Submission: Mon, 10/03/2022 - 17:45

Submission Letter: Mon, 10/03/2022 - 17:45

Emma Howard Council Districts 1 & 14 200 N. Spring Street Los Angeles, CA 90012

Re: DTLA 2040 Community Plan

Dear Emma Howard,

As a Downtown LA stakeholder, I will be impacted by the DTLA 2040 community plan. DTLA 2040 is critical for our city's future because it will establish the development standards for the heart of our city for the next two decades and can address our two most pressing challenges the housing shortage and homelessness. To meet our existing and future needs, LA must build almost 500,000 new units by 2029 and about half of those need to be affordable. DTLA 2040 is our chance to meaningfully address our housing and homelessness crises, but we must get it right. Specifically, I am asking that you advocate for the following practical recommendations to be included in DTLA 2040:

- \cdot Maximize inclusivity by making DTLA more welcoming and accessible for people of all backgrounds.
- · Promote sustainability by making DTLA the place to build new housing by transit.
- · Support DTLA as a world-class destination by encouraging the hospitality industry's growth.

Maximize inclusivity

Skid Row has been the epicenter of homelessness in the United States and in our city. There has been a systematic pattern of disinvestment and socioeconomic segregation in Skid Row, and DTLA 2040 proposes to cement the current condition of Skid Row for at least the next two decades. DTLA 2040 treats Skid Row completely differently from any other neighborhood in DTLA or the city by imposing a blanket ban on mixed-income housing. DTLA 2040 can continue the strong housing protections for existing affordable housing in Skid Row and build on inclusionary zoning while allowing for a more economically and socially integrated neighborhood. We ask that you create an expansive inclusionary zoning requirement in Skid Row that requires more affordable housing and also allows for a mix of incomes.

Promote sustainability

DTLA 2040 expanded the area where housing can be built in downtown, but it did so with many regulations that are overly rigid and risks preventing housing growth near transit. If we are going to maximize sustainable growth that has the lowest impact on carbon emissions, we must change the approach to new housing in Historic Core, Chinatown, Arts District, and Fashion District. We ask that you increase the base FAR in these neighborhoods to support dense housing development by transit.

DTLA 2040 proposes to maintain Site Plan Review (SPR) and only increase it for some projects. SPR discourages dense development, which is contrary to fostering more housing near transit and walkable neighborhoods. We ask that you remove SPR in the DTLA 2040 plan area to encourage sustainable density.

As proposed, DTLA 2040 counts above-grade parking toward a project's FAR when it is within ¼ mile of a metro station. We understand this requirement is intended to discourage above-grade parking but believe it will have unintended consequences of reducing the amount of new housing that can be built, longer construction times, increased emissions and ultimately more expensive housing. We ask that counting above-grade parking toward FAR be removed and replaced with stringent design requirements including the ability to adopt parking to other uses in the future as market conditions change.

Support DTLA as a world-class destination

DTLA is a cultural gem that can create prosperity for small business owners, entrepreneurs, workers and the community who benefit from activated streets and sidewalks. DTLA 2040 can help by allowing new restaurants to offer beer and wine, instead of maintaining outdated regulations which will make our community less competitive with other areas that have the Restaurant Beverage Program (RBP). We ask that the RBP be implemented in all DTLA 2040 neighborhoods except Figueroa Terrace, Skid Row and the southernmost portion of the plan area where housing is not permitted.

neighborhoods for new hotels while banning them completely from other areas that allow new housing. This runs counter to our City's stated goal of increasing hotel rooms to support the LA Convention Center. We ask that you remove the unnecessary CUP requirement for hotels and to remove neighborhood hotel bans. Hotels are critical to DTLA's economy and should be encouraged.

We thank you for your consideration and strong partnership as we work together to ensure that DTLA 2040 supports DTLA's continued vibrancy and sustainability, and to implement meaningful, effective solutions to our housing shortage and homelessness crisis.

Sincerely, Kathleen Young kyoung58@gmail.com

1120 w 6th street

Los Angeles, CA 90017 United States

Nicholas Previsich

Postal Code:

Email Address: nkprev@yahoo.com

Date of Submission: Mon, 10/03/2022 - 17:29

Submission Letter:

Mon, 10/03/2022 - 17:29

Emma Howard Council Districts 1 & 14 200 N. Spring Street Los Angeles, CA 90012

Re: DTLA 2040 Community Plan

Dear Emma Howard,

As a Downtown LA stakeholder, I will be impacted by the DTLA 2040 community plan. DTLA 2040 is critical for our city's future because it will establish the development standards for the heart of our city for the next two decades and can address our two most pressing challenges the housing shortage and homelessness. To meet our existing and future needs, LA must build almost 500,000 new units by 2029 and about half of those need to be affordable. DTLA 2040 is our chance to meaningfully address our housing and homelessness crises, but we must get it right. Specifically, I am asking that you advocate for the following practical recommendations to be included in DTLA 2040:

- \cdot Maximize inclusivity by making DTLA more welcoming and accessible for people of all backgrounds.
- · Promote sustainability by making DTLA the place to build new housing by transit.
- \cdot Support DTLA as a world-class destination by encouraging the hospitality industry's growth.

Maximize inclusivity

Skid Row has been the epicenter of homelessness in the United States and in our city. There has been a systematic pattern of disinvestment and socioeconomic segregation in Skid Row, and DTLA 2040 proposes to cement the current condition of Skid Row for at least the next two decades. DTLA 2040 treats Skid Row completely differently from any other neighborhood in DTLA or the city by imposing a blanket ban on mixed-income housing. DTLA 2040 can continue the strong housing protections for existing affordable housing in Skid Row and build on inclusionary zoning while allowing for a more economically and socially integrated neighborhood. We ask that you create an expansive inclusionary zoning requirement in Skid Row that requires more affordable housing and also allows for a mix of incomes.

Promote sustainability

DTLA 2040 expanded the area where housing can be built in downtown, but it did so with many regulations that are overly rigid and risks preventing housing growth near transit. If we are going to maximize sustainable growth that has the lowest impact on carbon emissions, we must change the approach to new housing in Historic Core, Chinatown, Arts District, and Fashion District. We ask that you increase the base FAR in these neighborhoods to support dense housing development by transit.

DTLA 2040 proposes to maintain Site Plan Review (SPR) and only increase it for some projects. SPR discourages dense development, which is contrary to fostering more housing near transit and walkable neighborhoods. We ask that you remove SPR in the DTLA 2040 plan area to encourage sustainable density.

As proposed, DTLA 2040 counts above-grade parking toward a project's FAR when it is within ¼ mile of a metro station. We understand this requirement is intended to discourage above-grade parking but believe it will have unintended consequences of reducing the amount of new housing that can be built, longer construction times, increased emissions and ultimately more expensive housing. We ask that counting above-grade parking toward FAR be removed and replaced with stringent design requirements including the ability to adopt parking to other uses in the future as market conditions change.

Support DTLA as a world-class destination

DTLA is a cultural gem that can create prosperity for small business owners, entrepreneurs, workers and the community who benefit from activated streets and sidewalks. DTLA 2040 can help by allowing new restaurants to offer beer and wine, instead of maintaining outdated regulations which will make our community less competitive with other areas that have the Restaurant Beverage Program (RBP). We ask that the RBP be implemented in all DTLA 2040 neighborhoods except Figueroa Terrace, Skid Row and the southernmost portion of the plan area where housing is not permitted.

neighborhoods for new hotels while banning them completely from other areas that allow new housing. This runs counter to our City's stated goal of increasing hotel rooms to support the LA Convention Center. We ask that you remove the unnecessary CUP requirement for hotels and to remove neighborhood hotel bans. Hotels are critical to DTLA's economy and should be encouraged.

We thank you for your consideration and strong partnership as we work together to ensure that DTLA 2040 supports DTLA's continued vibrancy and sustainability, and to implement meaningful, effective solutions to our housing shortage and homelessness crisis.

Sincerely, Nicholas Previsich nkprev@yahoo.com

416 S. Spring Apt 306

Los Angeles, CA 90013 United States

Ryan Smith

Postal Code:

Email Address: ryanrsmi@gmail.com

Date of Submission: Mon, 10/03/2022 - 17:09

Submission Letter: Mon, 10/03/2022 - 17:09

Emma Howard Council Districts 1 & 14 200 N. Spring Street Los Angeles, CA 90012

Re: DTLA 2040 Community Plan

Dear Emma Howard,

As a Downtown LA stakeholder, I will be impacted by the DTLA 2040 community plan. DTLA 2040 is critical for our city's future because it will establish the development standards for the heart of our city for the next two decades and can address our two most pressing challenges the housing shortage and homelessness. To meet our existing and future needs, LA must build almost 500,000 new units by 2029 and about half of those need to be affordable. DTLA 2040 is our chance to meaningfully address our housing and homelessness crises, but we must get it right. Specifically, I am asking that you advocate for the following practical recommendations to be included in DTLA 2040:

- \cdot Maximize inclusivity by making DTLA more welcoming and accessible for people of all backgrounds.
- · Promote sustainability by making DTLA the place to build new housing by transit.
- \cdot Support DTLA as a world-class destination by encouraging the hospitality industry's growth.

Maximize inclusivity

Skid Row has been the epicenter of homelessness in the United States and in our city. There has been a systematic pattern of disinvestment and socioeconomic segregation in Skid Row, and DTLA 2040 proposes to cement the current condition of Skid Row for at least the next two decades. DTLA 2040 treats Skid Row completely differently from any other neighborhood in DTLA or the city by imposing a blanket ban on mixed-income housing. DTLA 2040 can continue the strong housing protections for existing affordable housing in Skid Row and build on inclusionary zoning while allowing for a more economically and socially integrated neighborhood. We ask that you create an expansive inclusionary zoning requirement in Skid Row that requires more affordable housing and also allows for a mix of incomes.

Promote sustainability

DTLA 2040 expanded the area where housing can be built in downtown, but it did so with many regulations that are overly rigid and risks preventing housing growth near transit. If we are going to maximize sustainable growth that has the lowest impact on carbon emissions, we must change the approach to new housing in Historic Core, Chinatown, Arts District, and Fashion District. We ask that you increase the base FAR in these neighborhoods to support dense housing development by transit.

DTLA 2040 proposes to maintain Site Plan Review (SPR) and only increase it for some projects. SPR discourages dense development, which is contrary to fostering more housing near transit and walkable neighborhoods. We ask that you remove SPR in the DTLA 2040 plan area to encourage sustainable density.

As proposed, DTLA 2040 counts above-grade parking toward a project's FAR when it is within ¼ mile of a metro station. We understand this requirement is intended to discourage above-grade parking but believe it will have unintended consequences of reducing the amount of new housing that can be built, longer construction times, increased emissions and ultimately more expensive housing. We ask that counting above-grade parking toward FAR be removed and replaced with stringent design requirements including the ability to adopt parking to other uses in the future as market conditions change.

Support DTLA as a world-class destination

DTLA is a cultural gem that can create prosperity for small business owners, entrepreneurs, workers and the community who benefit from activated streets and sidewalks. DTLA 2040 can help by allowing new restaurants to offer beer and wine, instead of maintaining outdated regulations which will make our community less competitive with other areas that have the Restaurant Beverage Program (RBP). We ask that the RBP be implemented in all DTLA 2040 neighborhoods except Figueroa Terrace, Skid Row and the southernmost portion of the plan area where housing is not permitted.

neighborhoods for new hotels while banning them completely from other areas that allow new housing. This runs counter to our City's stated goal of increasing hotel rooms to support the LA Convention Center. We ask that you remove the unnecessary CUP requirement for hotels and to remove neighborhood hotel bans. Hotels are critical to DTLA's economy and should be encouraged.

We thank you for your consideration and strong partnership as we work together to ensure that DTLA 2040 supports DTLA's continued vibrancy and sustainability, and to implement meaningful, effective solutions to our housing shortage and homelessness crisis.

Sincerely, Ryan Smith ryanrsmi@gmail.com

600 W 9th St, Apt #1407

Los Angeles, CA 90015 United States

Anthony Naples

Postal Code:

Email Address: tnaplese@lee-associates.com

Date of Submission: Mon, 10/03/2022 - 16:17

Submission Letter: Mon, 10/03/2022 - 16:17

Emma Howard Council Districts 1 & 14 200 N. Spring Street Los Angeles, CA 90012

Re: DTLA 2040 Community Plan

Dear Emma Howard,

As a Downtown LA stakeholder, I will be impacted by the DTLA 2040 community plan. DTLA 2040 is critical for our city's future because it will establish the development standards for the heart of our city for the next two decades and can address our two most pressing challenges the housing shortage and homelessness. To meet our existing and future needs, LA must build almost 500,000 new units by 2029 and about half of those need to be affordable. DTLA 2040 is our chance to meaningfully address our housing and homelessness crises, but we must get it right. Specifically, I am asking that you advocate for the following practical recommendations to be included in DTLA 2040:

- \cdot Maximize inclusivity by making DTLA more welcoming and accessible for people of all backgrounds.
- · Promote sustainability by making DTLA the place to build new housing by transit.
- \cdot Support DTLA as a world-class destination by encouraging the hospitality industry's growth.

Maximize inclusivity

Skid Row has been the epicenter of homelessness in the United States and in our city. There has been a systematic pattern of disinvestment and socioeconomic segregation in Skid Row, and DTLA 2040 proposes to cement the current condition of Skid Row for at least the next two decades. DTLA 2040 treats Skid Row completely differently from any other neighborhood in DTLA or the city by imposing a blanket ban on mixed-income housing. DTLA 2040 can continue the strong housing protections for existing affordable housing in Skid Row and build on inclusionary zoning while allowing for a more economically and socially integrated neighborhood. We ask that you create an expansive inclusionary zoning requirement in Skid Row that requires more affordable housing and also allows for a mix of incomes.

Promote sustainability

DTLA 2040 expanded the area where housing can be built in downtown, but it did so with many regulations that are overly rigid and risks preventing housing growth near transit. If we are going to maximize sustainable growth that has the lowest impact on carbon emissions, we must change the approach to new housing in Historic Core, Chinatown, Arts District, and Fashion District. We ask that you increase the base FAR in these neighborhoods to support dense housing development by transit.

DTLA 2040 proposes to maintain Site Plan Review (SPR) and only increase it for some projects. SPR discourages dense development, which is contrary to fostering more housing near transit and walkable neighborhoods. We ask that you remove SPR in the DTLA 2040 plan area to encourage sustainable density.

As proposed, DTLA 2040 counts above-grade parking toward a project's FAR when it is within ¼ mile of a metro station. We understand this requirement is intended to discourage above-grade parking but believe it will have unintended consequences of reducing the amount of new housing that can be built, longer construction times, increased emissions and ultimately more expensive housing. We ask that counting above-grade parking toward FAR be removed and replaced with stringent design requirements including the ability to adopt parking to other uses in the future as market conditions change.

Support DTLA as a world-class destination

DTLA is a cultural gem that can create prosperity for small business owners, entrepreneurs, workers and the community who benefit from activated streets and sidewalks. DTLA 2040 can help by allowing new restaurants to offer beer and wine, instead of maintaining outdated regulations which will make our community less competitive with other areas that have the Restaurant Beverage Program (RBP). We ask that the RBP be implemented in all DTLA 2040 neighborhoods except Figueroa Terrace, Skid Row and the southernmost portion of the plan area where housing is not permitted.

neighborhoods for new hotels while banning them completely from other areas that allow new housing. This runs counter to our City's stated goal of increasing hotel rooms to support the LA Convention Center. We ask that you remove the unnecessary CUP requirement for hotels and to remove neighborhood hotel bans. Hotels are critical to DTLA's economy and should be encouraged.

We thank you for your consideration and strong partnership as we work together to ensure that DTLA 2040 supports DTLA's continued vibrancy and sustainability, and to implement meaningful, effective solutions to our housing shortage and homelessness crisis.

Sincerely, Anthony Naples tnaplese@lee-associates.com

1201 N. Main Street

Los Angeles, CA 90012 United States

Jordan Lavatai

Postal Code:

Email Address: jordanlavatai@gmail.com

Date of Submission: Mon, 10/03/2022 - 15:49

Submission Letter: Mon, 10/03/2022 - 15:49

Emma Howard Council Districts 1 & 14 200 N. Spring Street Los Angeles, CA 90012

Re: DTLA 2040 Community Plan

Dear Emma Howard,

As a Downtown LA stakeholder, I will be impacted by the DTLA 2040 community plan. DTLA 2040 is critical for our city's future because it will establish the development standards for the heart of our city for the next two decades and can address our two most pressing challenges the housing shortage and homelessness. To meet our existing and future needs, LA must build almost 500,000 new units by 2029 and about half of those need to be affordable. DTLA 2040 is our chance to meaningfully address our housing and homelessness crises, but we must get it right. Specifically, I am asking that you advocate for the following practical recommendations to be included in DTLA 2040:

- \cdot Maximize inclusivity by making DTLA more welcoming and accessible for people of all backgrounds.
- · Promote sustainability by making DTLA the place to build new housing by transit.
- · Support DTLA as a world-class destination by encouraging the hospitality industry's growth.

Maximize inclusivity

Skid Row has been the epicenter of homelessness in the United States and in our city. There has been a systematic pattern of disinvestment and socioeconomic segregation in Skid Row, and DTLA 2040 proposes to cement the current condition of Skid Row for at least the next two decades. DTLA 2040 treats Skid Row completely differently from any other neighborhood in DTLA or the city by imposing a blanket ban on mixed-income housing. DTLA 2040 can continue the strong housing protections for existing affordable housing in Skid Row and build on inclusionary zoning while allowing for a more economically and socially integrated neighborhood. We ask that you create an expansive inclusionary zoning requirement in Skid Row that requires more affordable housing and also allows for a mix of incomes.

Promote sustainability

DTLA 2040 expanded the area where housing can be built in downtown, but it did so with many regulations that are overly rigid and risks preventing housing growth near transit. If we are going to maximize sustainable growth that has the lowest impact on carbon emissions, we must change the approach to new housing in Historic Core, Chinatown, Arts District, and Fashion District. We ask that you increase the base FAR in these neighborhoods to support dense housing development by transit.

DTLA 2040 proposes to maintain Site Plan Review (SPR) and only increase it for some projects. SPR discourages dense development, which is contrary to fostering more housing near transit and walkable neighborhoods. We ask that you remove SPR in the DTLA 2040 plan area to encourage sustainable density.

As proposed, DTLA 2040 counts above-grade parking toward a project's FAR when it is within ¼ mile of a metro station. We understand this requirement is intended to discourage above-grade parking but believe it will have unintended consequences of reducing the amount of new housing that can be built, longer construction times, increased emissions and ultimately more expensive housing. We ask that counting above-grade parking toward FAR be removed and replaced with stringent design requirements including the ability to adopt parking to other uses in the future as market conditions change.

Support DTLA as a world-class destination

DTLA is a cultural gem that can create prosperity for small business owners, entrepreneurs, workers and the community who benefit from activated streets and sidewalks. DTLA 2040 can help by allowing new restaurants to offer beer and wine, instead of maintaining outdated regulations which will make our community less competitive with other areas that have the Restaurant Beverage Program (RBP). We ask that the RBP be implemented in all DTLA 2040 neighborhoods except Figueroa Terrace, Skid Row and the southernmost portion of the plan area where housing is not permitted.

neighborhoods for new hotels while banning them completely from other areas that allow new housing. This runs counter to our City's stated goal of increasing hotel rooms to support the LA Convention Center. We ask that you remove the unnecessary CUP requirement for hotels and to remove neighborhood hotel bans. Hotels are critical to DTLA's economy and should be encouraged.

We thank you for your consideration and strong partnership as we work together to ensure that DTLA 2040 supports DTLA's continued vibrancy and sustainability, and to implement meaningful, effective solutions to our housing shortage and homelessness crisis.

Sincerely, Jordan Lavatai jordanlavatai@gmail.com

215 West 6th Street

Los Angeles, CA 90013 United States

Jordan Lavatai

Postal Code:

Email Address: jordanlavatai@gmail.com

Date of Submission: Mon, 10/03/2022 - 15:35

Submission Letter:

Mon, 10/03/2022 - 15:35

Emma Howard Council Districts 1 & 14 200 N. Spring Street Los Angeles, CA 90012

Re: DTLA 2040 Community Plan

Dear Emma Howard,

As a Downtown LA stakeholder, I will be impacted by the DTLA 2040 community plan. DTLA 2040 is critical for our city's future because it will establish the development standards for the heart of our city for the next two decades and can address our two most pressing challenges the housing shortage and homelessness. To meet our existing and future needs, LA must build almost 500,000 new units by 2029 and about half of those need to be affordable. DTLA 2040 is our chance to meaningfully address our housing and homelessness crises, but we must get it right. Specifically, I am asking that you advocate for the following practical recommendations to be included in DTLA 2040:

- \cdot Maximize inclusivity by making DTLA more welcoming and accessible for people of all backgrounds.
- · Promote sustainability by making DTLA the place to build new housing by transit.
- \cdot Support DTLA as a world-class destination by encouraging the hospitality industry's growth.

Maximize inclusivity

Skid Row has been the epicenter of homelessness in the United States and in our city. There has been a systematic pattern of disinvestment and socioeconomic segregation in Skid Row, and DTLA 2040 proposes to cement the current condition of Skid Row for at least the next two decades. DTLA 2040 treats Skid Row completely differently from any other neighborhood in DTLA or the city by imposing a blanket ban on mixed-income housing. DTLA 2040 can continue the strong housing protections for existing affordable housing in Skid Row and build on inclusionary zoning while allowing for a more economically and socially integrated neighborhood. We ask that you create an expansive inclusionary zoning requirement in Skid Row that requires more affordable housing and also allows for a mix of incomes.

Promote sustainability

DTLA 2040 expanded the area where housing can be built in downtown, but it did so with many regulations that are overly rigid and risks preventing housing growth near transit. If we are going to maximize sustainable growth that has the lowest impact on carbon emissions, we must change the approach to new housing in Historic Core, Chinatown, Arts District, and Fashion District. We ask that you increase the base FAR in these neighborhoods to support dense housing development by transit.

DTLA 2040 proposes to maintain Site Plan Review (SPR) and only increase it for some projects. SPR discourages dense development, which is contrary to fostering more housing near transit and walkable neighborhoods. We ask that you remove SPR in the DTLA 2040 plan area to encourage sustainable density.

As proposed, DTLA 2040 counts above-grade parking toward a project's FAR when it is within ¼ mile of a metro station. We understand this requirement is intended to discourage above-grade parking but believe it will have unintended consequences of reducing the amount of new housing that can be built, longer construction times, increased emissions and ultimately more expensive housing. We ask that counting above-grade parking toward FAR be removed and replaced with stringent design requirements including the ability to adopt parking to other uses in the future as market conditions change.

Support DTLA as a world-class destination

DTLA is a cultural gem that can create prosperity for small business owners, entrepreneurs, workers and the community who benefit from activated streets and sidewalks. DTLA 2040 can help by allowing new restaurants to offer beer and wine, instead of maintaining outdated regulations which will make our community less competitive with other areas that have the Restaurant Beverage Program (RBP). We ask that the RBP be implemented in all DTLA 2040 neighborhoods except Figueroa Terrace, Skid Row and the southernmost portion of the plan area where housing is not permitted.

neighborhoods for new hotels while banning them completely from other areas that allow new housing. This runs counter to our City's stated goal of increasing hotel rooms to support the LA Convention Center. We ask that you remove the unnecessary CUP requirement for hotels and to remove neighborhood hotel bans. Hotels are critical to DTLA's economy and should be encouraged.

We thank you for your consideration and strong partnership as we work together to ensure that DTLA 2040 supports DTLA's continued vibrancy and sustainability, and to implement meaningful, effective solutions to our housing shortage and homelessness crisis.

Sincerely, Jordan Lavatai jordanlavatai@gmail.com

215 West 6th Street

Los Angeles, CA 90013 United States

Jesse RHINES PhD

Postal Code:

Email Address: donjesse48@gmail.com

Date of Submission: Mon, 10/03/2022 - 15:35

Submission Letter:

Mon, 10/03/2022 - 15:35

Emma Howard Council Districts 1 & 14 200 N. Spring Street Los Angeles, CA 90012

Re: DTLA 2040 Community Plan

Dear Emma Howard,

As a Downtown LA stakeholder, I will be impacted by the DTLA 2040 community plan. DTLA 2040 is critical for our city's future because it will establish the development standards for the heart of our city for the next two decades and can address our two most pressing challenges the housing shortage and homelessness. To meet our existing and future needs, LA must build almost 500,000 new units by 2029 and about half of those need to be affordable. DTLA 2040 is our chance to meaningfully address our housing and homelessness crises, but we must get it right. Specifically, I am asking that you advocate for the following practical recommendations to be included in DTLA 2040:

- \cdot Maximize inclusivity by making DTLA more welcoming and accessible for people of all backgrounds.
- · Promote sustainability by making DTLA the place to build new housing by transit.
- · Support DTLA as a world-class destination by encouraging the hospitality industry's growth.

Maximize inclusivity

Skid Row has been the epicenter of homelessness in the United States and in our city. There has been a systematic pattern of disinvestment and socioeconomic segregation in Skid Row, and DTLA 2040 proposes to cement the current condition of Skid Row for at least the next two decades. DTLA 2040 treats Skid Row completely differently from any other neighborhood in DTLA or the city by imposing a blanket ban on mixed-income housing. DTLA 2040 can continue the strong housing protections for existing affordable housing in Skid Row and build on inclusionary zoning while allowing for a more economically and socially integrated neighborhood. We ask that you create an expansive inclusionary zoning requirement in Skid Row that requires more affordable housing and also allows for a mix of incomes.

Promote sustainability

DTLA 2040 expanded the area where housing can be built in downtown, but it did so with many regulations that are overly rigid and risks preventing housing growth near transit. If we are going to maximize sustainable growth that has the lowest impact on carbon emissions, we must change the approach to new housing in Historic Core, Chinatown, Arts District, and Fashion District. We ask that you increase the base FAR in these neighborhoods to support dense housing development by transit.

DTLA 2040 proposes to maintain Site Plan Review (SPR) and only increase it for some projects. SPR discourages dense development, which is contrary to fostering more housing near transit and walkable neighborhoods. We ask that you remove SPR in the DTLA 2040 plan area to encourage sustainable density.

As proposed, DTLA 2040 counts above-grade parking toward a project's FAR when it is within ¼ mile of a metro station. We understand this requirement is intended to discourage above-grade parking but believe it will have unintended consequences of reducing the amount of new housing that can be built, longer construction times, increased emissions and ultimately more expensive housing. We ask that counting above-grade parking toward FAR be removed and replaced with stringent design requirements including the ability to adopt parking to other uses in the future as market conditions change.

Support DTLA as a world-class destination

DTLA is a cultural gem that can create prosperity for small business owners, entrepreneurs, workers and the community who benefit from activated streets and sidewalks. DTLA 2040 can help by allowing new restaurants to offer beer and wine, instead of maintaining outdated regulations which will make our community less competitive with other areas that have the Restaurant Beverage Program (RBP). We ask that the RBP be implemented in all DTLA 2040 neighborhoods except Figueroa Terrace, Skid Row and the southernmost portion of the plan area where housing is not permitted.

neighborhoods for new hotels while banning them completely from other areas that allow new housing. This runs counter to our City's stated goal of increasing hotel rooms to support the LA Convention Center. We ask that you remove the unnecessary CUP requirement for hotels and to remove neighborhood hotel bans. Hotels are critical to DTLA's economy and should be encouraged.

We thank you for your consideration and strong partnership as we work together to ensure that DTLA 2040 supports DTLA's continued vibrancy and sustainability, and to implement meaningful, effective solutions to our housing shortage and homelessness crisis.

Sincerely, Jesse RHINES PhD donjesse48@gmail.com

810 S. Flower St #M107

Los Angeles, CA 90017 United States

Mariana Pichardo

Postal Code:

Email Address: marpichey@gmail.com

Date of Submission: Mon, 10/03/2022 - 15:14

Submission Letter:

Mon, 10/03/2022 - 15:14

Emma Howard Council Districts 1 & 14 200 N. Spring Street Los Angeles, CA 90012

Re: DTLA 2040 Community Plan

Dear Emma Howard,

As a Downtown LA stakeholder, I will be impacted by the DTLA 2040 community plan. DTLA 2040 is critical for our city's future because it will establish the development standards for the heart of our city for the next two decades and can address our two most pressing challenges the housing shortage and homelessness. To meet our existing and future needs, LA must build almost 500,000 new units by 2029 and about half of those need to be affordable. DTLA 2040 is our chance to meaningfully address our housing and homelessness crises, but we must get it right. Specifically, I am asking that you advocate for the following practical recommendations to be included in DTLA 2040:

- \cdot Maximize inclusivity by making DTLA more welcoming and accessible for people of all backgrounds.
- · Promote sustainability by making DTLA the place to build new housing by transit.
- \cdot Support DTLA as a world-class destination by encouraging the hospitality industry's growth.

Maximize inclusivity

Skid Row has been the epicenter of homelessness in the United States and in our city. There has been a systematic pattern of disinvestment and socioeconomic segregation in Skid Row, and DTLA 2040 proposes to cement the current condition of Skid Row for at least the next two decades. DTLA 2040 treats Skid Row completely differently from any other neighborhood in DTLA or the city by imposing a blanket ban on mixed-income housing. DTLA 2040 can continue the strong housing protections for existing affordable housing in Skid Row and build on inclusionary zoning while allowing for a more economically and socially integrated neighborhood. We ask that you create an expansive inclusionary zoning requirement in Skid Row that requires more affordable housing and also allows for a mix of incomes.

Promote sustainability

DTLA 2040 expanded the area where housing can be built in downtown, but it did so with many regulations that are overly rigid and risks preventing housing growth near transit. If we are going to maximize sustainable growth that has the lowest impact on carbon emissions, we must change the approach to new housing in Historic Core, Chinatown, Arts District, and Fashion District. We ask that you increase the base FAR in these neighborhoods to support dense housing development by transit.

DTLA 2040 proposes to maintain Site Plan Review (SPR) and only increase it for some projects. SPR discourages dense development, which is contrary to fostering more housing near transit and walkable neighborhoods. We ask that you remove SPR in the DTLA 2040 plan area to encourage sustainable density.

As proposed, DTLA 2040 counts above-grade parking toward a project's FAR when it is within ¼ mile of a metro station. We understand this requirement is intended to discourage above-grade parking but believe it will have unintended consequences of reducing the amount of new housing that can be built, longer construction times, increased emissions and ultimately more expensive housing. We ask that counting above-grade parking toward FAR be removed and replaced with stringent design requirements including the ability to adopt parking to other uses in the future as market conditions change.

Support DTLA as a world-class destination

DTLA is a cultural gem that can create prosperity for small business owners, entrepreneurs, workers and the community who benefit from activated streets and sidewalks. DTLA 2040 can help by allowing new restaurants to offer beer and wine, instead of maintaining outdated regulations which will make our community less competitive with other areas that have the Restaurant Beverage Program (RBP). We ask that the RBP be implemented in all DTLA 2040 neighborhoods except Figueroa Terrace, Skid Row and the southernmost portion of the plan area where housing is not permitted.

neighborhoods for new hotels while banning them completely from other areas that allow new housing. This runs counter to our City's stated goal of increasing hotel rooms to support the LA Convention Center. We ask that you remove the unnecessary CUP requirement for hotels and to remove neighborhood hotel bans. Hotels are critical to DTLA's economy and should be encouraged.

We thank you for your consideration and strong partnership as we work together to ensure that DTLA 2040 supports DTLA's continued vibrancy and sustainability, and to implement meaningful, effective solutions to our housing shortage and homelessness crisis.

Sincerely, Mariana Pichardo marpichey@gmail.com

936 S Olive St apt 341

Los angeles, CA 90015 United States

alexander Sanchez

Postal Code:

Email Address: alexanderdsanchez@gmail.com

Date of Submission: Mon, 10/03/2022 - 15:02

Submission Letter: Mon, 10/03/2022 - 15:02

Emma Howard Council Districts 1 & 14 200 N. Spring Street Los Angeles, CA 90012

Re: DTLA 2040 Community Plan

Dear Emma Howard,

As a Downtown LA stakeholder, I will be impacted by the DTLA 2040 community plan. DTLA 2040 is critical for our city's future because it will establish the development standards for the heart of our city for the next two decades and can address our two most pressing challenges the housing shortage and homelessness. To meet our existing and future needs, LA must build almost 500,000 new units by 2029 and about half of those need to be affordable. DTLA 2040 is our chance to meaningfully address our housing and homelessness crises, but we must get it right. Specifically, I am asking that you advocate for the following practical recommendations to be included in DTLA 2040:

- \cdot Maximize inclusivity by making DTLA more welcoming and accessible for people of all backgrounds.
- · Promote sustainability by making DTLA the place to build new housing by transit.
- \cdot Support DTLA as a world-class destination by encouraging the hospitality industry's growth.

Maximize inclusivity

Skid Row has been the epicenter of homelessness in the United States and in our city. There has been a systematic pattern of disinvestment and socioeconomic segregation in Skid Row, and DTLA 2040 proposes to cement the current condition of Skid Row for at least the next two decades. DTLA 2040 treats Skid Row completely differently from any other neighborhood in DTLA or the city by imposing a blanket ban on mixed-income housing. DTLA 2040 can continue the strong housing protections for existing affordable housing in Skid Row and build on inclusionary zoning while allowing for a more economically and socially integrated neighborhood. We ask that you create an expansive inclusionary zoning requirement in Skid Row that requires more affordable housing and also allows for a mix of incomes.

Promote sustainability

DTLA 2040 expanded the area where housing can be built in downtown, but it did so with many regulations that are overly rigid and risks preventing housing growth near transit. If we are going to maximize sustainable growth that has the lowest impact on carbon emissions, we must change the approach to new housing in Historic Core, Chinatown, Arts District, and Fashion District. We ask that you increase the base FAR in these neighborhoods to support dense housing development by transit.

DTLA 2040 proposes to maintain Site Plan Review (SPR) and only increase it for some projects. SPR discourages dense development, which is contrary to fostering more housing near transit and walkable neighborhoods. We ask that you remove SPR in the DTLA 2040 plan area to encourage sustainable density.

As proposed, DTLA 2040 counts above-grade parking toward a project's FAR when it is within ¼ mile of a metro station. We understand this requirement is intended to discourage above-grade parking but believe it will have unintended consequences of reducing the amount of new housing that can be built, longer construction times, increased emissions and ultimately more expensive housing. We ask that counting above-grade parking toward FAR be removed and replaced with stringent design requirements including the ability to adopt parking to other uses in the future as market conditions change.

Support DTLA as a world-class destination

DTLA is a cultural gem that can create prosperity for small business owners, entrepreneurs, workers and the community who benefit from activated streets and sidewalks. DTLA 2040 can help by allowing new restaurants to offer beer and wine, instead of maintaining outdated regulations which will make our community less competitive with other areas that have the Restaurant Beverage Program (RBP). We ask that the RBP be implemented in all DTLA 2040 neighborhoods except Figueroa Terrace, Skid Row and the southernmost portion of the plan area where housing is not permitted.

neighborhoods for new hotels while banning them completely from other areas that allow new housing. This runs counter to our City's stated goal of increasing hotel rooms to support the LA Convention Center. We ask that you remove the unnecessary CUP requirement for hotels and to remove neighborhood hotel bans. Hotels are critical to DTLA's economy and should be encouraged.

We thank you for your consideration and strong partnership as we work together to ensure that DTLA 2040 supports DTLA's continued vibrancy and sustainability, and to implement meaningful, effective solutions to our housing shortage and homelessness crisis.

Sincerely, alexander Sanchez alexanderdsanchez@gmail.com

416 S SPRING ST APT 406

Los Angeles, CA 90013 United States

Keven Lee

Postal Code:

Email Address: info@chefkevenlee.com

Date of Submission: Mon, 10/03/2022 - 15:01

Submission Letter: Mon, 10/03/2022 - 15:01

Emma Howard Council Districts 1 & 14 200 N. Spring Street Los Angeles, CA 90012

Re: DTLA 2040 Community Plan

Dear Emma Howard,

As a Downtown LA stakeholder, I will be impacted by the DTLA 2040 community plan. DTLA 2040 is critical for our city's future because it will establish the development standards for the heart of our city for the next two decades and can address our two most pressing challenges the housing shortage and homelessness. To meet our existing and future needs, LA must build almost 500,000 new units by 2029 and about half of those need to be affordable. DTLA 2040 is our chance to meaningfully address our housing and homelessness crises, but we must get it right. Specifically, I am asking that you advocate for the following practical recommendations to be included in DTLA 2040:

- \cdot Maximize inclusivity by making DTLA more welcoming and accessible for people of all backgrounds.
- · Promote sustainability by making DTLA the place to build new housing by transit.
- \cdot Support DTLA as a world-class destination by encouraging the hospitality industry's growth.

Maximize inclusivity

Skid Row has been the epicenter of homelessness in the United States and in our city. There has been a systematic pattern of disinvestment and socioeconomic segregation in Skid Row, and DTLA 2040 proposes to cement the current condition of Skid Row for at least the next two decades. DTLA 2040 treats Skid Row completely differently from any other neighborhood in DTLA or the city by imposing a blanket ban on mixed-income housing. DTLA 2040 can continue the strong housing protections for existing affordable housing in Skid Row and build on inclusionary zoning while allowing for a more economically and socially integrated neighborhood. We ask that you create an expansive inclusionary zoning requirement in Skid Row that requires more affordable housing and also allows for a mix of incomes.

Promote sustainability

DTLA 2040 expanded the area where housing can be built in downtown, but it did so with many regulations that are overly rigid and risks preventing housing growth near transit. If we are going to maximize sustainable growth that has the lowest impact on carbon emissions, we must change the approach to new housing in Historic Core, Chinatown, Arts District, and Fashion District. We ask that you increase the base FAR in these neighborhoods to support dense housing development by transit.

DTLA 2040 proposes to maintain Site Plan Review (SPR) and only increase it for some projects. SPR discourages dense development, which is contrary to fostering more housing near transit and walkable neighborhoods. We ask that you remove SPR in the DTLA 2040 plan area to encourage sustainable density.

As proposed, DTLA 2040 counts above-grade parking toward a project's FAR when it is within ¼ mile of a metro station. We understand this requirement is intended to discourage above-grade parking but believe it will have unintended consequences of reducing the amount of new housing that can be built, longer construction times, increased emissions and ultimately more expensive housing. We ask that counting above-grade parking toward FAR be removed and replaced with stringent design requirements including the ability to adopt parking to other uses in the future as market conditions change.

Support DTLA as a world-class destination

DTLA is a cultural gem that can create prosperity for small business owners, entrepreneurs, workers and the community who benefit from activated streets and sidewalks. DTLA 2040 can help by allowing new restaurants to offer beer and wine, instead of maintaining outdated regulations which will make our community less competitive with other areas that have the Restaurant Beverage Program (RBP). We ask that the RBP be implemented in all DTLA 2040 neighborhoods except Figueroa Terrace, Skid Row and the southernmost portion of the plan area where housing is not permitted.

neighborhoods for new hotels while banning them completely from other areas that allow new housing. This runs counter to our City's stated goal of increasing hotel rooms to support the LA Convention Center. We ask that you remove the unnecessary CUP requirement for hotels and to remove neighborhood hotel bans. Hotels are critical to DTLA's economy and should be encouraged.

We thank you for your consideration and strong partnership as we work together to ensure that DTLA 2040 supports DTLA's continued vibrancy and sustainability, and to implement meaningful, effective solutions to our housing shortage and homelessness crisis.

Sincerely, Keven Lee info@chefkevenlee.com

9814 Langdon Ave

North hills, CA 91343 United States

Alex Taggart

Postal Code:

Email Address: alextaggart.talk@gmail.com

Date of Submission: Mon, 10/03/2022 - 15:00

Submission Letter: Mon, 10/03/2022 - 15:00

Emma Howard Council Districts 1 & 14 200 N. Spring Street Los Angeles, CA 90012

Re: DTLA 2040 Community Plan

Dear Emma Howard,

As a Downtown LA stakeholder, I will be impacted by the DTLA 2040 community plan. DTLA 2040 is critical for our city's future because it will establish the development standards for the heart of our city for the next two decades and can address our two most pressing challenges the housing shortage and homelessness. To meet our existing and future needs, LA must build almost 500,000 new units by 2029 and about half of those need to be affordable. DTLA 2040 is our chance to meaningfully address our housing and homelessness crises, but we must get it right. Specifically, I am asking that you advocate for the following practical recommendations to be included in DTLA 2040:

- \cdot Maximize inclusivity by making DTLA more welcoming and accessible for people of all backgrounds.
- · Promote sustainability by making DTLA the place to build new housing by transit.
- \cdot Support DTLA as a world-class destination by encouraging the hospitality industry's growth.

Maximize inclusivity

Skid Row has been the epicenter of homelessness in the United States and in our city. There has been a systematic pattern of disinvestment and socioeconomic segregation in Skid Row, and DTLA 2040 proposes to cement the current condition of Skid Row for at least the next two decades. DTLA 2040 treats Skid Row completely differently from any other neighborhood in DTLA or the city by imposing a blanket ban on mixed-income housing. DTLA 2040 can continue the strong housing protections for existing affordable housing in Skid Row and build on inclusionary zoning while allowing for a more economically and socially integrated neighborhood. We ask that you create an expansive inclusionary zoning requirement in Skid Row that requires more affordable housing and also allows for a mix of incomes.

Promote sustainability

DTLA 2040 expanded the area where housing can be built in downtown, but it did so with many regulations that are overly rigid and risks preventing housing growth near transit. If we are going to maximize sustainable growth that has the lowest impact on carbon emissions, we must change the approach to new housing in Historic Core, Chinatown, Arts District, and Fashion District. We ask that you increase the base FAR in these neighborhoods to support dense housing development by transit.

DTLA 2040 proposes to maintain Site Plan Review (SPR) and only increase it for some projects. SPR discourages dense development, which is contrary to fostering more housing near transit and walkable neighborhoods. We ask that you remove SPR in the DTLA 2040 plan area to encourage sustainable density.

As proposed, DTLA 2040 counts above-grade parking toward a project's FAR when it is within ¼ mile of a metro station. We understand this requirement is intended to discourage above-grade parking but believe it will have unintended consequences of reducing the amount of new housing that can be built, longer construction times, increased emissions and ultimately more expensive housing. We ask that counting above-grade parking toward FAR be removed and replaced with stringent design requirements including the ability to adopt parking to other uses in the future as market conditions change.

Support DTLA as a world-class destination

DTLA is a cultural gem that can create prosperity for small business owners, entrepreneurs, workers and the community who benefit from activated streets and sidewalks. DTLA 2040 can help by allowing new restaurants to offer beer and wine, instead of maintaining outdated regulations which will make our community less competitive with other areas that have the Restaurant Beverage Program (RBP). We ask that the RBP be implemented in all DTLA 2040 neighborhoods except Figueroa Terrace, Skid Row and the southernmost portion of the plan area where housing is not permitted.

neighborhoods for new hotels while banning them completely from other areas that allow new housing. This runs counter to our City's stated goal of increasing hotel rooms to support the LA Convention Center. We ask that you remove the unnecessary CUP requirement for hotels and to remove neighborhood hotel bans. Hotels are critical to DTLA's economy and should be encouraged.

We thank you for your consideration and strong partnership as we work together to ensure that DTLA 2040 supports DTLA's continued vibrancy and sustainability, and to implement meaningful, effective solutions to our housing shortage and homelessness crisis.

Sincerely, Alex Taggart alextaggart.talk@gmail.com

315 W 5th St

Los Angeles, CA 90013 United States

James Lee

Postal Code:

Email Address: residue.say-0t@icloud.com

Date of Submission: Mon, 10/03/2022 - 14:56

Submission Letter:

Mon, 10/03/2022 - 14:56

Emma Howard Council Districts 1 & 14 200 N. Spring Street Los Angeles, CA 90012

Re: DTLA 2040 Community Plan

Dear Emma Howard,

As a Downtown LA stakeholder, I will be impacted by the DTLA 2040 community plan. DTLA 2040 is critical for our city's future because it will establish the development standards for the heart of our city for the next two decades and can address our two most pressing challenges the housing shortage and homelessness. To meet our existing and future needs, LA must build almost 500,000 new units by 2029 and about half of those need to be affordable. DTLA 2040 is our chance to meaningfully address our housing and homelessness crises, but we must get it right. Specifically, I am asking that you advocate for the following practical recommendations to be included in DTLA 2040:

- \cdot Maximize inclusivity by making DTLA more welcoming and accessible for people of all backgrounds.
- \cdot Promote sustainability by making DTLA the place to build new housing by transit.
- \cdot Support DTLA as a world-class destination by encouraging the hospitality industry's growth.

Maximize inclusivity

Skid Row has been the epicenter of homelessness in the United States and in our city. There has been a systematic pattern of disinvestment and socioeconomic segregation in Skid Row, and DTLA 2040 proposes to cement the current condition of Skid Row for at least the next two decades. DTLA 2040 treats Skid Row completely differently from any other neighborhood in DTLA or the city by imposing a blanket ban on mixed-income housing. DTLA 2040 can continue the strong housing protections for existing affordable housing in Skid Row and build on inclusionary zoning while allowing for a more economically and socially integrated neighborhood. We ask that you create an expansive inclusionary zoning requirement in Skid Row that requires more affordable housing and also allows for a mix of incomes.

Promote sustainability

DTLA 2040 expanded the area where housing can be built in downtown, but it did so with many regulations that are overly rigid and risks preventing housing growth near transit. If we are going to maximize sustainable growth that has the lowest impact on carbon emissions, we must change the approach to new housing in Historic Core, Chinatown, Arts District, and Fashion District. We ask that you increase the base FAR in these neighborhoods to support dense housing development by transit.

DTLA 2040 proposes to maintain Site Plan Review (SPR) and only increase it for some projects. SPR discourages dense development, which is contrary to fostering more housing near transit and walkable neighborhoods. We ask that you remove SPR in the DTLA 2040 plan area to encourage sustainable density.

As proposed, DTLA 2040 counts above-grade parking toward a project's FAR when it is within ¼ mile of a metro station. We understand this requirement is intended to discourage above-grade parking but believe it will have unintended consequences of reducing the amount of new housing that can be built, longer construction times, increased emissions and ultimately more expensive housing. We ask that counting above-grade parking toward FAR be removed and replaced with stringent design requirements including the ability to adopt parking to other uses in the future as market conditions change.

Support DTLA as a world-class destination

DTLA is a cultural gem that can create prosperity for small business owners, entrepreneurs, workers and the community who benefit from activated streets and sidewalks. DTLA 2040 can help by allowing new restaurants to offer beer and wine, instead of maintaining outdated regulations which will make our community less competitive with other areas that have the Restaurant Beverage Program (RBP). We ask that the RBP be implemented in all DTLA 2040 neighborhoods except Figueroa Terrace, Skid Row and the southernmost portion of the plan area where housing is not permitted.

neighborhoods for new hotels while banning them completely from other areas that allow new housing. This runs counter to our City's stated goal of increasing hotel rooms to support the LA Convention Center. We ask that you remove the unnecessary CUP requirement for hotels and to remove neighborhood hotel bans. Hotels are critical to DTLA's economy and should be encouraged.

We thank you for your consideration and strong partnership as we work together to ensure that DTLA 2040 supports DTLA's continued vibrancy and sustainability, and to implement meaningful, effective solutions to our housing shortage and homelessness crisis.

Sincerely, James Lee residue.say-0t@icloud.com

416 S. Spring St., Unit 1207

Los Angeles, CA 90013 United States

Jack Sheehan

Postal Code:

Email Address: jackjsheehan@gmail.com

Date of Submission: Mon, 10/03/2022 - 14:50

Submission Letter: Mon, 10/03/2022 - 14:50

Emma Howard Council Districts 1 & 14 200 N. Spring Street Los Angeles, CA 90012

Re: DTLA 2040 Community Plan

Dear Emma Howard,

As a Downtown LA stakeholder, I will be impacted by the DTLA 2040 community plan. DTLA 2040 is critical for our city's future because it will establish the development standards for the heart of our city for the next two decades and can address our two most pressing challenges the housing shortage and homelessness. To meet our existing and future needs, LA must build almost 500,000 new units by 2029 and about half of those need to be affordable. DTLA 2040 is our chance to meaningfully address our housing and homelessness crises, but we must get it right. Specifically, I am asking that you advocate for the following practical recommendations to be included in DTLA 2040:

- \cdot Maximize inclusivity by making DTLA more welcoming and accessible for people of all backgrounds.
- · Promote sustainability by making DTLA the place to build new housing by transit.
- \cdot Support DTLA as a world-class destination by encouraging the hospitality industry's growth.

Maximize inclusivity

Skid Row has been the epicenter of homelessness in the United States and in our city. There has been a systematic pattern of disinvestment and socioeconomic segregation in Skid Row, and DTLA 2040 proposes to cement the current condition of Skid Row for at least the next two decades. DTLA 2040 treats Skid Row completely differently from any other neighborhood in DTLA or the city by imposing a blanket ban on mixed-income housing. DTLA 2040 can continue the strong housing protections for existing affordable housing in Skid Row and build on inclusionary zoning while allowing for a more economically and socially integrated neighborhood. We ask that you create an expansive inclusionary zoning requirement in Skid Row that requires more affordable housing and also allows for a mix of incomes.

Promote sustainability

DTLA 2040 expanded the area where housing can be built in downtown, but it did so with many regulations that are overly rigid and risks preventing housing growth near transit. If we are going to maximize sustainable growth that has the lowest impact on carbon emissions, we must change the approach to new housing in Historic Core, Chinatown, Arts District, and Fashion District. We ask that you increase the base FAR in these neighborhoods to support dense housing development by transit.

DTLA 2040 proposes to maintain Site Plan Review (SPR) and only increase it for some projects. SPR discourages dense development, which is contrary to fostering more housing near transit and walkable neighborhoods. We ask that you remove SPR in the DTLA 2040 plan area to encourage sustainable density.

As proposed, DTLA 2040 counts above-grade parking toward a project's FAR when it is within ¼ mile of a metro station. We understand this requirement is intended to discourage above-grade parking but believe it will have unintended consequences of reducing the amount of new housing that can be built, longer construction times, increased emissions and ultimately more expensive housing. We ask that counting above-grade parking toward FAR be removed and replaced with stringent design requirements including the ability to adopt parking to other uses in the future as market conditions change.

Support DTLA as a world-class destination

DTLA is a cultural gem that can create prosperity for small business owners, entrepreneurs, workers and the community who benefit from activated streets and sidewalks. DTLA 2040 can help by allowing new restaurants to offer beer and wine, instead of maintaining outdated regulations which will make our community less competitive with other areas that have the Restaurant Beverage Program (RBP). We ask that the RBP be implemented in all DTLA 2040 neighborhoods except Figueroa Terrace, Skid Row and the southernmost portion of the plan area where housing is not permitted.

neighborhoods for new hotels while banning them completely from other areas that allow new housing. This runs counter to our City's stated goal of increasing hotel rooms to support the LA Convention Center. We ask that you remove the unnecessary CUP requirement for hotels and to remove neighborhood hotel bans. Hotels are critical to DTLA's economy and should be encouraged.

We thank you for your consideration and strong partnership as we work together to ensure that DTLA 2040 supports DTLA's continued vibrancy and sustainability, and to implement meaningful, effective solutions to our housing shortage and homelessness crisis.

Sincerely, Jack Sheehan jackjsheehan@gmail.com

35 1/2 Buccaneer St.

Marina Del Rey, CA 90292 United States

Adam Bussell

Postal Code:

Email Address: busselladam56@gmail.com

Date of Submission: Mon, 10/03/2022 - 14:31

Submission Letter: Mon, 10/03/2022 - 14:31

Emma Howard Council Districts 1 & 14 200 N. Spring Street Los Angeles, CA 90012

Re: DTLA 2040 Community Plan

Dear Emma Howard,

As a Downtown LA stakeholder, I will be impacted by the DTLA 2040 community plan. DTLA 2040 is critical for our city's future because it will establish the development standards for the heart of our city for the next two decades and can address our two most pressing challenges the housing shortage and homelessness. To meet our existing and future needs, LA must build almost 500,000 new units by 2029 and about half of those need to be affordable. DTLA 2040 is our chance to meaningfully address our housing and homelessness crises, but we must get it right. Specifically, I am asking that you advocate for the following practical recommendations to be included in DTLA 2040:

- \cdot Maximize inclusivity by making DTLA more welcoming and accessible for people of all backgrounds.
- · Promote sustainability by making DTLA the place to build new housing by transit.
- · Support DTLA as a world-class destination by encouraging the hospitality industry's growth.

Maximize inclusivity

Skid Row has been the epicenter of homelessness in the United States and in our city. There has been a systematic pattern of disinvestment and socioeconomic segregation in Skid Row, and DTLA 2040 proposes to cement the current condition of Skid Row for at least the next two decades. DTLA 2040 treats Skid Row completely differently from any other neighborhood in DTLA or the city by imposing a blanket ban on mixed-income housing. DTLA 2040 can continue the strong housing protections for existing affordable housing in Skid Row and build on inclusionary zoning while allowing for a more economically and socially integrated neighborhood. We ask that you create an expansive inclusionary zoning requirement in Skid Row that requires more affordable housing and also allows for a mix of incomes.

Promote sustainability

DTLA 2040 expanded the area where housing can be built in downtown, but it did so with many regulations that are overly rigid and risks preventing housing growth near transit. If we are going to maximize sustainable growth that has the lowest impact on carbon emissions, we must change the approach to new housing in Historic Core, Chinatown, Arts District, and Fashion District. We ask that you increase the base FAR in these neighborhoods to support dense housing development by transit.

DTLA 2040 proposes to maintain Site Plan Review (SPR) and only increase it for some projects. SPR discourages dense development, which is contrary to fostering more housing near transit and walkable neighborhoods. We ask that you remove SPR in the DTLA 2040 plan area to encourage sustainable density.

As proposed, DTLA 2040 counts above-grade parking toward a project's FAR when it is within ¼ mile of a metro station. We understand this requirement is intended to discourage above-grade parking but believe it will have unintended consequences of reducing the amount of new housing that can be built, longer construction times, increased emissions and ultimately more expensive housing. We ask that counting above-grade parking toward FAR be removed and replaced with stringent design requirements including the ability to adopt parking to other uses in the future as market conditions change.

Support DTLA as a world-class destination

DTLA is a cultural gem that can create prosperity for small business owners, entrepreneurs, workers and the community who benefit from activated streets and sidewalks. DTLA 2040 can help by allowing new restaurants to offer beer and wine, instead of maintaining outdated regulations which will make our community less competitive with other areas that have the Restaurant Beverage Program (RBP). We ask that the RBP be implemented in all DTLA 2040 neighborhoods except Figueroa Terrace, Skid Row and the southernmost portion of the plan area where housing is not permitted.

neighborhoods for new hotels while banning them completely from other areas that allow new housing. This runs counter to our City's stated goal of increasing hotel rooms to support the LA Convention Center. We ask that you remove the unnecessary CUP requirement for hotels and to remove neighborhood hotel bans. Hotels are critical to DTLA's economy and should be encouraged.

We thank you for your consideration and strong partnership as we work together to ensure that DTLA 2040 supports DTLA's continued vibrancy and sustainability, and to implement meaningful, effective solutions to our housing shortage and homelessness crisis.

Sincerely, Adam Bussell busselladam56@gmail.com

1933 S Broadway St. STE 1122

Los Angeles, CA 90007 United States

Daniel Rounds

Postal Code:

Email Address: daniel.c.rounds@gmail.com

Date of Submission: Mon, 10/03/2022 - 14:25

Submission Letter: Mon, 10/03/2022 - 14:25

Emma Howard Council Districts 1 & 14 200 N. Spring Street Los Angeles, CA 90012

Re: DTLA 2040 Community Plan

Dear Emma Howard,

As a Downtown LA stakeholder, I will be impacted by the DTLA 2040 community plan. DTLA 2040 is critical for our city's future because it will establish the development standards for the heart of our city for the next two decades and can address our two most pressing challenges the housing shortage and homelessness. To meet our existing and future needs, LA must build almost 500,000 new units by 2029 and about half of those need to be affordable. DTLA 2040 is our chance to meaningfully address our housing and homelessness crises, but we must get it right. Specifically, I am asking that you advocate for the following practical recommendations to be included in DTLA 2040:

- \cdot Maximize inclusivity by making DTLA more welcoming and accessible for people of all backgrounds.
- · Promote sustainability by making DTLA the place to build new housing by transit.
- \cdot Support DTLA as a world-class destination by encouraging the hospitality industry's growth.

Maximize inclusivity

Skid Row has been the epicenter of homelessness in the United States and in our city. There has been a systematic pattern of disinvestment and socioeconomic segregation in Skid Row, and DTLA 2040 proposes to cement the current condition of Skid Row for at least the next two decades. DTLA 2040 treats Skid Row completely differently from any other neighborhood in DTLA or the city by imposing a blanket ban on mixed-income housing. DTLA 2040 can continue the strong housing protections for existing affordable housing in Skid Row and build on inclusionary zoning while allowing for a more economically and socially integrated neighborhood. We ask that you create an expansive inclusionary zoning requirement in Skid Row that requires more affordable housing and also allows for a mix of incomes.

Promote sustainability

DTLA 2040 expanded the area where housing can be built in downtown, but it did so with many regulations that are overly rigid and risks preventing housing growth near transit. If we are going to maximize sustainable growth that has the lowest impact on carbon emissions, we must change the approach to new housing in Historic Core, Chinatown, Arts District, and Fashion District. We ask that you increase the base FAR in these neighborhoods to support dense housing development by transit.

DTLA 2040 proposes to maintain Site Plan Review (SPR) and only increase it for some projects. SPR discourages dense development, which is contrary to fostering more housing near transit and walkable neighborhoods. We ask that you remove SPR in the DTLA 2040 plan area to encourage sustainable density.

As proposed, DTLA 2040 counts above-grade parking toward a project's FAR when it is within ¼ mile of a metro station. We understand this requirement is intended to discourage above-grade parking but believe it will have unintended consequences of reducing the amount of new housing that can be built, longer construction times, increased emissions and ultimately more expensive housing. We ask that counting above-grade parking toward FAR be removed and replaced with stringent design requirements including the ability to adopt parking to other uses in the future as market conditions change.

Support DTLA as a world-class destination

DTLA is a cultural gem that can create prosperity for small business owners, entrepreneurs, workers and the community who benefit from activated streets and sidewalks. DTLA 2040 can help by allowing new restaurants to offer beer and wine, instead of maintaining outdated regulations which will make our community less competitive with other areas that have the Restaurant Beverage Program (RBP). We ask that the RBP be implemented in all DTLA 2040 neighborhoods except Figueroa Terrace, Skid Row and the southernmost portion of the plan area where housing is not permitted.

neighborhoods for new hotels while banning them completely from other areas that allow new housing. This runs counter to our City's stated goal of increasing hotel rooms to support the LA Convention Center. We ask that you remove the unnecessary CUP requirement for hotels and to remove neighborhood hotel bans. Hotels are critical to DTLA's economy and should be encouraged.

We thank you for your consideration and strong partnership as we work together to ensure that DTLA 2040 supports DTLA's continued vibrancy and sustainability, and to implement meaningful, effective solutions to our housing shortage and homelessness crisis.

Sincerely,
Daniel Rounds
daniel.c.rounds@gmail.com

732 S Spring St, Apt. 922

Los Angeles, CA 90014 United States

Harry Chandler

Postal Code:

Email Address: hbchandler@mac.com

Date of Submission: Mon, 10/03/2022 - 14:16

Submission Letter: Mon, 10/03/2022 - 14:16

Emma Howard Council Districts 1 & 14 200 N. Spring Street Los Angeles, CA 90012

Re: DTLA 2040 Community Plan

Dear Emma Howard,

As a Downtown LA stakeholder, I will be impacted by the DTLA 2040 community plan. DTLA 2040 is critical for our city's future because it will establish the development standards for the heart of our city for the next two decades and can address our two most pressing challenges the housing shortage and homelessness. To meet our existing and future needs, LA must build almost 500,000 new units by 2029 and about half of those need to be affordable. DTLA 2040 is our chance to meaningfully address our housing and homelessness crises, but we must get it right. Specifically, I am asking that you advocate for the following practical recommendations to be included in DTLA 2040:

- · Maximize inclusivity by making DTLA more welcoming and accessible for people of all backgrounds.
- · Promote sustainability by making DTLA the place to build new housing by transit.
- \cdot Support DTLA as a world-class destination by encouraging the hospitality industry's growth.

Maximize inclusivity

Skid Row has been the epicenter of homelessness in the United States and in our city. There has been a systematic pattern of disinvestment and socioeconomic segregation in Skid Row, and DTLA 2040 proposes to cement the current condition of Skid Row for at least the next two decades. DTLA 2040 treats Skid Row completely differently from any other neighborhood in DTLA or the city by imposing a blanket ban on mixed-income housing. DTLA 2040 can continue the strong housing protections for existing affordable housing in Skid Row and build on inclusionary zoning while allowing for a more economically and socially integrated neighborhood. We ask that you create an expansive inclusionary zoning requirement in Skid Row that requires more affordable housing and also allows for a mix of incomes.

Promote sustainability

DTLA 2040 expanded the area where housing can be built in downtown, but it did so with many regulations that are overly rigid and risks preventing housing growth near transit. If we are going to maximize sustainable growth that has the lowest impact on carbon emissions, we must change the approach to new housing in Historic Core, Chinatown, Arts District, and Fashion District. We ask that you increase the base FAR in these neighborhoods to support dense housing development by transit.

DTLA 2040 proposes to maintain Site Plan Review (SPR) and only increase it for some projects. SPR discourages dense development, which is contrary to fostering more housing near transit and walkable neighborhoods. We ask that you remove SPR in the DTLA 2040 plan area to encourage sustainable density.

As proposed, DTLA 2040 counts above-grade parking toward a project's FAR when it is within ¼ mile of a metro station. We understand this requirement is intended to discourage above-grade parking but believe it will have unintended consequences of reducing the amount of new housing that can be built, longer construction times, increased emissions and ultimately more expensive housing. We ask that counting above-grade parking toward FAR be removed and replaced with stringent design requirements including the ability to adopt parking to other uses in the future as market conditions change.

Support DTLA as a world-class destination

DTLA is a cultural gem that can create prosperity for small business owners, entrepreneurs, workers and the community who benefit from activated streets and sidewalks. DTLA 2040 can help by allowing new restaurants to offer beer and wine, instead of maintaining outdated regulations which will make our community less competitive with other areas that have the Restaurant Beverage Program (RBP). We ask that the RBP be implemented in all DTLA 2040 neighborhoods except Figueroa Terrace, Skid Row and the southernmost portion of the plan area where housing is not permitted.

neighborhoods for new hotels while banning them completely from other areas that allow new housing. This runs counter to our City's stated goal of increasing hotel rooms to support the LA Convention Center. We ask that you remove the unnecessary CUP requirement for hotels and to remove neighborhood hotel bans. Hotels are critical to DTLA's economy and should be encouraged.

We thank you for your consideration and strong partnership as we work together to ensure that DTLA 2040 supports DTLA's continued vibrancy and sustainability, and to implement meaningful, effective solutions to our housing shortage and homelessness crisis.

Sincerely, Harry Chandler hbchandler@mac.com

353 S Broadway, Suite 500

Los Angeles, CA 90013 United States

Gust Phillips

Postal Code:

Email Address: gust.phillips@gmail.com

Date of Submission: Mon, 10/03/2022 - 14:16

Submission Letter: Mon, 10/03/2022 - 14:16

Emma Howard Council Districts 1 & 14 200 N. Spring Street Los Angeles, CA 90012

Re: DTLA 2040 Community Plan

Dear Emma Howard,

As a Downtown LA stakeholder, I will be impacted by the DTLA 2040 community plan. DTLA 2040 is critical for our city's future because it will establish the development standards for the heart of our city for the next two decades and can address our two most pressing challenges the housing shortage and homelessness. To meet our existing and future needs, LA must build almost 500,000 new units by 2029 and about half of those need to be affordable. DTLA 2040 is our chance to meaningfully address our housing and homelessness crises, but we must get it right. Specifically, I am asking that you advocate for the following practical recommendations to be included in DTLA 2040:

- \cdot Maximize inclusivity by making DTLA more welcoming and accessible for people of all backgrounds.
- · Promote sustainability by making DTLA the place to build new housing by transit.
- \cdot Support DTLA as a world-class destination by encouraging the hospitality industry's growth.

Maximize inclusivity

Skid Row has been the epicenter of homelessness in the United States and in our city. There has been a systematic pattern of disinvestment and socioeconomic segregation in Skid Row, and DTLA 2040 proposes to cement the current condition of Skid Row for at least the next two decades. DTLA 2040 treats Skid Row completely differently from any other neighborhood in DTLA or the city by imposing a blanket ban on mixed-income housing. DTLA 2040 can continue the strong housing protections for existing affordable housing in Skid Row and build on inclusionary zoning while allowing for a more economically and socially integrated neighborhood. We ask that you create an expansive inclusionary zoning requirement in Skid Row that requires more affordable housing and also allows for a mix of incomes.

Promote sustainability

DTLA 2040 expanded the area where housing can be built in downtown, but it did so with many regulations that are overly rigid and risks preventing housing growth near transit. If we are going to maximize sustainable growth that has the lowest impact on carbon emissions, we must change the approach to new housing in Historic Core, Chinatown, Arts District, and Fashion District. We ask that you increase the base FAR in these neighborhoods to support dense housing development by transit.

DTLA 2040 proposes to maintain Site Plan Review (SPR) and only increase it for some projects. SPR discourages dense development, which is contrary to fostering more housing near transit and walkable neighborhoods. We ask that you remove SPR in the DTLA 2040 plan area to encourage sustainable density.

As proposed, DTLA 2040 counts above-grade parking toward a project's FAR when it is within ¼ mile of a metro station. We understand this requirement is intended to discourage above-grade parking but believe it will have unintended consequences of reducing the amount of new housing that can be built, longer construction times, increased emissions and ultimately more expensive housing. We ask that counting above-grade parking toward FAR be removed and replaced with stringent design requirements including the ability to adopt parking to other uses in the future as market conditions change.

Support DTLA as a world-class destination

DTLA is a cultural gem that can create prosperity for small business owners, entrepreneurs, workers and the community who benefit from activated streets and sidewalks. DTLA 2040 can help by allowing new restaurants to offer beer and wine, instead of maintaining outdated regulations which will make our community less competitive with other areas that have the Restaurant Beverage Program (RBP). We ask that the RBP be implemented in all DTLA 2040 neighborhoods except Figueroa Terrace, Skid Row and the southernmost portion of the plan area where housing is not permitted.

neighborhoods for new hotels while banning them completely from other areas that allow new housing. This runs counter to our City's stated goal of increasing hotel rooms to support the LA Convention Center. We ask that you remove the unnecessary CUP requirement for hotels and to remove neighborhood hotel bans. Hotels are critical to DTLA's economy and should be encouraged.

We thank you for your consideration and strong partnership as we work together to ensure that DTLA 2040 supports DTLA's continued vibrancy and sustainability, and to implement meaningful, effective solutions to our housing shortage and homelessness crisis.

Sincerely, Gust Phillips gust.phillips@gmail.com

510 S Spring St, 1106

Los Angeles, CA 90013 United States

Yo Santosa

Postal Code:

Email Address: yo@yosantosa.com

Date of Submission: Mon, 10/03/2022 - 14:10

Submission Letter: Mon, 10/03/2022 - 14:10

Emma Howard Council Districts 1 & 14 200 N. Spring Street Los Angeles, CA 90012

Re: DTLA 2040 Community Plan

Dear Emma Howard,

As a Downtown LA stakeholder, I will be impacted by the DTLA 2040 community plan. DTLA 2040 is critical for our city's future because it will establish the development standards for the heart of our city for the next two decades and can address our two most pressing challenges the housing shortage and homelessness. To meet our existing and future needs, LA must build almost 500,000 new units by 2029 and about half of those need to be affordable. DTLA 2040 is our chance to meaningfully address our housing and homelessness crises, but we must get it right. Specifically, I am asking that you advocate for the following practical recommendations to be included in DTLA 2040:

- \cdot Maximize inclusivity by making DTLA more welcoming and accessible for people of all backgrounds.
- · Promote sustainability by making DTLA the place to build new housing by transit.
- \cdot Support DTLA as a world-class destination by encouraging the hospitality industry's growth.

Maximize inclusivity

Skid Row has been the epicenter of homelessness in the United States and in our city. There has been a systematic pattern of disinvestment and socioeconomic segregation in Skid Row, and DTLA 2040 proposes to cement the current condition of Skid Row for at least the next two decades. DTLA 2040 treats Skid Row completely differently from any other neighborhood in DTLA or the city by imposing a blanket ban on mixed-income housing. DTLA 2040 can continue the strong housing protections for existing affordable housing in Skid Row and build on inclusionary zoning while allowing for a more economically and socially integrated neighborhood. We ask that you create an expansive inclusionary zoning requirement in Skid Row that requires more affordable housing and also allows for a mix of incomes.

Promote sustainability

DTLA 2040 expanded the area where housing can be built in downtown, but it did so with many regulations that are overly rigid and risks preventing housing growth near transit. If we are going to maximize sustainable growth that has the lowest impact on carbon emissions, we must change the approach to new housing in Historic Core, Chinatown, Arts District, and Fashion District. We ask that you increase the base FAR in these neighborhoods to support dense housing development by transit.

DTLA 2040 proposes to maintain Site Plan Review (SPR) and only increase it for some projects. SPR discourages dense development, which is contrary to fostering more housing near transit and walkable neighborhoods. We ask that you remove SPR in the DTLA 2040 plan area to encourage sustainable density.

As proposed, DTLA 2040 counts above-grade parking toward a project's FAR when it is within ¼ mile of a metro station. We understand this requirement is intended to discourage above-grade parking but believe it will have unintended consequences of reducing the amount of new housing that can be built, longer construction times, increased emissions and ultimately more expensive housing. We ask that counting above-grade parking toward FAR be removed and replaced with stringent design requirements including the ability to adopt parking to other uses in the future as market conditions change.

Support DTLA as a world-class destination

DTLA is a cultural gem that can create prosperity for small business owners, entrepreneurs, workers and the community who benefit from activated streets and sidewalks. DTLA 2040 can help by allowing new restaurants to offer beer and wine, instead of maintaining outdated regulations which will make our community less competitive with other areas that have the Restaurant Beverage Program (RBP). We ask that the RBP be implemented in all DTLA 2040 neighborhoods except Figueroa Terrace, Skid Row and the southernmost portion of the plan area where housing is not permitted.

neighborhoods for new hotels while banning them completely from other areas that allow new housing. This runs counter to our City's stated goal of increasing hotel rooms to support the LA Convention Center. We ask that you remove the unnecessary CUP requirement for hotels and to remove neighborhood hotel bans. Hotels are critical to DTLA's economy and should be encouraged.

We thank you for your consideration and strong partnership as we work together to ensure that DTLA 2040 supports DTLA's continued vibrancy and sustainability, and to implement meaningful, effective solutions to our housing shortage and homelessness crisis.

Sincerely, Yo Santosa yo@yosantosa.com

801 South Olive Street

Los Angeles, CA 90014 United States

JANELLE WILLIAMS

Postal Code:

Email Address: janelletwilliams@gmail.com

Date of Submission: Mon, 10/03/2022 - 13:50

Submission Letter: Mon, 10/03/2022 - 13:50

Emma Howard Council Districts 1 & 14 200 N. Spring Street Los Angeles, CA 90012

Re: DTLA 2040 Community Plan

Dear Emma Howard,

As a Downtown LA stakeholder, I will be impacted by the DTLA 2040 community plan. DTLA 2040 is critical for our city's future because it will establish the development standards for the heart of our city for the next two decades and can address our two most pressing challenges the housing shortage and homelessness. To meet our existing and future needs, LA must build almost 500,000 new units by 2029 and about half of those need to be affordable. DTLA 2040 is our chance to meaningfully address our housing and homelessness crises, but we must get it right. Specifically, I am asking that you advocate for the following practical recommendations to be included in DTLA 2040:

- \cdot Maximize inclusivity by making DTLA more welcoming and accessible for people of all backgrounds.
- · Promote sustainability by making DTLA the place to build new housing by transit.
- · Support DTLA as a world-class destination by encouraging the hospitality industry's growth.

Maximize inclusivity

Skid Row has been the epicenter of homelessness in the United States and in our city. There has been a systematic pattern of disinvestment and socioeconomic segregation in Skid Row, and DTLA 2040 proposes to cement the current condition of Skid Row for at least the next two decades. DTLA 2040 treats Skid Row completely differently from any other neighborhood in DTLA or the city by imposing a blanket ban on mixed-income housing. DTLA 2040 can continue the strong housing protections for existing affordable housing in Skid Row and build on inclusionary zoning while allowing for a more economically and socially integrated neighborhood. We ask that you create an expansive inclusionary zoning requirement in Skid Row that requires more affordable housing and also allows for a mix of incomes.

Promote sustainability

DTLA 2040 expanded the area where housing can be built in downtown, but it did so with many regulations that are overly rigid and risks preventing housing growth near transit. If we are going to maximize sustainable growth that has the lowest impact on carbon emissions, we must change the approach to new housing in Historic Core, Chinatown, Arts District, and Fashion District. We ask that you increase the base FAR in these neighborhoods to support dense housing development by transit.

DTLA 2040 proposes to maintain Site Plan Review (SPR) and only increase it for some projects. SPR discourages dense development, which is contrary to fostering more housing near transit and walkable neighborhoods. We ask that you remove SPR in the DTLA 2040 plan area to encourage sustainable density.

As proposed, DTLA 2040 counts above-grade parking toward a project's FAR when it is within ¼ mile of a metro station. We understand this requirement is intended to discourage above-grade parking but believe it will have unintended consequences of reducing the amount of new housing that can be built, longer construction times, increased emissions and ultimately more expensive housing. We ask that counting above-grade parking toward FAR be removed and replaced with stringent design requirements including the ability to adopt parking to other uses in the future as market conditions change.

Support DTLA as a world-class destination

DTLA is a cultural gem that can create prosperity for small business owners, entrepreneurs, workers and the community who benefit from activated streets and sidewalks. DTLA 2040 can help by allowing new restaurants to offer beer and wine, instead of maintaining outdated regulations which will make our community less competitive with other areas that have the Restaurant Beverage Program (RBP). We ask that the RBP be implemented in all DTLA 2040 neighborhoods except Figueroa Terrace, Skid Row and the southernmost portion of the plan area where housing is not permitted.

neighborhoods for new hotels while banning them completely from other areas that allow new housing. This runs counter to our City's stated goal of increasing hotel rooms to support the LA Convention Center. We ask that you remove the unnecessary CUP requirement for hotels and to remove neighborhood hotel bans. Hotels are critical to DTLA's economy and should be encouraged.

We thank you for your consideration and strong partnership as we work together to ensure that DTLA 2040 supports DTLA's continued vibrancy and sustainability, and to implement meaningful, effective solutions to our housing shortage and homelessness crisis.

Sincerely, JANELLE WILLIAMS janelletwilliams@gmail.com

1000 W. 8th St., Apt 3103

Los Angeles, CA 90017 United States

Matthew Glaser

Postal Code:

Email Address: mattdean02@gmail.com

Date of Submission: Mon, 10/03/2022 - 13:40

Submission Letter: Mon, 10/03/2022 - 13:40

Emma Howard Council Districts 1 & 14 200 N. Spring Street Los Angeles, CA 90012

Re: DTLA 2040 Community Plan

Dear Emma Howard,

As a Downtown LA stakeholder, I will be impacted by the DTLA 2040 community plan. DTLA 2040 is critical for our city's future because it will establish the development standards for the heart of our city for the next two decades and can address our two most pressing challenges the housing shortage and homelessness. To meet our existing and future needs, LA must build almost 500,000 new units by 2029 and about half of those need to be affordable. DTLA 2040 is our chance to meaningfully address our housing and homelessness crises, but we must get it right. Specifically, I am asking that you advocate for the following practical recommendations to be included in DTLA 2040:

- \cdot Maximize inclusivity by making DTLA more welcoming and accessible for people of all backgrounds.
- · Promote sustainability by making DTLA the place to build new housing by transit.
- \cdot Support DTLA as a world-class destination by encouraging the hospitality industry's growth.

Maximize inclusivity

Skid Row has been the epicenter of homelessness in the United States and in our city. There has been a systematic pattern of disinvestment and socioeconomic segregation in Skid Row, and DTLA 2040 proposes to cement the current condition of Skid Row for at least the next two decades. DTLA 2040 treats Skid Row completely differently from any other neighborhood in DTLA or the city by imposing a blanket ban on mixed-income housing. DTLA 2040 can continue the strong housing protections for existing affordable housing in Skid Row and build on inclusionary zoning while allowing for a more economically and socially integrated neighborhood. We ask that you create an expansive inclusionary zoning requirement in Skid Row that requires more affordable housing and also allows for a mix of incomes.

Promote sustainability

DTLA 2040 expanded the area where housing can be built in downtown, but it did so with many regulations that are overly rigid and risks preventing housing growth near transit. If we are going to maximize sustainable growth that has the lowest impact on carbon emissions, we must change the approach to new housing in Historic Core, Chinatown, Arts District, and Fashion District. We ask that you increase the base FAR in these neighborhoods to support dense housing development by transit.

DTLA 2040 proposes to maintain Site Plan Review (SPR) and only increase it for some projects. SPR discourages dense development, which is contrary to fostering more housing near transit and walkable neighborhoods. We ask that you remove SPR in the DTLA 2040 plan area to encourage sustainable density.

As proposed, DTLA 2040 counts above-grade parking toward a project's FAR when it is within ¼ mile of a metro station. We understand this requirement is intended to discourage above-grade parking but believe it will have unintended consequences of reducing the amount of new housing that can be built, longer construction times, increased emissions and ultimately more expensive housing. We ask that counting above-grade parking toward FAR be removed and replaced with stringent design requirements including the ability to adopt parking to other uses in the future as market conditions change.

Support DTLA as a world-class destination

DTLA is a cultural gem that can create prosperity for small business owners, entrepreneurs, workers and the community who benefit from activated streets and sidewalks. DTLA 2040 can help by allowing new restaurants to offer beer and wine, instead of maintaining outdated regulations which will make our community less competitive with other areas that have the Restaurant Beverage Program (RBP). We ask that the RBP be implemented in all DTLA 2040 neighborhoods except Figueroa Terrace, Skid Row and the southernmost portion of the plan area where housing is not permitted.

neighborhoods for new hotels while banning them completely from other areas that allow new housing. This runs counter to our City's stated goal of increasing hotel rooms to support the LA Convention Center. We ask that you remove the unnecessary CUP requirement for hotels and to remove neighborhood hotel bans. Hotels are critical to DTLA's economy and should be encouraged.

We thank you for your consideration and strong partnership as we work together to ensure that DTLA 2040 supports DTLA's continued vibrancy and sustainability, and to implement meaningful, effective solutions to our housing shortage and homelessness crisis.

Sincerely, Matthew Glaser mattdean02@gmail.com

411 South Main Street

Los Angeles, CA 90013 United States

Lauria Craig

Postal Code:

Email Address: lauriamcraig@hotmail.com

Date of Submission: Mon, 10/03/2022 - 13:34

Submission Letter:

Mon, 10/03/2022 - 13:34

Emma Howard Council Districts 1 & 14 200 N. Spring Street Los Angeles, CA 90012

Re: DTLA 2040 Community Plan

Dear Emma Howard,

As a Downtown LA stakeholder, I will be impacted by the DTLA 2040 community plan. DTLA 2040 is critical for our city's future because it will establish the development standards for the heart of our city for the next two decades and can address our two most pressing challenges the housing shortage and homelessness. To meet our existing and future needs, LA must build almost 500,000 new units by 2029 and about half of those need to be affordable. DTLA 2040 is our chance to meaningfully address our housing and homelessness crises, but we must get it right. Specifically, I am asking that you advocate for the following practical recommendations to be included in DTLA 2040:

- · Maximize inclusivity by making DTLA more welcoming and accessible for people of all backgrounds.
- · Promote sustainability by making DTLA the place to build new housing by transit.
- \cdot Support DTLA as a world-class destination by encouraging the hospitality industry's growth.

Maximize inclusivity

Skid Row has been the epicenter of homelessness in the United States and in our city. There has been a systematic pattern of disinvestment and socioeconomic segregation in Skid Row, and DTLA 2040 proposes to cement the current condition of Skid Row for at least the next two decades. DTLA 2040 treats Skid Row completely differently from any other neighborhood in DTLA or the city by imposing a blanket ban on mixed-income housing. DTLA 2040 can continue the strong housing protections for existing affordable housing in Skid Row and build on inclusionary zoning while allowing for a more economically and socially integrated neighborhood. We ask that you create an expansive inclusionary zoning requirement in Skid Row that requires more affordable housing and also allows for a mix of incomes.

Promote sustainability

DTLA 2040 expanded the area where housing can be built in downtown, but it did so with many regulations that are overly rigid and risks preventing housing growth near transit. If we are going to maximize sustainable growth that has the lowest impact on carbon emissions, we must change the approach to new housing in Historic Core, Chinatown, Arts District, and Fashion District. We ask that you increase the base FAR in these neighborhoods to support dense housing development by transit.

DTLA 2040 proposes to maintain Site Plan Review (SPR) and only increase it for some projects. SPR discourages dense development, which is contrary to fostering more housing near transit and walkable neighborhoods. We ask that you remove SPR in the DTLA 2040 plan area to encourage sustainable density.

As proposed, DTLA 2040 counts above-grade parking toward a project's FAR when it is within ¼ mile of a metro station. We understand this requirement is intended to discourage above-grade parking but believe it will have unintended consequences of reducing the amount of new housing that can be built, longer construction times, increased emissions and ultimately more expensive housing. We ask that counting above-grade parking toward FAR be removed and replaced with stringent design requirements including the ability to adopt parking to other uses in the future as market conditions change.

Support DTLA as a world-class destination

DTLA is a cultural gem that can create prosperity for small business owners, entrepreneurs, workers and the community who benefit from activated streets and sidewalks. DTLA 2040 can help by allowing new restaurants to offer beer and wine, instead of maintaining outdated regulations which will make our community less competitive with other areas that have the Restaurant Beverage Program (RBP). We ask that the RBP be implemented in all DTLA 2040 neighborhoods except Figueroa Terrace, Skid Row and the southernmost portion of the plan area where housing is not permitted.

neighborhoods for new hotels while banning them completely from other areas that allow new housing. This runs counter to our City's stated goal of increasing hotel rooms to support the LA Convention Center. We ask that you remove the unnecessary CUP requirement for hotels and to remove neighborhood hotel bans. Hotels are critical to DTLA's economy and should be encouraged.

We thank you for your consideration and strong partnership as we work together to ensure that DTLA 2040 supports DTLA's continued vibrancy and sustainability, and to implement meaningful, effective solutions to our housing shortage and homelessness crisis.

Sincerely, Lauria Craig lauriamcraig@hotmail.com

825 S Hill Street, 4612

Los Angeles, CA 90014 United States

James Henning

Postal Code:

Email Address: periclesnla@yahoo.com

Date of Submission: Mon, 10/03/2022 - 13:34

Submission Letter: Mon. 10/03/2022 - 13:34

Emma Howard Council Districts 1 & 14 200 N. Spring Street Los Angeles, CA 90012

Re: DTLA 2040 Community Plan

Dear Emma Howard,

As a Downtown LA stakeholder, I will be impacted by the DTLA 2040 community plan. DTLA 2040 is critical for our city's future because it will establish the development standards for the heart of our city for the next two decades and can address our two most pressing challenges the housing shortage and homelessness. To meet our existing and future needs, LA must build almost 500,000 new units by 2029 and about half of those need to be affordable. DTLA 2040 is our chance to meaningfully address our housing and homelessness crises, but we must get it right. Specifically, I am asking that you advocate for the following practical recommendations to be included in DTLA 2040:

- \cdot Maximize inclusivity by making DTLA more welcoming and accessible for people of all backgrounds.
- · Promote sustainability by making DTLA the place to build new housing by transit.
- \cdot Support DTLA as a world-class destination by encouraging the hospitality industry's growth.

Maximize inclusivity

Skid Row has been the epicenter of homelessness in the United States and in our city. There has been a systematic pattern of disinvestment and socioeconomic segregation in Skid Row, and DTLA 2040 proposes to cement the current condition of Skid Row for at least the next two decades. DTLA 2040 treats Skid Row completely differently from any other neighborhood in DTLA or the city by imposing a blanket ban on mixed-income housing. DTLA 2040 can continue the strong housing protections for existing affordable housing in Skid Row and build on inclusionary zoning while allowing for a more economically and socially integrated neighborhood. We ask that you create an expansive inclusionary zoning requirement in Skid Row that requires more affordable housing and also allows for a mix of incomes.

Promote sustainability

DTLA 2040 expanded the area where housing can be built in downtown, but it did so with many regulations that are overly rigid and risks preventing housing growth near transit. If we are going to maximize sustainable growth that has the lowest impact on carbon emissions, we must change the approach to new housing in Historic Core, Chinatown, Arts District, and Fashion District. We ask that you increase the base FAR in these neighborhoods to support dense housing development by transit.

DTLA 2040 proposes to maintain Site Plan Review (SPR) and only increase it for some projects. SPR discourages dense development, which is contrary to fostering more housing near transit and walkable neighborhoods. We ask that you remove SPR in the DTLA 2040 plan area to encourage sustainable density.

As proposed, DTLA 2040 counts above-grade parking toward a project's FAR when it is within ¼ mile of a metro station. We understand this requirement is intended to discourage above-grade parking but believe it will have unintended consequences of reducing the amount of new housing that can be built, longer construction times, increased emissions and ultimately more expensive housing. We ask that counting above-grade parking toward FAR be removed and replaced with stringent design requirements including the ability to adopt parking to other uses in the future as market conditions change.

Support DTLA as a world-class destination

DTLA is a cultural gem that can create prosperity for small business owners, entrepreneurs, workers and the community who benefit from activated streets and sidewalks. DTLA 2040 can help by allowing new restaurants to offer beer and wine, instead of maintaining outdated regulations which will make our community less competitive with other areas that have the Restaurant Beverage Program (RBP). We ask that the RBP be implemented in all DTLA 2040 neighborhoods except Figueroa Terrace, Skid Row and the southernmost portion of the plan area where housing is not permitted.

neighborhoods for new hotels while banning them completely from other areas that allow new housing. This runs counter to our City's stated goal of increasing hotel rooms to support the LA Convention Center. We ask that you remove the unnecessary CUP requirement for hotels and to remove neighborhood hotel bans. Hotels are critical to DTLA's economy and should be encouraged.

We thank you for your consideration and strong partnership as we work together to ensure that DTLA 2040 supports DTLA's continued vibrancy and sustainability, and to implement meaningful, effective solutions to our housing shortage and homelessness crisis.

Sincerely, James Henning periclesnla@yahoo.com

1315 W Adams Blvd

Los Angeles, CA 90007-1636 United States

Patricia Dionaldo

Postal Code:

Email Address: pdionaldo@msn.com

Date of Submission: Mon, 10/03/2022 - 13:15

Submission Letter:

Mon, 10/03/2022 - 13:15

Emma Howard Council Districts 1 & 14 200 N. Spring Street Los Angeles, CA 90012

Re: DTLA 2040 Community Plan

Dear Emma Howard,

As a Downtown LA stakeholder, I will be impacted by the DTLA 2040 community plan. DTLA 2040 is critical for our city's future because it will establish the development standards for the heart of our city for the next two decades and can address our two most pressing challenges the housing shortage and homelessness. To meet our existing and future needs, LA must build almost 500,000 new units by 2029 and about half of those need to be affordable. DTLA 2040 is our chance to meaningfully address our housing and homelessness crises, but we must get it right. Specifically, I am asking that you advocate for the following practical recommendations to be included in DTLA 2040:

- \cdot Maximize inclusivity by making DTLA more welcoming and accessible for people of all backgrounds.
- · Promote sustainability by making DTLA the place to build new housing by transit.
- \cdot Support DTLA as a world-class destination by encouraging the hospitality industry's growth.

Maximize inclusivity

Skid Row has been the epicenter of homelessness in the United States and in our city. There has been a systematic pattern of disinvestment and socioeconomic segregation in Skid Row, and DTLA 2040 proposes to cement the current condition of Skid Row for at least the next two decades. DTLA 2040 treats Skid Row completely differently from any other neighborhood in DTLA or the city by imposing a blanket ban on mixed-income housing. DTLA 2040 can continue the strong housing protections for existing affordable housing in Skid Row and build on inclusionary zoning while allowing for a more economically and socially integrated neighborhood. We ask that you create an expansive inclusionary zoning requirement in Skid Row that requires more affordable housing and also allows for a mix of incomes.

Promote sustainability

DTLA 2040 expanded the area where housing can be built in downtown, but it did so with many regulations that are overly rigid and risks preventing housing growth near transit. If we are going to maximize sustainable growth that has the lowest impact on carbon emissions, we must change the approach to new housing in Historic Core, Chinatown, Arts District, and Fashion District. We ask that you increase the base FAR in these neighborhoods to support dense housing development by transit.

DTLA 2040 proposes to maintain Site Plan Review (SPR) and only increase it for some projects. SPR discourages dense development, which is contrary to fostering more housing near transit and walkable neighborhoods. We ask that you remove SPR in the DTLA 2040 plan area to encourage sustainable density.

As proposed, DTLA 2040 counts above-grade parking toward a project's FAR when it is within ¼ mile of a metro station. We understand this requirement is intended to discourage above-grade parking but believe it will have unintended consequences of reducing the amount of new housing that can be built, longer construction times, increased emissions and ultimately more expensive housing. We ask that counting above-grade parking toward FAR be removed and replaced with stringent design requirements including the ability to adopt parking to other uses in the future as market conditions change.

Support DTLA as a world-class destination

DTLA is a cultural gem that can create prosperity for small business owners, entrepreneurs, workers and the community who benefit from activated streets and sidewalks. DTLA 2040 can help by allowing new restaurants to offer beer and wine, instead of maintaining outdated regulations which will make our community less competitive with other areas that have the Restaurant Beverage Program (RBP). We ask that the RBP be implemented in all DTLA 2040 neighborhoods except Figueroa Terrace, Skid Row and the southernmost portion of the plan area where housing is not permitted.

neighborhoods for new hotels while banning them completely from other areas that allow new housing. This runs counter to our City's stated goal of increasing hotel rooms to support the LA Convention Center. We ask that you remove the unnecessary CUP requirement for hotels and to remove neighborhood hotel bans. Hotels are critical to DTLA's economy and should be encouraged.

We thank you for your consideration and strong partnership as we work together to ensure that DTLA 2040 supports DTLA's continued vibrancy and sustainability, and to implement meaningful, effective solutions to our housing shortage and homelessness crisis.

Sincerely, Patricia Dionaldo pdionaldo@msn.com

225 South Grand Avenue

Los Angeles, CA 90012 United States

Jonathan Markowitz

Postal Code:

Email Address: jnmarkowitz@gmail.com

Date of Submission: Mon, 10/03/2022 - 13:13

Submission Letter:

Mon, 10/03/2022 - 13:13

Emma Howard Council Districts 1 & 14 200 N. Spring Street Los Angeles, CA 90012

Re: DTLA 2040 Community Plan

Dear Emma Howard,

As a Downtown LA stakeholder, I will be impacted by the DTLA 2040 community plan. DTLA 2040 is critical for our city's future because it will establish the development standards for the heart of our city for the next two decades and can address our two most pressing challenges the housing shortage and homelessness. To meet our existing and future needs, LA must build almost 500,000 new units by 2029 and about half of those need to be affordable. DTLA 2040 is our chance to meaningfully address our housing and homelessness crises, but we must get it right. Specifically, I am asking that you advocate for the following practical recommendations to be included in DTLA 2040:

- \cdot Maximize inclusivity by making DTLA more welcoming and accessible for people of all backgrounds.
- · Promote sustainability by making DTLA the place to build new housing by transit.
- \cdot Support DTLA as a world-class destination by encouraging the hospitality industry's growth.

Maximize inclusivity

Skid Row has been the epicenter of homelessness in the United States and in our city. There has been a systematic pattern of disinvestment and socioeconomic segregation in Skid Row, and DTLA 2040 proposes to cement the current condition of Skid Row for at least the next two decades. DTLA 2040 treats Skid Row completely differently from any other neighborhood in DTLA or the city by imposing a blanket ban on mixed-income housing. DTLA 2040 can continue the strong housing protections for existing affordable housing in Skid Row and build on inclusionary zoning while allowing for a more economically and socially integrated neighborhood. We ask that you create an expansive inclusionary zoning requirement in Skid Row that requires more affordable housing and also allows for a mix of incomes.

Promote sustainability

DTLA 2040 expanded the area where housing can be built in downtown, but it did so with many regulations that are overly rigid and risks preventing housing growth near transit. If we are going to maximize sustainable growth that has the lowest impact on carbon emissions, we must change the approach to new housing in Historic Core, Chinatown, Arts District, and Fashion District. We ask that you increase the base FAR in these neighborhoods to support dense housing development by transit.

DTLA 2040 proposes to maintain Site Plan Review (SPR) and only increase it for some projects. SPR discourages dense development, which is contrary to fostering more housing near transit and walkable neighborhoods. We ask that you remove SPR in the DTLA 2040 plan area to encourage sustainable density.

As proposed, DTLA 2040 counts above-grade parking toward a project's FAR when it is within ¼ mile of a metro station. We understand this requirement is intended to discourage above-grade parking but believe it will have unintended consequences of reducing the amount of new housing that can be built, longer construction times, increased emissions and ultimately more expensive housing. We ask that counting above-grade parking toward FAR be removed and replaced with stringent design requirements including the ability to adopt parking to other uses in the future as market conditions change.

Support DTLA as a world-class destination

DTLA is a cultural gem that can create prosperity for small business owners, entrepreneurs, workers and the community who benefit from activated streets and sidewalks. DTLA 2040 can help by allowing new restaurants to offer beer and wine, instead of maintaining outdated regulations which will make our community less competitive with other areas that have the Restaurant Beverage Program (RBP). We ask that the RBP be implemented in all DTLA 2040 neighborhoods except Figueroa Terrace, Skid Row and the southernmost portion of the plan area where housing is not permitted.

neighborhoods for new hotels while banning them completely from other areas that allow new housing. This runs counter to our City's stated goal of increasing hotel rooms to support the LA Convention Center. We ask that you remove the unnecessary CUP requirement for hotels and to remove neighborhood hotel bans. Hotels are critical to DTLA's economy and should be encouraged.

We thank you for your consideration and strong partnership as we work together to ensure that DTLA 2040 supports DTLA's continued vibrancy and sustainability, and to implement meaningful, effective solutions to our housing shortage and homelessness crisis.

Sincerely, Jonathan Markowitz jnmarkowitz@gmail.com

600 West 9th Street Apt 1104

Los Angeles, CA 90015 United States

Robert Bradford

Postal Code:

Email Address: mixwiz@mac.com

Date of Submission: Mon, 10/03/2022 - 13:09

Submission Letter:

Mon, 10/03/2022 - 13:09

Emma Howard Council Districts 1 & 14 200 N. Spring Street Los Angeles, CA 90012

Re: DTLA 2040 Community Plan

Dear Emma Howard,

As a Downtown LA stakeholder, I will be impacted by the DTLA 2040 community plan. DTLA 2040 is critical for our city's future because it will establish the development standards for the heart of our city for the next two decades and can address our two most pressing challenges the housing shortage and homelessness. To meet our existing and future needs, LA must build almost 500,000 new units by 2029 and about half of those need to be affordable. DTLA 2040 is our chance to meaningfully address our housing and homelessness crises, but we must get it right. Specifically, I am asking that you advocate for the following practical recommendations to be included in DTLA 2040:

- \cdot Maximize inclusivity by making DTLA more welcoming and accessible for people of all backgrounds.
- · Promote sustainability by making DTLA the place to build new housing by transit.
- · Support DTLA as a world-class destination by encouraging the hospitality industry's growth.

Maximize inclusivity

Skid Row has been the epicenter of homelessness in the United States and in our city. There has been a systematic pattern of disinvestment and socioeconomic segregation in Skid Row, and DTLA 2040 proposes to cement the current condition of Skid Row for at least the next two decades. DTLA 2040 treats Skid Row completely differently from any other neighborhood in DTLA or the city by imposing a blanket ban on mixed-income housing. DTLA 2040 can continue the strong housing protections for existing affordable housing in Skid Row and build on inclusionary zoning while allowing for a more economically and socially integrated neighborhood. We ask that you create an expansive inclusionary zoning requirement in Skid Row that requires more affordable housing and also allows for a mix of incomes.

Promote sustainability

DTLA 2040 expanded the area where housing can be built in downtown, but it did so with many regulations that are overly rigid and risks preventing housing growth near transit. If we are going to maximize sustainable growth that has the lowest impact on carbon emissions, we must change the approach to new housing in Historic Core, Chinatown, Arts District, and Fashion District. We ask that you increase the base FAR in these neighborhoods to support dense housing development by transit.

DTLA 2040 proposes to maintain Site Plan Review (SPR) and only increase it for some projects. SPR discourages dense development, which is contrary to fostering more housing near transit and walkable neighborhoods. We ask that you remove SPR in the DTLA 2040 plan area to encourage sustainable density.

As proposed, DTLA 2040 counts above-grade parking toward a project's FAR when it is within ¼ mile of a metro station. We understand this requirement is intended to discourage above-grade parking but believe it will have unintended consequences of reducing the amount of new housing that can be built, longer construction times, increased emissions and ultimately more expensive housing. We ask that counting above-grade parking toward FAR be removed and replaced with stringent design requirements including the ability to adopt parking to other uses in the future as market conditions change.

Support DTLA as a world-class destination

DTLA is a cultural gem that can create prosperity for small business owners, entrepreneurs, workers and the community who benefit from activated streets and sidewalks. DTLA 2040 can help by allowing new restaurants to offer beer and wine, instead of maintaining outdated regulations which will make our community less competitive with other areas that have the Restaurant Beverage Program (RBP). We ask that the RBP be implemented in all DTLA 2040 neighborhoods except Figueroa Terrace, Skid Row and the southernmost portion of the plan area where housing is not permitted.

neighborhoods for new hotels while banning them completely from other areas that allow new housing. This runs counter to our City's stated goal of increasing hotel rooms to support the LA Convention Center. We ask that you remove the unnecessary CUP requirement for hotels and to remove neighborhood hotel bans. Hotels are critical to DTLA's economy and should be encouraged.

We thank you for your consideration and strong partnership as we work together to ensure that DTLA 2040 supports DTLA's continued vibrancy and sustainability, and to implement meaningful, effective solutions to our housing shortage and homelessness crisis.

Sincerely, Robert Bradford mixwiz@mac.com

501 S SPRING ST APT PENTHOUSE

LOS ANGELES, CA 90013 United States

Thomas Praderio

Postal Code:

Email Address: tom.praderio@gmail.com

Date of Submission: Mon, 10/03/2022 - 13:06

Submission Letter: Mon, 10/03/2022 - 13:06

Emma Howard Council Districts 1 & 14 200 N. Spring Street Los Angeles, CA 90012

Re: DTLA 2040 Community Plan

Dear Emma Howard,

As a Downtown LA stakeholder, I will be impacted by the DTLA 2040 community plan. DTLA 2040 is critical for our city's future because it will establish the development standards for the heart of our city for the next two decades and can address our two most pressing challenges the housing shortage and homelessness. To meet our existing and future needs, LA must build almost 500,000 new units by 2029 and about half of those need to be affordable. DTLA 2040 is our chance to meaningfully address our housing and homelessness crises, but we must get it right. Specifically, I am asking that you advocate for the following practical recommendations to be included in DTLA 2040:

- \cdot Maximize inclusivity by making DTLA more welcoming and accessible for people of all backgrounds.
- · Promote sustainability by making DTLA the place to build new housing by transit.
- \cdot Support DTLA as a world-class destination by encouraging the hospitality industry's growth.

Maximize inclusivity

Skid Row has been the epicenter of homelessness in the United States and in our city. There has been a systematic pattern of disinvestment and socioeconomic segregation in Skid Row, and DTLA 2040 proposes to cement the current condition of Skid Row for at least the next two decades. DTLA 2040 treats Skid Row completely differently from any other neighborhood in DTLA or the city by imposing a blanket ban on mixed-income housing. DTLA 2040 can continue the strong housing protections for existing affordable housing in Skid Row and build on inclusionary zoning while allowing for a more economically and socially integrated neighborhood. We ask that you create an expansive inclusionary zoning requirement in Skid Row that requires more affordable housing and also allows for a mix of incomes.

Promote sustainability

DTLA 2040 expanded the area where housing can be built in downtown, but it did so with many regulations that are overly rigid and risks preventing housing growth near transit. If we are going to maximize sustainable growth that has the lowest impact on carbon emissions, we must change the approach to new housing in Historic Core, Chinatown, Arts District, and Fashion District. We ask that you increase the base FAR in these neighborhoods to support dense housing development by transit.

DTLA 2040 proposes to maintain Site Plan Review (SPR) and only increase it for some projects. SPR discourages dense development, which is contrary to fostering more housing near transit and walkable neighborhoods. We ask that you remove SPR in the DTLA 2040 plan area to encourage sustainable density.

As proposed, DTLA 2040 counts above-grade parking toward a project's FAR when it is within ¼ mile of a metro station. We understand this requirement is intended to discourage above-grade parking but believe it will have unintended consequences of reducing the amount of new housing that can be built, longer construction times, increased emissions and ultimately more expensive housing. We ask that counting above-grade parking toward FAR be removed and replaced with stringent design requirements including the ability to adopt parking to other uses in the future as market conditions change.

Support DTLA as a world-class destination

DTLA is a cultural gem that can create prosperity for small business owners, entrepreneurs, workers and the community who benefit from activated streets and sidewalks. DTLA 2040 can help by allowing new restaurants to offer beer and wine, instead of maintaining outdated regulations which will make our community less competitive with other areas that have the Restaurant Beverage Program (RBP). We ask that the RBP be implemented in all DTLA 2040 neighborhoods except Figueroa Terrace, Skid Row and the southernmost portion of the plan area where housing is not permitted.

neighborhoods for new hotels while banning them completely from other areas that allow new housing. This runs counter to our City's stated goal of increasing hotel rooms to support the LA Convention Center. We ask that you remove the unnecessary CUP requirement for hotels and to remove neighborhood hotel bans. Hotels are critical to DTLA's economy and should be encouraged.

We thank you for your consideration and strong partnership as we work together to ensure that DTLA 2040 supports DTLA's continued vibrancy and sustainability, and to implement meaningful, effective solutions to our housing shortage and homelessness crisis.

Sincerely, Thomas Praderio tom.praderio@gmail.com

1245 Factory Place

Los Angeles, CA 90013 United States

Heidi Lothian

Postal Code:

Email Address: heidi.lothian@gmail.com

Date of Submission: Mon, 10/03/2022 - 13:03

Submission Letter:

Mon, 10/03/2022 - 13:03

Emma Howard Council Districts 1 & 14 200 N. Spring Street Los Angeles, CA 90012

Re: DTLA 2040 Community Plan

Dear Emma Howard,

As a Downtown LA stakeholder, I will be impacted by the DTLA 2040 community plan. DTLA 2040 is critical for our city's future because it will establish the development standards for the heart of our city for the next two decades and can address our two most pressing challenges the housing shortage and homelessness. To meet our existing and future needs, LA must build almost 500,000 new units by 2029 and about half of those need to be affordable. DTLA 2040 is our chance to meaningfully address our housing and homelessness crises, but we must get it right. Specifically, I am asking that you advocate for the following practical recommendations to be included in DTLA 2040:

- \cdot Maximize inclusivity by making DTLA more welcoming and accessible for people of all backgrounds.
- · Promote sustainability by making DTLA the place to build new housing by transit.
- \cdot Support DTLA as a world-class destination by encouraging the hospitality industry's growth.

Maximize inclusivity

Skid Row has been the epicenter of homelessness in the United States and in our city. There has been a systematic pattern of disinvestment and socioeconomic segregation in Skid Row, and DTLA 2040 proposes to cement the current condition of Skid Row for at least the next two decades. DTLA 2040 treats Skid Row completely differently from any other neighborhood in DTLA or the city by imposing a blanket ban on mixed-income housing. DTLA 2040 can continue the strong housing protections for existing affordable housing in Skid Row and build on inclusionary zoning while allowing for a more economically and socially integrated neighborhood. We ask that you create an expansive inclusionary zoning requirement in Skid Row that requires more affordable housing and also allows for a mix of incomes.

Promote sustainability

DTLA 2040 expanded the area where housing can be built in downtown, but it did so with many regulations that are overly rigid and risks preventing housing growth near transit. If we are going to maximize sustainable growth that has the lowest impact on carbon emissions, we must change the approach to new housing in Historic Core, Chinatown, Arts District, and Fashion District. We ask that you increase the base FAR in these neighborhoods to support dense housing development by transit.

DTLA 2040 proposes to maintain Site Plan Review (SPR) and only increase it for some projects. SPR discourages dense development, which is contrary to fostering more housing near transit and walkable neighborhoods. We ask that you remove SPR in the DTLA 2040 plan area to encourage sustainable density.

As proposed, DTLA 2040 counts above-grade parking toward a project's FAR when it is within ¼ mile of a metro station. We understand this requirement is intended to discourage above-grade parking but believe it will have unintended consequences of reducing the amount of new housing that can be built, longer construction times, increased emissions and ultimately more expensive housing. We ask that counting above-grade parking toward FAR be removed and replaced with stringent design requirements including the ability to adopt parking to other uses in the future as market conditions change.

Support DTLA as a world-class destination

DTLA is a cultural gem that can create prosperity for small business owners, entrepreneurs, workers and the community who benefit from activated streets and sidewalks. DTLA 2040 can help by allowing new restaurants to offer beer and wine, instead of maintaining outdated regulations which will make our community less competitive with other areas that have the Restaurant Beverage Program (RBP). We ask that the RBP be implemented in all DTLA 2040 neighborhoods except Figueroa Terrace, Skid Row and the southernmost portion of the plan area where housing is not permitted.

neighborhoods for new hotels while banning them completely from other areas that allow new housing. This runs counter to our City's stated goal of increasing hotel rooms to support the LA Convention Center. We ask that you remove the unnecessary CUP requirement for hotels and to remove neighborhood hotel bans. Hotels are critical to DTLA's economy and should be encouraged.

We thank you for your consideration and strong partnership as we work together to ensure that DTLA 2040 supports DTLA's continued vibrancy and sustainability, and to implement meaningful, effective solutions to our housing shortage and homelessness crisis.

Sincerely, Heidi Lothian heidi.lothian@gmail.com

416 S Spring Street

Los Angeles, CA 90013 United States

Remo Packer

Postal Code:

Email Address: remopacker@gmail.com

Date of Submission: Mon, 10/03/2022 - 12:59

Submission Letter:

Mon, 10/03/2022 - 12:59

Emma Howard Council Districts 1 & 14 200 N. Spring Street Los Angeles, CA 90012

Re: DTLA 2040 Community Plan

Dear Emma Howard,

As a Downtown LA stakeholder, I will be impacted by the DTLA 2040 community plan. DTLA 2040 is critical for our city's future because it will establish the development standards for the heart of our city for the next two decades and can address our two most pressing challenges the housing shortage and homelessness. To meet our existing and future needs, LA must build almost 500,000 new units by 2029 and about half of those need to be affordable. DTLA 2040 is our chance to meaningfully address our housing and homelessness crises, but we must get it right. Specifically, I am asking that you advocate for the following practical recommendations to be included in DTLA 2040:

- \cdot Maximize inclusivity by making DTLA more welcoming and accessible for people of all backgrounds.
- · Promote sustainability by making DTLA the place to build new housing by transit.
- \cdot Support DTLA as a world-class destination by encouraging the hospitality industry's growth.

Maximize inclusivity

Skid Row has been the epicenter of homelessness in the United States and in our city. There has been a systematic pattern of disinvestment and socioeconomic segregation in Skid Row, and DTLA 2040 proposes to cement the current condition of Skid Row for at least the next two decades. DTLA 2040 treats Skid Row completely differently from any other neighborhood in DTLA or the city by imposing a blanket ban on mixed-income housing. DTLA 2040 can continue the strong housing protections for existing affordable housing in Skid Row and build on inclusionary zoning while allowing for a more economically and socially integrated neighborhood. We ask that you create an expansive inclusionary zoning requirement in Skid Row that requires more affordable housing and also allows for a mix of incomes.

Promote sustainability

DTLA 2040 expanded the area where housing can be built in downtown, but it did so with many regulations that are overly rigid and risks preventing housing growth near transit. If we are going to maximize sustainable growth that has the lowest impact on carbon emissions, we must change the approach to new housing in Historic Core, Chinatown, Arts District, and Fashion District. We ask that you increase the base FAR in these neighborhoods to support dense housing development by transit.

DTLA 2040 proposes to maintain Site Plan Review (SPR) and only increase it for some projects. SPR discourages dense development, which is contrary to fostering more housing near transit and walkable neighborhoods. We ask that you remove SPR in the DTLA 2040 plan area to encourage sustainable density.

As proposed, DTLA 2040 counts above-grade parking toward a project's FAR when it is within ¼ mile of a metro station. We understand this requirement is intended to discourage above-grade parking but believe it will have unintended consequences of reducing the amount of new housing that can be built, longer construction times, increased emissions and ultimately more expensive housing. We ask that counting above-grade parking toward FAR be removed and replaced with stringent design requirements including the ability to adopt parking to other uses in the future as market conditions change.

Support DTLA as a world-class destination

DTLA is a cultural gem that can create prosperity for small business owners, entrepreneurs, workers and the community who benefit from activated streets and sidewalks. DTLA 2040 can help by allowing new restaurants to offer beer and wine, instead of maintaining outdated regulations which will make our community less competitive with other areas that have the Restaurant Beverage Program (RBP). We ask that the RBP be implemented in all DTLA 2040 neighborhoods except Figueroa Terrace, Skid Row and the southernmost portion of the plan area where housing is not permitted.

neighborhoods for new hotels while banning them completely from other areas that allow new housing. This runs counter to our City's stated goal of increasing hotel rooms to support the LA Convention Center. We ask that you remove the unnecessary CUP requirement for hotels and to remove neighborhood hotel bans. Hotels are critical to DTLA's economy and should be encouraged.

We thank you for your consideration and strong partnership as we work together to ensure that DTLA 2040 supports DTLA's continued vibrancy and sustainability, and to implement meaningful, effective solutions to our housing shortage and homelessness crisis.

Sincerely, Remo Packer remopacker@gmail.com

111 W 7TH ST

Los Angeles, CA 90014 United States

Daniel Palkovic

Postal Code:

Email Address: dpalkovic@gmail.com

Date of Submission: Mon, 10/03/2022 - 12:58

Submission Letter:

Mon, 10/03/2022 - 12:58

Emma Howard Council Districts 1 & 14 200 N. Spring Street Los Angeles, CA 90012

Re: DTLA 2040 Community Plan

Dear Emma Howard,

As a Downtown LA stakeholder, I will be impacted by the DTLA 2040 community plan. DTLA 2040 is critical for our city's future because it will establish the development standards for the heart of our city for the next two decades and can address our two most pressing challenges the housing shortage and homelessness. To meet our existing and future needs, LA must build almost 500,000 new units by 2029 and about half of those need to be affordable. DTLA 2040 is our chance to meaningfully address our housing and homelessness crises, but we must get it right. Specifically, I am asking that you advocate for the following practical recommendations to be included in DTLA 2040:

- \cdot Maximize inclusivity by making DTLA more welcoming and accessible for people of all backgrounds.
- · Promote sustainability by making DTLA the place to build new housing by transit.
- \cdot Support DTLA as a world-class destination by encouraging the hospitality industry's growth.

Maximize inclusivity

Skid Row has been the epicenter of homelessness in the United States and in our city. There has been a systematic pattern of disinvestment and socioeconomic segregation in Skid Row, and DTLA 2040 proposes to cement the current condition of Skid Row for at least the next two decades. DTLA 2040 treats Skid Row completely differently from any other neighborhood in DTLA or the city by imposing a blanket ban on mixed-income housing. DTLA 2040 can continue the strong housing protections for existing affordable housing in Skid Row and build on inclusionary zoning while allowing for a more economically and socially integrated neighborhood. We ask that you create an expansive inclusionary zoning requirement in Skid Row that requires more affordable housing and also allows for a mix of incomes.

Promote sustainability

DTLA 2040 expanded the area where housing can be built in downtown, but it did so with many regulations that are overly rigid and risks preventing housing growth near transit. If we are going to maximize sustainable growth that has the lowest impact on carbon emissions, we must change the approach to new housing in Historic Core, Chinatown, Arts District, and Fashion District. We ask that you increase the base FAR in these neighborhoods to support dense housing development by transit.

DTLA 2040 proposes to maintain Site Plan Review (SPR) and only increase it for some projects. SPR discourages dense development, which is contrary to fostering more housing near transit and walkable neighborhoods. We ask that you remove SPR in the DTLA 2040 plan area to encourage sustainable density.

As proposed, DTLA 2040 counts above-grade parking toward a project's FAR when it is within ¼ mile of a metro station. We understand this requirement is intended to discourage above-grade parking but believe it will have unintended consequences of reducing the amount of new housing that can be built, longer construction times, increased emissions and ultimately more expensive housing. We ask that counting above-grade parking toward FAR be removed and replaced with stringent design requirements including the ability to adopt parking to other uses in the future as market conditions change.

Support DTLA as a world-class destination

DTLA is a cultural gem that can create prosperity for small business owners, entrepreneurs, workers and the community who benefit from activated streets and sidewalks. DTLA 2040 can help by allowing new restaurants to offer beer and wine, instead of maintaining outdated regulations which will make our community less competitive with other areas that have the Restaurant Beverage Program (RBP). We ask that the RBP be implemented in all DTLA 2040 neighborhoods except Figueroa Terrace, Skid Row and the southernmost portion of the plan area where housing is not permitted.

neighborhoods for new hotels while banning them completely from other areas that allow new housing. This runs counter to our City's stated goal of increasing hotel rooms to support the LA Convention Center. We ask that you remove the unnecessary CUP requirement for hotels and to remove neighborhood hotel bans. Hotels are critical to DTLA's economy and should be encouraged.

We thank you for your consideration and strong partnership as we work together to ensure that DTLA 2040 supports DTLA's continued vibrancy and sustainability, and to implement meaningful, effective solutions to our housing shortage and homelessness crisis.

Sincerely, Daniel Palkovic dpalkovic@gmail.com

416 S SPRING ST

Los Angeles, CA 90013 United States

Media Moussavy

Postal Code:

Email Address: mediamoussavy@gmail.com

Date of Submission: Mon, 10/03/2022 - 12:56

Submission Letter: Mon, 10/03/2022 - 12:56

Emma Howard Council Districts 1 & 14 200 N. Spring Street Los Angeles, CA 90012

Re: DTLA 2040 Community Plan

Dear Emma Howard,

As a Downtown LA stakeholder, I will be impacted by the DTLA 2040 community plan. DTLA 2040 is critical for our city's future because it will establish the development standards for the heart of our city for the next two decades and can address our two most pressing challenges the housing shortage and homelessness. To meet our existing and future needs, LA must build almost 500,000 new units by 2029 and about half of those need to be affordable. DTLA 2040 is our chance to meaningfully address our housing and homelessness crises, but we must get it right. Specifically, I am asking that you advocate for the following practical recommendations to be included in DTLA 2040:

- \cdot Maximize inclusivity by making DTLA more welcoming and accessible for people of all backgrounds.
- · Promote sustainability by making DTLA the place to build new housing by transit.
- \cdot Support DTLA as a world-class destination by encouraging the hospitality industry's growth.

Maximize inclusivity

Skid Row has been the epicenter of homelessness in the United States and in our city. There has been a systematic pattern of disinvestment and socioeconomic segregation in Skid Row, and DTLA 2040 proposes to cement the current condition of Skid Row for at least the next two decades. DTLA 2040 treats Skid Row completely differently from any other neighborhood in DTLA or the city by imposing a blanket ban on mixed-income housing. DTLA 2040 can continue the strong housing protections for existing affordable housing in Skid Row and build on inclusionary zoning while allowing for a more economically and socially integrated neighborhood. We ask that you create an expansive inclusionary zoning requirement in Skid Row that requires more affordable housing and also allows for a mix of incomes.

Promote sustainability

DTLA 2040 expanded the area where housing can be built in downtown, but it did so with many regulations that are overly rigid and risks preventing housing growth near transit. If we are going to maximize sustainable growth that has the lowest impact on carbon emissions, we must change the approach to new housing in Historic Core, Chinatown, Arts District, and Fashion District. We ask that you increase the base FAR in these neighborhoods to support dense housing development by transit.

DTLA 2040 proposes to maintain Site Plan Review (SPR) and only increase it for some projects. SPR discourages dense development, which is contrary to fostering more housing near transit and walkable neighborhoods. We ask that you remove SPR in the DTLA 2040 plan area to encourage sustainable density.

As proposed, DTLA 2040 counts above-grade parking toward a project's FAR when it is within ¼ mile of a metro station. We understand this requirement is intended to discourage above-grade parking but believe it will have unintended consequences of reducing the amount of new housing that can be built, longer construction times, increased emissions and ultimately more expensive housing. We ask that counting above-grade parking toward FAR be removed and replaced with stringent design requirements including the ability to adopt parking to other uses in the future as market conditions change.

Support DTLA as a world-class destination

DTLA is a cultural gem that can create prosperity for small business owners, entrepreneurs, workers and the community who benefit from activated streets and sidewalks. DTLA 2040 can help by allowing new restaurants to offer beer and wine, instead of maintaining outdated regulations which will make our community less competitive with other areas that have the Restaurant Beverage Program (RBP). We ask that the RBP be implemented in all DTLA 2040 neighborhoods except Figueroa Terrace, Skid Row and the southernmost portion of the plan area where housing is not permitted.

neighborhoods for new hotels while banning them completely from other areas that allow new housing. This runs counter to our City's stated goal of increasing hotel rooms to support the LA Convention Center. We ask that you remove the unnecessary CUP requirement for hotels and to remove neighborhood hotel bans. Hotels are critical to DTLA's economy and should be encouraged.

We thank you for your consideration and strong partnership as we work together to ensure that DTLA 2040 supports DTLA's continued vibrancy and sustainability, and to implement meaningful, effective solutions to our housing shortage and homelessness crisis.

Sincerely, Media Moussavy mediamoussavy@gmail.com

801 S. Olive Street #1804

Los Angeles, CA 90014 United States

Jennifer Price

Postal Code:

Email Address: pricey54@gmail.com

Date of Submission: Mon, 10/03/2022 - 12:54

Submission Letter:

Mon, 10/03/2022 - 12:54

Emma Howard Council Districts 1 & 14 200 N. Spring Street Los Angeles, CA 90012

Re: DTLA 2040 Community Plan

Dear Emma Howard,

As a Downtown LA stakeholder, I will be impacted by the DTLA 2040 community plan. DTLA 2040 is critical for our city's future because it will establish the development standards for the heart of our city for the next two decades and can address our two most pressing challenges the housing shortage and homelessness. To meet our existing and future needs, LA must build almost 500,000 new units by 2029 and about half of those need to be affordable. DTLA 2040 is our chance to meaningfully address our housing and homelessness crises, but we must get it right. Specifically, I am asking that you advocate for the following practical recommendations to be included in DTLA 2040:

- \cdot Maximize inclusivity by making DTLA more welcoming and accessible for people of all backgrounds.
- · Promote sustainability by making DTLA the place to build new housing by transit.
- \cdot Support DTLA as a world-class destination by encouraging the hospitality industry's growth.

Maximize inclusivity

Skid Row has been the epicenter of homelessness in the United States and in our city. There has been a systematic pattern of disinvestment and socioeconomic segregation in Skid Row, and DTLA 2040 proposes to cement the current condition of Skid Row for at least the next two decades. DTLA 2040 treats Skid Row completely differently from any other neighborhood in DTLA or the city by imposing a blanket ban on mixed-income housing. DTLA 2040 can continue the strong housing protections for existing affordable housing in Skid Row and build on inclusionary zoning while allowing for a more economically and socially integrated neighborhood. We ask that you create an expansive inclusionary zoning requirement in Skid Row that requires more affordable housing and also allows for a mix of incomes.

Promote sustainability

DTLA 2040 expanded the area where housing can be built in downtown, but it did so with many regulations that are overly rigid and risks preventing housing growth near transit. If we are going to maximize sustainable growth that has the lowest impact on carbon emissions, we must change the approach to new housing in Historic Core, Chinatown, Arts District, and Fashion District. We ask that you increase the base FAR in these neighborhoods to support dense housing development by transit.

DTLA 2040 proposes to maintain Site Plan Review (SPR) and only increase it for some projects. SPR discourages dense development, which is contrary to fostering more housing near transit and walkable neighborhoods. We ask that you remove SPR in the DTLA 2040 plan area to encourage sustainable density.

As proposed, DTLA 2040 counts above-grade parking toward a project's FAR when it is within ¼ mile of a metro station. We understand this requirement is intended to discourage above-grade parking but believe it will have unintended consequences of reducing the amount of new housing that can be built, longer construction times, increased emissions and ultimately more expensive housing. We ask that counting above-grade parking toward FAR be removed and replaced with stringent design requirements including the ability to adopt parking to other uses in the future as market conditions change.

Support DTLA as a world-class destination

DTLA is a cultural gem that can create prosperity for small business owners, entrepreneurs, workers and the community who benefit from activated streets and sidewalks. DTLA 2040 can help by allowing new restaurants to offer beer and wine, instead of maintaining outdated regulations which will make our community less competitive with other areas that have the Restaurant Beverage Program (RBP). We ask that the RBP be implemented in all DTLA 2040 neighborhoods except Figueroa Terrace, Skid Row and the southernmost portion of the plan area where housing is not permitted.

neighborhoods for new hotels while banning them completely from other areas that allow new housing. This runs counter to our City's stated goal of increasing hotel rooms to support the LA Convention Center. We ask that you remove the unnecessary CUP requirement for hotels and to remove neighborhood hotel bans. Hotels are critical to DTLA's economy and should be encouraged.

We thank you for your consideration and strong partnership as we work together to ensure that DTLA 2040 supports DTLA's continued vibrancy and sustainability, and to implement meaningful, effective solutions to our housing shortage and homelessness crisis.

Sincerely, Jennifer Price pricey54@gmail.com

416 S Spring St, Apt 909

Los Angeles, CA 90013 United States

Christian Najera

Postal Code:

Email Address: cnajera16@aol.com

Date of Submission: Mon, 10/03/2022 - 12:51

Submission Letter: Mon, 10/03/2022 - 12:51

Emma Howard Council Districts 1 & 14 200 N. Spring Street Los Angeles, CA 90012

Re: DTLA 2040 Community Plan

Dear Emma Howard,

As a Downtown LA stakeholder, I will be impacted by the DTLA 2040 community plan. DTLA 2040 is critical for our city's future because it will establish the development standards for the heart of our city for the next two decades and can address our two most pressing challenges the housing shortage and homelessness. To meet our existing and future needs, LA must build almost 500,000 new units by 2029 and about half of those need to be affordable. DTLA 2040 is our chance to meaningfully address our housing and homelessness crises, but we must get it right. Specifically, I am asking that you advocate for the following practical recommendations to be included in DTLA 2040:

- \cdot Maximize inclusivity by making DTLA more welcoming and accessible for people of all backgrounds.
- · Promote sustainability by making DTLA the place to build new housing by transit.
- \cdot Support DTLA as a world-class destination by encouraging the hospitality industry's growth.

Maximize inclusivity

Skid Row has been the epicenter of homelessness in the United States and in our city. There has been a systematic pattern of disinvestment and socioeconomic segregation in Skid Row, and DTLA 2040 proposes to cement the current condition of Skid Row for at least the next two decades. DTLA 2040 treats Skid Row completely differently from any other neighborhood in DTLA or the city by imposing a blanket ban on mixed-income housing. DTLA 2040 can continue the strong housing protections for existing affordable housing in Skid Row and build on inclusionary zoning while allowing for a more economically and socially integrated neighborhood. We ask that you create an expansive inclusionary zoning requirement in Skid Row that requires more affordable housing and also allows for a mix of incomes.

Promote sustainability

DTLA 2040 expanded the area where housing can be built in downtown, but it did so with many regulations that are overly rigid and risks preventing housing growth near transit. If we are going to maximize sustainable growth that has the lowest impact on carbon emissions, we must change the approach to new housing in Historic Core, Chinatown, Arts District, and Fashion District. We ask that you increase the base FAR in these neighborhoods to support dense housing development by transit.

DTLA 2040 proposes to maintain Site Plan Review (SPR) and only increase it for some projects. SPR discourages dense development, which is contrary to fostering more housing near transit and walkable neighborhoods. We ask that you remove SPR in the DTLA 2040 plan area to encourage sustainable density.

As proposed, DTLA 2040 counts above-grade parking toward a project's FAR when it is within ¼ mile of a metro station. We understand this requirement is intended to discourage above-grade parking but believe it will have unintended consequences of reducing the amount of new housing that can be built, longer construction times, increased emissions and ultimately more expensive housing. We ask that counting above-grade parking toward FAR be removed and replaced with stringent design requirements including the ability to adopt parking to other uses in the future as market conditions change.

Support DTLA as a world-class destination

DTLA is a cultural gem that can create prosperity for small business owners, entrepreneurs, workers and the community who benefit from activated streets and sidewalks. DTLA 2040 can help by allowing new restaurants to offer beer and wine, instead of maintaining outdated regulations which will make our community less competitive with other areas that have the Restaurant Beverage Program (RBP). We ask that the RBP be implemented in all DTLA 2040 neighborhoods except Figueroa Terrace, Skid Row and the southernmost portion of the plan area where housing is not permitted.

neighborhoods for new hotels while banning them completely from other areas that allow new housing. This runs counter to our City's stated goal of increasing hotel rooms to support the LA Convention Center. We ask that you remove the unnecessary CUP requirement for hotels and to remove neighborhood hotel bans. Hotels are critical to DTLA's economy and should be encouraged.

We thank you for your consideration and strong partnership as we work together to ensure that DTLA 2040 supports DTLA's continued vibrancy and sustainability, and to implement meaningful, effective solutions to our housing shortage and homelessness crisis.

Sincerely, Christian Najera cnajera16@aol.com

427 W. 5th St.,

Los Angeles, CA 90013 United States

Chris Pacetti

Postal Code:

Email Address: chris pacetti@hotmail.com

Date of Submission: Mon, 10/03/2022 - 12:48

Submission Letter: Mon, 10/03/2022 - 12:48

Emma Howard Council Districts 1 & 14 200 N. Spring Street Los Angeles, CA 90012

Re: DTLA 2040 Community Plan

Dear Emma Howard,

As a Downtown LA stakeholder, I will be impacted by the DTLA 2040 community plan. DTLA 2040 is critical for our city's future because it will establish the development standards for the heart of our city for the next two decades and can address our two most pressing challenges the housing shortage and homelessness. To meet our existing and future needs, LA must build almost 500,000 new units by 2029 and about half of those need to be affordable. DTLA 2040 is our chance to meaningfully address our housing and homelessness crises, but we must get it right. Specifically, I am asking that you advocate for the following practical recommendations to be included in DTLA 2040:

- \cdot Maximize inclusivity by making DTLA more welcoming and accessible for people of all backgrounds.
- · Promote sustainability by making DTLA the place to build new housing by transit.
- \cdot Support DTLA as a world-class destination by encouraging the hospitality industry's growth.

Maximize inclusivity

Skid Row has been the epicenter of homelessness in the United States and in our city. There has been a systematic pattern of disinvestment and socioeconomic segregation in Skid Row, and DTLA 2040 proposes to cement the current condition of Skid Row for at least the next two decades. DTLA 2040 treats Skid Row completely differently from any other neighborhood in DTLA or the city by imposing a blanket ban on mixed-income housing. DTLA 2040 can continue the strong housing protections for existing affordable housing in Skid Row and build on inclusionary zoning while allowing for a more economically and socially integrated neighborhood. We ask that you create an expansive inclusionary zoning requirement in Skid Row that requires more affordable housing and also allows for a mix of incomes.

Promote sustainability

DTLA 2040 expanded the area where housing can be built in downtown, but it did so with many regulations that are overly rigid and risks preventing housing growth near transit. If we are going to maximize sustainable growth that has the lowest impact on carbon emissions, we must change the approach to new housing in Historic Core, Chinatown, Arts District, and Fashion District. We ask that you increase the base FAR in these neighborhoods to support dense housing development by transit.

DTLA 2040 proposes to maintain Site Plan Review (SPR) and only increase it for some projects. SPR discourages dense development, which is contrary to fostering more housing near transit and walkable neighborhoods. We ask that you remove SPR in the DTLA 2040 plan area to encourage sustainable density.

As proposed, DTLA 2040 counts above-grade parking toward a project's FAR when it is within ¼ mile of a metro station. We understand this requirement is intended to discourage above-grade parking but believe it will have unintended consequences of reducing the amount of new housing that can be built, longer construction times, increased emissions and ultimately more expensive housing. We ask that counting above-grade parking toward FAR be removed and replaced with stringent design requirements including the ability to adopt parking to other uses in the future as market conditions change.

Support DTLA as a world-class destination

DTLA is a cultural gem that can create prosperity for small business owners, entrepreneurs, workers and the community who benefit from activated streets and sidewalks. DTLA 2040 can help by allowing new restaurants to offer beer and wine, instead of maintaining outdated regulations which will make our community less competitive with other areas that have the Restaurant Beverage Program (RBP). We ask that the RBP be implemented in all DTLA 2040 neighborhoods except Figueroa Terrace, Skid Row and the southernmost portion of the plan area where housing is not permitted.

neighborhoods for new hotels while banning them completely from other areas that allow new housing. This runs counter to our City's stated goal of increasing hotel rooms to support the LA Convention Center. We ask that you remove the unnecessary CUP requirement for hotels and to remove neighborhood hotel bans. Hotels are critical to DTLA's economy and should be encouraged.

We thank you for your consideration and strong partnership as we work together to ensure that DTLA 2040 supports DTLA's continued vibrancy and sustainability, and to implement meaningful, effective solutions to our housing shortage and homelessness crisis.

Sincerely, Chris Pacetti chris_pacetti@hotmail.com

416 S Spring St Apt 509

Los Angeles, CA 90013 United States

Boyd Hobbs

Postal Code:

Email Address: boyd@boydhobbs.com

Date of Submission: Mon, 10/03/2022 - 12:47

Submission Letter: Mon, 10/03/2022 - 12:47

Emma Howard Council Districts 1 & 14 200 N. Spring Street Los Angeles, CA 90012

Re: DTLA 2040 Community Plan

Dear Emma Howard,

As a Downtown LA stakeholder, I will be impacted by the DTLA 2040 community plan. DTLA 2040 is critical for our city's future because it will establish the development standards for the heart of our city for the next two decades and can address our two most pressing challenges the housing shortage and homelessness. To meet our existing and future needs, LA must build almost 500,000 new units by 2029 and about half of those need to be affordable. DTLA 2040 is our chance to meaningfully address our housing and homelessness crises, but we must get it right. Specifically, I am asking that you advocate for the following practical recommendations to be included in DTLA 2040:

- \cdot Maximize inclusivity by making DTLA more welcoming and accessible for people of all backgrounds.
- · Promote sustainability by making DTLA the place to build new housing by transit.
- \cdot Support DTLA as a world-class destination by encouraging the hospitality industry's growth.

Maximize inclusivity

Skid Row has been the epicenter of homelessness in the United States and in our city. There has been a systematic pattern of disinvestment and socioeconomic segregation in Skid Row, and DTLA 2040 proposes to cement the current condition of Skid Row for at least the next two decades. DTLA 2040 treats Skid Row completely differently from any other neighborhood in DTLA or the city by imposing a blanket ban on mixed-income housing. DTLA 2040 can continue the strong housing protections for existing affordable housing in Skid Row and build on inclusionary zoning while allowing for a more economically and socially integrated neighborhood. We ask that you create an expansive inclusionary zoning requirement in Skid Row that requires more affordable housing and also allows for a mix of incomes.

Promote sustainability

DTLA 2040 expanded the area where housing can be built in downtown, but it did so with many regulations that are overly rigid and risks preventing housing growth near transit. If we are going to maximize sustainable growth that has the lowest impact on carbon emissions, we must change the approach to new housing in Historic Core, Chinatown, Arts District, and Fashion District. We ask that you increase the base FAR in these neighborhoods to support dense housing development by transit.

DTLA 2040 proposes to maintain Site Plan Review (SPR) and only increase it for some projects. SPR discourages dense development, which is contrary to fostering more housing near transit and walkable neighborhoods. We ask that you remove SPR in the DTLA 2040 plan area to encourage sustainable density.

As proposed, DTLA 2040 counts above-grade parking toward a project's FAR when it is within ¼ mile of a metro station. We understand this requirement is intended to discourage above-grade parking but believe it will have unintended consequences of reducing the amount of new housing that can be built, longer construction times, increased emissions and ultimately more expensive housing. We ask that counting above-grade parking toward FAR be removed and replaced with stringent design requirements including the ability to adopt parking to other uses in the future as market conditions change.

Support DTLA as a world-class destination

DTLA is a cultural gem that can create prosperity for small business owners, entrepreneurs, workers and the community who benefit from activated streets and sidewalks. DTLA 2040 can help by allowing new restaurants to offer beer and wine, instead of maintaining outdated regulations which will make our community less competitive with other areas that have the Restaurant Beverage Program (RBP). We ask that the RBP be implemented in all DTLA 2040 neighborhoods except Figueroa Terrace, Skid Row and the southernmost portion of the plan area where housing is not permitted.

neighborhoods for new hotels while banning them completely from other areas that allow new housing. This runs counter to our City's stated goal of increasing hotel rooms to support the LA Convention Center. We ask that you remove the unnecessary CUP requirement for hotels and to remove neighborhood hotel bans. Hotels are critical to DTLA's economy and should be encouraged.

We thank you for your consideration and strong partnership as we work together to ensure that DTLA 2040 supports DTLA's continued vibrancy and sustainability, and to implement meaningful, effective solutions to our housing shortage and homelessness crisis.

Sincerely, Boyd Hobbs boyd@boydhobbs.com

416 S Spring St, 1106

Los Angeles, CA 90013 United States

Rvan Holman

Postal Code:

Email Address: rein-oldies.0x@icloud.com

Date of Submission: Mon, 10/03/2022 - 12:47

Submission Letter: Mon, 10/03/2022 - 12:47

Emma Howard Council Districts 1 & 14 200 N. Spring Street Los Angeles, CA 90012

Re: DTLA 2040 Community Plan

Dear Emma Howard,

As a Downtown LA stakeholder, I will be impacted by the DTLA 2040 community plan. DTLA 2040 is critical for our city's future because it will establish the development standards for the heart of our city for the next two decades and can address our two most pressing challenges the housing shortage and homelessness. To meet our existing and future needs, LA must build almost 500,000 new units by 2029 and about half of those need to be affordable. DTLA 2040 is our chance to meaningfully address our housing and homelessness crises, but we must get it right. Specifically, I am asking that you advocate for the following practical recommendations to be included in DTLA 2040:

- \cdot Maximize inclusivity by making DTLA more welcoming and accessible for people of all backgrounds.
- · Promote sustainability by making DTLA the place to build new housing by transit.
- \cdot Support DTLA as a world-class destination by encouraging the hospitality industry's growth.

Maximize inclusivity

Skid Row has been the epicenter of homelessness in the United States and in our city. There has been a systematic pattern of disinvestment and socioeconomic segregation in Skid Row, and DTLA 2040 proposes to cement the current condition of Skid Row for at least the next two decades. DTLA 2040 treats Skid Row completely differently from any other neighborhood in DTLA or the city by imposing a blanket ban on mixed-income housing. DTLA 2040 can continue the strong housing protections for existing affordable housing in Skid Row and build on inclusionary zoning while allowing for a more economically and socially integrated neighborhood. We ask that you create an expansive inclusionary zoning requirement in Skid Row that requires more affordable housing and also allows for a mix of incomes.

Promote sustainability

DTLA 2040 expanded the area where housing can be built in downtown, but it did so with many regulations that are overly rigid and risks preventing housing growth near transit. If we are going to maximize sustainable growth that has the lowest impact on carbon emissions, we must change the approach to new housing in Historic Core, Chinatown, Arts District, and Fashion District. We ask that you increase the base FAR in these neighborhoods to support dense housing development by transit.

DTLA 2040 proposes to maintain Site Plan Review (SPR) and only increase it for some projects. SPR discourages dense development, which is contrary to fostering more housing near transit and walkable neighborhoods. We ask that you remove SPR in the DTLA 2040 plan area to encourage sustainable density.

As proposed, DTLA 2040 counts above-grade parking toward a project's FAR when it is within ¼ mile of a metro station. We understand this requirement is intended to discourage above-grade parking but believe it will have unintended consequences of reducing the amount of new housing that can be built, longer construction times, increased emissions and ultimately more expensive housing. We ask that counting above-grade parking toward FAR be removed and replaced with stringent design requirements including the ability to adopt parking to other uses in the future as market conditions change.

Support DTLA as a world-class destination

DTLA is a cultural gem that can create prosperity for small business owners, entrepreneurs, workers and the community who benefit from activated streets and sidewalks. DTLA 2040 can help by allowing new restaurants to offer beer and wine, instead of maintaining outdated regulations which will make our community less competitive with other areas that have the Restaurant Beverage Program (RBP). We ask that the RBP be implemented in all DTLA 2040 neighborhoods except Figueroa Terrace, Skid Row and the southernmost portion of the plan area where housing is not permitted.

neighborhoods for new hotels while banning them completely from other areas that allow new housing. This runs counter to our City's stated goal of increasing hotel rooms to support the LA Convention Center. We ask that you remove the unnecessary CUP requirement for hotels and to remove neighborhood hotel bans. Hotels are critical to DTLA's economy and should be encouraged.

We thank you for your consideration and strong partnership as we work together to ensure that DTLA 2040 supports DTLA's continued vibrancy and sustainability, and to implement meaningful, effective solutions to our housing shortage and homelessness crisis.

Sincerely, Ryan Holman rein-oldies.0x@icloud.com

732 s spring street

Los Angeles, CA 90014 United States

Fred Emmer

Postal Code:

Email Address: fred.h.emmer@gmail.com

Date of Submission: Mon, 10/03/2022 - 12:46

Submission Letter:

Mon, 10/03/2022 - 12:46

Emma Howard Council Districts 1 & 14 200 N. Spring Street Los Angeles, CA 90012

Re: DTLA 2040 Community Plan

Dear Emma Howard,

As a Downtown LA stakeholder, I will be impacted by the DTLA 2040 community plan. DTLA 2040 is critical for our city's future because it will establish the development standards for the heart of our city for the next two decades and can address our two most pressing challenges the housing shortage and homelessness. To meet our existing and future needs, LA must build almost 500,000 new units by 2029 and about half of those need to be affordable. DTLA 2040 is our chance to meaningfully address our housing and homelessness crises, but we must get it right. Specifically, I am asking that you advocate for the following practical recommendations to be included in DTLA 2040:

- \cdot Maximize inclusivity by making DTLA more welcoming and accessible for people of all backgrounds.
- · Promote sustainability by making DTLA the place to build new housing by transit.
- \cdot Support DTLA as a world-class destination by encouraging the hospitality industry's growth.

Maximize inclusivity

Skid Row has been the epicenter of homelessness in the United States and in our city. There has been a systematic pattern of disinvestment and socioeconomic segregation in Skid Row, and DTLA 2040 proposes to cement the current condition of Skid Row for at least the next two decades. DTLA 2040 treats Skid Row completely differently from any other neighborhood in DTLA or the city by imposing a blanket ban on mixed-income housing. DTLA 2040 can continue the strong housing protections for existing affordable housing in Skid Row and build on inclusionary zoning while allowing for a more economically and socially integrated neighborhood. We ask that you create an expansive inclusionary zoning requirement in Skid Row that requires more affordable housing and also allows for a mix of incomes.

Promote sustainability

DTLA 2040 expanded the area where housing can be built in downtown, but it did so with many regulations that are overly rigid and risks preventing housing growth near transit. If we are going to maximize sustainable growth that has the lowest impact on carbon emissions, we must change the approach to new housing in Historic Core, Chinatown, Arts District, and Fashion District. We ask that you increase the base FAR in these neighborhoods to support dense housing development by transit.

DTLA 2040 proposes to maintain Site Plan Review (SPR) and only increase it for some projects. SPR discourages dense development, which is contrary to fostering more housing near transit and walkable neighborhoods. We ask that you remove SPR in the DTLA 2040 plan area to encourage sustainable density.

As proposed, DTLA 2040 counts above-grade parking toward a project's FAR when it is within ¼ mile of a metro station. We understand this requirement is intended to discourage above-grade parking but believe it will have unintended consequences of reducing the amount of new housing that can be built, longer construction times, increased emissions and ultimately more expensive housing. We ask that counting above-grade parking toward FAR be removed and replaced with stringent design requirements including the ability to adopt parking to other uses in the future as market conditions change.

Support DTLA as a world-class destination

DTLA is a cultural gem that can create prosperity for small business owners, entrepreneurs, workers and the community who benefit from activated streets and sidewalks. DTLA 2040 can help by allowing new restaurants to offer beer and wine, instead of maintaining outdated regulations which will make our community less competitive with other areas that have the Restaurant Beverage Program (RBP). We ask that the RBP be implemented in all DTLA 2040 neighborhoods except Figueroa Terrace, Skid Row and the southernmost portion of the plan area where housing is not permitted.

neighborhoods for new hotels while banning them completely from other areas that allow new housing. This runs counter to our City's stated goal of increasing hotel rooms to support the LA Convention Center. We ask that you remove the unnecessary CUP requirement for hotels and to remove neighborhood hotel bans. Hotels are critical to DTLA's economy and should be encouraged.

We thank you for your consideration and strong partnership as we work together to ensure that DTLA 2040 supports DTLA's continued vibrancy and sustainability, and to implement meaningful, effective solutions to our housing shortage and homelessness crisis.

Sincerely, Fred Emmer fred.h.emmer@gmail.com

18641 Ingomar Street

Reseda, CA 91335 United States

Monica Gonzales

Postal Code:

Email Address: mgdtla25@yahoo.com

Date of Submission: Mon, 10/03/2022 - 12:44

Submission Letter: Mon. 10/03/2022 - 12:44

Emma Howard Council Districts 1 & 14 200 N. Spring Street Los Angeles, CA 90012

Re: DTLA 2040 Community Plan

Dear Emma Howard,

As a Downtown LA stakeholder, I will be impacted by the DTLA 2040 community plan. DTLA 2040 is critical for our city's future because it will establish the development standards for the heart of our city for the next two decades and can address our two most pressing challenges the housing shortage and homelessness. To meet our existing and future needs, LA must build almost 500,000 new units by 2029 and about half of those need to be affordable. DTLA 2040 is our chance to meaningfully address our housing and homelessness crises, but we must get it right. Specifically, I am asking that you advocate for the following practical recommendations to be included in DTLA 2040:

- \cdot Maximize inclusivity by making DTLA more welcoming and accessible for people of all backgrounds.
- · Promote sustainability by making DTLA the place to build new housing by transit.
- · Support DTLA as a world-class destination by encouraging the hospitality industry's growth.

Maximize inclusivity

Skid Row has been the epicenter of homelessness in the United States and in our city. There has been a systematic pattern of disinvestment and socioeconomic segregation in Skid Row, and DTLA 2040 proposes to cement the current condition of Skid Row for at least the next two decades. DTLA 2040 treats Skid Row completely differently from any other neighborhood in DTLA or the city by imposing a blanket ban on mixed-income housing. DTLA 2040 can continue the strong housing protections for existing affordable housing in Skid Row and build on inclusionary zoning while allowing for a more economically and socially integrated neighborhood. We ask that you create an expansive inclusionary zoning requirement in Skid Row that requires more affordable housing and also allows for a mix of incomes.

Promote sustainability

DTLA 2040 expanded the area where housing can be built in downtown, but it did so with many regulations that are overly rigid and risks preventing housing growth near transit. If we are going to maximize sustainable growth that has the lowest impact on carbon emissions, we must change the approach to new housing in Historic Core, Chinatown, Arts District, and Fashion District. We ask that you increase the base FAR in these neighborhoods to support dense housing development by transit.

DTLA 2040 proposes to maintain Site Plan Review (SPR) and only increase it for some projects. SPR discourages dense development, which is contrary to fostering more housing near transit and walkable neighborhoods. We ask that you remove SPR in the DTLA 2040 plan area to encourage sustainable density.

As proposed, DTLA 2040 counts above-grade parking toward a project's FAR when it is within ¼ mile of a metro station. We understand this requirement is intended to discourage above-grade parking but believe it will have unintended consequences of reducing the amount of new housing that can be built, longer construction times, increased emissions and ultimately more expensive housing. We ask that counting above-grade parking toward FAR be removed and replaced with stringent design requirements including the ability to adopt parking to other uses in the future as market conditions change.

Support DTLA as a world-class destination

DTLA is a cultural gem that can create prosperity for small business owners, entrepreneurs, workers and the community who benefit from activated streets and sidewalks. DTLA 2040 can help by allowing new restaurants to offer beer and wine, instead of maintaining outdated regulations which will make our community less competitive with other areas that have the Restaurant Beverage Program (RBP). We ask that the RBP be implemented in all DTLA 2040 neighborhoods except Figueroa Terrace, Skid Row and the southernmost portion of the plan area where housing is not permitted.

neighborhoods for new hotels while banning them completely from other areas that allow new housing. This runs counter to our City's stated goal of increasing hotel rooms to support the LA Convention Center. We ask that you remove the unnecessary CUP requirement for hotels and to remove neighborhood hotel bans. Hotels are critical to DTLA's economy and should be encouraged.

We thank you for your consideration and strong partnership as we work together to ensure that DTLA 2040 supports DTLA's continued vibrancy and sustainability, and to implement meaningful, effective solutions to our housing shortage and homelessness crisis.

Sincerely, Monica Gonzales mgdtla25@yahoo.com

645 West 9th Street

Los Angeles, CA 90015 United States

Daniel Turner-Lloveras

Postal Code:

Email Address: djtl@saludcontech.com

Date of Submission: Mon, 10/03/2022 - 12:35

Submission Letter: Mon, 10/03/2022 - 12:35

Emma Howard Council Districts 1 & 14 200 N. Spring Street Los Angeles, CA 90012

Re: DTLA 2040 Community Plan

Dear Emma Howard,

As a Downtown LA stakeholder, I will be impacted by the DTLA 2040 community plan. DTLA 2040 is critical for our city's future because it will establish the development standards for the heart of our city for the next two decades and can address our two most pressing challenges the housing shortage and homelessness. To meet our existing and future needs, LA must build almost 500,000 new units by 2029 and about half of those need to be affordable. DTLA 2040 is our chance to meaningfully address our housing and homelessness crises, but we must get it right. Specifically, I am asking that you advocate for the following practical recommendations to be included in DTLA 2040:

- \cdot Maximize inclusivity by making DTLA more welcoming and accessible for people of all backgrounds.
- · Promote sustainability by making DTLA the place to build new housing by transit.
- · Support DTLA as a world-class destination by encouraging the hospitality industry's growth.

Maximize inclusivity

Skid Row has been the epicenter of homelessness in the United States and in our city. There has been a systematic pattern of disinvestment and socioeconomic segregation in Skid Row, and DTLA 2040 proposes to cement the current condition of Skid Row for at least the next two decades. DTLA 2040 treats Skid Row completely differently from any other neighborhood in DTLA or the city by imposing a blanket ban on mixed-income housing. DTLA 2040 can continue the strong housing protections for existing affordable housing in Skid Row and build on inclusionary zoning while allowing for a more economically and socially integrated neighborhood. We ask that you create an expansive inclusionary zoning requirement in Skid Row that requires more affordable housing and also allows for a mix of incomes.

Promote sustainability

DTLA 2040 expanded the area where housing can be built in downtown, but it did so with many regulations that are overly rigid and risks preventing housing growth near transit. If we are going to maximize sustainable growth that has the lowest impact on carbon emissions, we must change the approach to new housing in Historic Core, Chinatown, Arts District, and Fashion District. We ask that you increase the base FAR in these neighborhoods to support dense housing development by transit.

DTLA 2040 proposes to maintain Site Plan Review (SPR) and only increase it for some projects. SPR discourages dense development, which is contrary to fostering more housing near transit and walkable neighborhoods. We ask that you remove SPR in the DTLA 2040 plan area to encourage sustainable density.

As proposed, DTLA 2040 counts above-grade parking toward a project's FAR when it is within ¼ mile of a metro station. We understand this requirement is intended to discourage above-grade parking but believe it will have unintended consequences of reducing the amount of new housing that can be built, longer construction times, increased emissions and ultimately more expensive housing. We ask that counting above-grade parking toward FAR be removed and replaced with stringent design requirements including the ability to adopt parking to other uses in the future as market conditions change.

Support DTLA as a world-class destination

DTLA is a cultural gem that can create prosperity for small business owners, entrepreneurs, workers and the community who benefit from activated streets and sidewalks. DTLA 2040 can help by allowing new restaurants to offer beer and wine, instead of maintaining outdated regulations which will make our community less competitive with other areas that have the Restaurant Beverage Program (RBP). We ask that the RBP be implemented in all DTLA 2040 neighborhoods except Figueroa Terrace, Skid Row and the southernmost portion of the plan area where housing is not permitted.

neighborhoods for new hotels while banning them completely from other areas that allow new housing. This runs counter to our City's stated goal of increasing hotel rooms to support the LA Convention Center. We ask that you remove the unnecessary CUP requirement for hotels and to remove neighborhood hotel bans. Hotels are critical to DTLA's economy and should be encouraged.

We thank you for your consideration and strong partnership as we work together to ensure that DTLA 2040 supports DTLA's continued vibrancy and sustainability, and to implement meaningful, effective solutions to our housing shortage and homelessness crisis.

Sincerely, Daniel Turner-Lloveras djtl@saludcontech.com

555 12th Street

Oakland, CA 94607 United States

Michelle Buhler

Postal Code:

Email Address: mjbuhler@icloud.com

Date of Submission: Mon, 10/03/2022 - 12:27

Submission Letter:

Mon, 10/03/2022 - 12:27

Emma Howard Council Districts 1 & 14 200 N. Spring Street Los Angeles, CA 90012

Re: DTLA 2040 Community Plan

Dear Emma Howard,

As a Downtown LA stakeholder, I will be impacted by the DTLA 2040 community plan. DTLA 2040 is critical for our city's future because it will establish the development standards for the heart of our city for the next two decades and can address our two most pressing challenges the housing shortage and homelessness. To meet our existing and future needs, LA must build almost 500,000 new units by 2029 and about half of those need to be affordable. DTLA 2040 is our chance to meaningfully address our housing and homelessness crises, but we must get it right. Specifically, I am asking that you advocate for the following practical recommendations to be included in DTLA 2040:

- \cdot Maximize inclusivity by making DTLA more welcoming and accessible for people of all backgrounds.
- · Promote sustainability by making DTLA the place to build new housing by transit.
- · Support DTLA as a world-class destination by encouraging the hospitality industry's growth.

Maximize inclusivity

Skid Row has been the epicenter of homelessness in the United States and in our city. There has been a systematic pattern of disinvestment and socioeconomic segregation in Skid Row, and DTLA 2040 proposes to cement the current condition of Skid Row for at least the next two decades. DTLA 2040 treats Skid Row completely differently from any other neighborhood in DTLA or the city by imposing a blanket ban on mixed-income housing. DTLA 2040 can continue the strong housing protections for existing affordable housing in Skid Row and build on inclusionary zoning while allowing for a more economically and socially integrated neighborhood. We ask that you create an expansive inclusionary zoning requirement in Skid Row that requires more affordable housing and also allows for a mix of incomes.

Promote sustainability

DTLA 2040 expanded the area where housing can be built in downtown, but it did so with many regulations that are overly rigid and risks preventing housing growth near transit. If we are going to maximize sustainable growth that has the lowest impact on carbon emissions, we must change the approach to new housing in Historic Core, Chinatown, Arts District, and Fashion District. We ask that you increase the base FAR in these neighborhoods to support dense housing development by transit.

DTLA 2040 proposes to maintain Site Plan Review (SPR) and only increase it for some projects. SPR discourages dense development, which is contrary to fostering more housing near transit and walkable neighborhoods. We ask that you remove SPR in the DTLA 2040 plan area to encourage sustainable density.

As proposed, DTLA 2040 counts above-grade parking toward a project's FAR when it is within ¼ mile of a metro station. We understand this requirement is intended to discourage above-grade parking but believe it will have unintended consequences of reducing the amount of new housing that can be built, longer construction times, increased emissions and ultimately more expensive housing. We ask that counting above-grade parking toward FAR be removed and replaced with stringent design requirements including the ability to adopt parking to other uses in the future as market conditions change.

Support DTLA as a world-class destination

DTLA is a cultural gem that can create prosperity for small business owners, entrepreneurs, workers and the community who benefit from activated streets and sidewalks. DTLA 2040 can help by allowing new restaurants to offer beer and wine, instead of maintaining outdated regulations which will make our community less competitive with other areas that have the Restaurant Beverage Program (RBP). We ask that the RBP be implemented in all DTLA 2040 neighborhoods except Figueroa Terrace, Skid Row and the southernmost portion of the plan area where housing is not permitted.

neighborhoods for new hotels while banning them completely from other areas that allow new housing. This runs counter to our City's stated goal of increasing hotel rooms to support the LA Convention Center. We ask that you remove the unnecessary CUP requirement for hotels and to remove neighborhood hotel bans. Hotels are critical to DTLA's economy and should be encouraged.

We thank you for your consideration and strong partnership as we work together to ensure that DTLA 2040 supports DTLA's continued vibrancy and sustainability, and to implement meaningful, effective solutions to our housing shortage and homelessness crisis.

Sincerely, Michelle Buhler mjbuhler@icloud.com

597 E Claremont St

Pasadena, CA 91104 United States

Michael Francesconi

Postal Code:

Email Address: michael.francesconi@gmail.com

Date of Submission: Mon, 10/03/2022 - 12:25

Submission Letter: Mon, 10/03/2022 - 12:25

Emma Howard Council Districts 1 & 14 200 N. Spring Street Los Angeles, CA 90012

Re: DTLA 2040 Community Plan

Dear Emma Howard,

As a Downtown LA stakeholder, I will be impacted by the DTLA 2040 community plan. DTLA 2040 is critical for our city's future because it will establish the development standards for the heart of our city for the next two decades and can address our two most pressing challenges the housing shortage and homelessness. To meet our existing and future needs, LA must build almost 500,000 new units by 2029 and about half of those need to be affordable. DTLA 2040 is our chance to meaningfully address our housing and homelessness crises, but we must get it right. Specifically, I am asking that you advocate for the following practical recommendations to be included in DTLA 2040:

- \cdot Maximize inclusivity by making DTLA more welcoming and accessible for people of all backgrounds.
- · Promote sustainability by making DTLA the place to build new housing by transit.
- \cdot Support DTLA as a world-class destination by encouraging the hospitality industry's growth.

Maximize inclusivity

Skid Row has been the epicenter of homelessness in the United States and in our city. There has been a systematic pattern of disinvestment and socioeconomic segregation in Skid Row, and DTLA 2040 proposes to cement the current condition of Skid Row for at least the next two decades. DTLA 2040 treats Skid Row completely differently from any other neighborhood in DTLA or the city by imposing a blanket ban on mixed-income housing. DTLA 2040 can continue the strong housing protections for existing affordable housing in Skid Row and build on inclusionary zoning while allowing for a more economically and socially integrated neighborhood. We ask that you create an expansive inclusionary zoning requirement in Skid Row that requires more affordable housing and also allows for a mix of incomes.

Promote sustainability

DTLA 2040 expanded the area where housing can be built in downtown, but it did so with many regulations that are overly rigid and risks preventing housing growth near transit. If we are going to maximize sustainable growth that has the lowest impact on carbon emissions, we must change the approach to new housing in Historic Core, Chinatown, Arts District, and Fashion District. We ask that you increase the base FAR in these neighborhoods to support dense housing development by transit.

DTLA 2040 proposes to maintain Site Plan Review (SPR) and only increase it for some projects. SPR discourages dense development, which is contrary to fostering more housing near transit and walkable neighborhoods. We ask that you remove SPR in the DTLA 2040 plan area to encourage sustainable density.

As proposed, DTLA 2040 counts above-grade parking toward a project's FAR when it is within ¼ mile of a metro station. We understand this requirement is intended to discourage above-grade parking but believe it will have unintended consequences of reducing the amount of new housing that can be built, longer construction times, increased emissions and ultimately more expensive housing. We ask that counting above-grade parking toward FAR be removed and replaced with stringent design requirements including the ability to adopt parking to other uses in the future as market conditions change.

Support DTLA as a world-class destination

DTLA is a cultural gem that can create prosperity for small business owners, entrepreneurs, workers and the community who benefit from activated streets and sidewalks. DTLA 2040 can help by allowing new restaurants to offer beer and wine, instead of maintaining outdated regulations which will make our community less competitive with other areas that have the Restaurant Beverage Program (RBP). We ask that the RBP be implemented in all DTLA 2040 neighborhoods except Figueroa Terrace, Skid Row and the southernmost portion of the plan area where housing is not permitted.

neighborhoods for new hotels while banning them completely from other areas that allow new housing. This runs counter to our City's stated goal of increasing hotel rooms to support the LA Convention Center. We ask that you remove the unnecessary CUP requirement for hotels and to remove neighborhood hotel bans. Hotels are critical to DTLA's economy and should be encouraged.

We thank you for your consideration and strong partnership as we work together to ensure that DTLA 2040 supports DTLA's continued vibrancy and sustainability, and to implement meaningful, effective solutions to our housing shortage and homelessness crisis.

Sincerely, Michael Francesconi michael.francesconi@gmail.com

366 E 2nd St

Los Angeles, CA 90012 United States

Michael Herman

Postal Code:

Email Address: msh213@gmail.com

Date of Submission: Mon, 10/03/2022 - 12:24

Submission Letter:

Mon, 10/03/2022 - 12:24

Emma Howard Council Districts 1 & 14 200 N. Spring Street Los Angeles, CA 90012

Re: DTLA 2040 Community Plan

Dear Emma Howard,

As a Downtown LA stakeholder, I will be impacted by the DTLA 2040 community plan. DTLA 2040 is critical for our city's future because it will establish the development standards for the heart of our city for the next two decades and can address our two most pressing challenges the housing shortage and homelessness. To meet our existing and future needs, LA must build almost 500,000 new units by 2029 and about half of those need to be affordable. DTLA 2040 is our chance to meaningfully address our housing and homelessness crises, but we must get it right. Specifically, I am asking that you advocate for the following practical recommendations to be included in DTLA 2040:

- \cdot Maximize inclusivity by making DTLA more welcoming and accessible for people of all backgrounds.
- · Promote sustainability by making DTLA the place to build new housing by transit.
- \cdot Support DTLA as a world-class destination by encouraging the hospitality industry's growth.

Maximize inclusivity

Skid Row has been the epicenter of homelessness in the United States and in our city. There has been a systematic pattern of disinvestment and socioeconomic segregation in Skid Row, and DTLA 2040 proposes to cement the current condition of Skid Row for at least the next two decades. DTLA 2040 treats Skid Row completely differently from any other neighborhood in DTLA or the city by imposing a blanket ban on mixed-income housing. DTLA 2040 can continue the strong housing protections for existing affordable housing in Skid Row and build on inclusionary zoning while allowing for a more economically and socially integrated neighborhood. We ask that you create an expansive inclusionary zoning requirement in Skid Row that requires more affordable housing and also allows for a mix of incomes.

Promote sustainability

DTLA 2040 expanded the area where housing can be built in downtown, but it did so with many regulations that are overly rigid and risks preventing housing growth near transit. If we are going to maximize sustainable growth that has the lowest impact on carbon emissions, we must change the approach to new housing in Historic Core, Chinatown, Arts District, and Fashion District. We ask that you increase the base FAR in these neighborhoods to support dense housing development by transit.

DTLA 2040 proposes to maintain Site Plan Review (SPR) and only increase it for some projects. SPR discourages dense development, which is contrary to fostering more housing near transit and walkable neighborhoods. We ask that you remove SPR in the DTLA 2040 plan area to encourage sustainable density.

As proposed, DTLA 2040 counts above-grade parking toward a project's FAR when it is within ¼ mile of a metro station. We understand this requirement is intended to discourage above-grade parking but believe it will have unintended consequences of reducing the amount of new housing that can be built, longer construction times, increased emissions and ultimately more expensive housing. We ask that counting above-grade parking toward FAR be removed and replaced with stringent design requirements including the ability to adopt parking to other uses in the future as market conditions change.

Support DTLA as a world-class destination

DTLA is a cultural gem that can create prosperity for small business owners, entrepreneurs, workers and the community who benefit from activated streets and sidewalks. DTLA 2040 can help by allowing new restaurants to offer beer and wine, instead of maintaining outdated regulations which will make our community less competitive with other areas that have the Restaurant Beverage Program (RBP). We ask that the RBP be implemented in all DTLA 2040 neighborhoods except Figueroa Terrace, Skid Row and the southernmost portion of the plan area where housing is not permitted.

neighborhoods for new hotels while banning them completely from other areas that allow new housing. This runs counter to our City's stated goal of increasing hotel rooms to support the LA Convention Center. We ask that you remove the unnecessary CUP requirement for hotels and to remove neighborhood hotel bans. Hotels are critical to DTLA's economy and should be encouraged.

We thank you for your consideration and strong partnership as we work together to ensure that DTLA 2040 supports DTLA's continued vibrancy and sustainability, and to implement meaningful, effective solutions to our housing shortage and homelessness crisis.

Sincerely, Michael Herman msh213@gmail.com

1830 N El Molino Ave

Pasadena, CA 91104 United States

Deena Kashper

Postal Code:

Email Address: deenaadar@yahoo.com

Date of Submission: Mon, 10/03/2022 - 12:21

Submission Letter: Mon, 10/03/2022 - 12:21

Emma Howard Council Districts 1 & 14 200 N. Spring Street Los Angeles, CA 90012

Re: DTLA 2040 Community Plan

Dear Emma Howard,

As a Downtown LA stakeholder, I will be impacted by the DTLA 2040 community plan. DTLA 2040 is critical for our city's future because it will establish the development standards for the heart of our city for the next two decades and can address our two most pressing challenges the housing shortage and homelessness. To meet our existing and future needs, LA must build almost 500,000 new units by 2029 and about half of those need to be affordable. DTLA 2040 is our chance to meaningfully address our housing and homelessness crises, but we must get it right. Specifically, I am asking that you advocate for the following practical recommendations to be included in DTLA 2040:

- \cdot Maximize inclusivity by making DTLA more welcoming and accessible for people of all backgrounds.
- · Promote sustainability by making DTLA the place to build new housing by transit.
- \cdot Support DTLA as a world-class destination by encouraging the hospitality industry's growth.

Maximize inclusivity

Skid Row has been the epicenter of homelessness in the United States and in our city. There has been a systematic pattern of disinvestment and socioeconomic segregation in Skid Row, and DTLA 2040 proposes to cement the current condition of Skid Row for at least the next two decades. DTLA 2040 treats Skid Row completely differently from any other neighborhood in DTLA or the city by imposing a blanket ban on mixed-income housing. DTLA 2040 can continue the strong housing protections for existing affordable housing in Skid Row and build on inclusionary zoning while allowing for a more economically and socially integrated neighborhood. We ask that you create an expansive inclusionary zoning requirement in Skid Row that requires more affordable housing and also allows for a mix of incomes.

Promote sustainability

DTLA 2040 expanded the area where housing can be built in downtown, but it did so with many regulations that are overly rigid and risks preventing housing growth near transit. If we are going to maximize sustainable growth that has the lowest impact on carbon emissions, we must change the approach to new housing in Historic Core, Chinatown, Arts District, and Fashion District. We ask that you increase the base FAR in these neighborhoods to support dense housing development by transit.

DTLA 2040 proposes to maintain Site Plan Review (SPR) and only increase it for some projects. SPR discourages dense development, which is contrary to fostering more housing near transit and walkable neighborhoods. We ask that you remove SPR in the DTLA 2040 plan area to encourage sustainable density.

As proposed, DTLA 2040 counts above-grade parking toward a project's FAR when it is within ¼ mile of a metro station. We understand this requirement is intended to discourage above-grade parking but believe it will have unintended consequences of reducing the amount of new housing that can be built, longer construction times, increased emissions and ultimately more expensive housing. We ask that counting above-grade parking toward FAR be removed and replaced with stringent design requirements including the ability to adopt parking to other uses in the future as market conditions change.

Support DTLA as a world-class destination

DTLA is a cultural gem that can create prosperity for small business owners, entrepreneurs, workers and the community who benefit from activated streets and sidewalks. DTLA 2040 can help by allowing new restaurants to offer beer and wine, instead of maintaining outdated regulations which will make our community less competitive with other areas that have the Restaurant Beverage Program (RBP). We ask that the RBP be implemented in all DTLA 2040 neighborhoods except Figueroa Terrace, Skid Row and the southernmost portion of the plan area where housing is not permitted.

neighborhoods for new hotels while banning them completely from other areas that allow new housing. This runs counter to our City's stated goal of increasing hotel rooms to support the LA Convention Center. We ask that you remove the unnecessary CUP requirement for hotels and to remove neighborhood hotel bans. Hotels are critical to DTLA's economy and should be encouraged.

We thank you for your consideration and strong partnership as we work together to ensure that DTLA 2040 supports DTLA's continued vibrancy and sustainability, and to implement meaningful, effective solutions to our housing shortage and homelessness crisis.

Sincerely, Deena Kashper deenaadar@yahoo.com

3052 Markridge Road

La Crescenta-Montrose, CA 91214 United States

Inah Kang

Postal Code:

Email Address: kang.inah@gmail.com

Date of Submission: Mon, 10/03/2022 - 12:20

Submission Letter:

Mon, 10/03/2022 - 12:20

Emma Howard Council Districts 1 & 14 200 N. Spring Street Los Angeles, CA 90012

Re: DTLA 2040 Community Plan

Dear Emma Howard,

As a Downtown LA stakeholder, I will be impacted by the DTLA 2040 community plan. DTLA 2040 is critical for our city's future because it will establish the development standards for the heart of our city for the next two decades and can address our two most pressing challenges the housing shortage and homelessness. To meet our existing and future needs, LA must build almost 500,000 new units by 2029 and about half of those need to be affordable. DTLA 2040 is our chance to meaningfully address our housing and homelessness crises, but we must get it right. Specifically, I am asking that you advocate for the following practical recommendations to be included in DTLA 2040:

- · Maximize inclusivity by making DTLA more welcoming and accessible for people of all backgrounds.
- · Promote sustainability by making DTLA the place to build new housing by transit.
- \cdot Support DTLA as a world-class destination by encouraging the hospitality industry's growth.

Maximize inclusivity

Skid Row has been the epicenter of homelessness in the United States and in our city. There has been a systematic pattern of disinvestment and socioeconomic segregation in Skid Row, and DTLA 2040 proposes to cement the current condition of Skid Row for at least the next two decades. DTLA 2040 treats Skid Row completely differently from any other neighborhood in DTLA or the city by imposing a blanket ban on mixed-income housing. DTLA 2040 can continue the strong housing protections for existing affordable housing in Skid Row and build on inclusionary zoning while allowing for a more economically and socially integrated neighborhood. We ask that you create an expansive inclusionary zoning requirement in Skid Row that requires more affordable housing and also allows for a mix of incomes.

Promote sustainability

DTLA 2040 expanded the area where housing can be built in downtown, but it did so with many regulations that are overly rigid and risks preventing housing growth near transit. If we are going to maximize sustainable growth that has the lowest impact on carbon emissions, we must change the approach to new housing in Historic Core, Chinatown, Arts District, and Fashion District. We ask that you increase the base FAR in these neighborhoods to support dense housing development by transit.

DTLA 2040 proposes to maintain Site Plan Review (SPR) and only increase it for some projects. SPR discourages dense development, which is contrary to fostering more housing near transit and walkable neighborhoods. We ask that you remove SPR in the DTLA 2040 plan area to encourage sustainable density.

As proposed, DTLA 2040 counts above-grade parking toward a project's FAR when it is within ¼ mile of a metro station. We understand this requirement is intended to discourage above-grade parking but believe it will have unintended consequences of reducing the amount of new housing that can be built, longer construction times, increased emissions and ultimately more expensive housing. We ask that counting above-grade parking toward FAR be removed and replaced with stringent design requirements including the ability to adopt parking to other uses in the future as market conditions change.

Support DTLA as a world-class destination

DTLA is a cultural gem that can create prosperity for small business owners, entrepreneurs, workers and the community who benefit from activated streets and sidewalks. DTLA 2040 can help by allowing new restaurants to offer beer and wine, instead of maintaining outdated regulations which will make our community less competitive with other areas that have the Restaurant Beverage Program (RBP). We ask that the RBP be implemented in all DTLA 2040 neighborhoods except Figueroa Terrace, Skid Row and the southernmost portion of the plan area where housing is not permitted.

neighborhoods for new hotels while banning them completely from other areas that allow new housing. This runs counter to our City's stated goal of increasing hotel rooms to support the LA Convention Center. We ask that you remove the unnecessary CUP requirement for hotels and to remove neighborhood hotel bans. Hotels are critical to DTLA's economy and should be encouraged.

We thank you for your consideration and strong partnership as we work together to ensure that DTLA 2040 supports DTLA's continued vibrancy and sustainability, and to implement meaningful, effective solutions to our housing shortage and homelessness crisis.

Sincerely, Inah Kang kang.inah@gmail.com

416 S Spring St Apt 807

Los Angeles, CA 90013 United States

Steven Massey

Postal Code:

Email Address: stevenrmassey@gmail.com

Date of Submission: Mon, 10/03/2022 - 12:19

Submission Letter: Mon, 10/03/2022 - 12:19

Emma Howard Council Districts 1 & 14 200 N. Spring Street Los Angeles, CA 90012

Re: DTLA 2040 Community Plan

Dear Emma Howard,

As a Downtown LA stakeholder, I will be impacted by the DTLA 2040 community plan. DTLA 2040 is critical for our city's future because it will establish the development standards for the heart of our city for the next two decades and can address our two most pressing challenges the housing shortage and homelessness. To meet our existing and future needs, LA must build almost 500,000 new units by 2029 and about half of those need to be affordable. DTLA 2040 is our chance to meaningfully address our housing and homelessness crises, but we must get it right. Specifically, I am asking that you advocate for the following practical recommendations to be included in DTLA 2040:

- \cdot Maximize inclusivity by making DTLA more welcoming and accessible for people of all backgrounds.
- · Promote sustainability by making DTLA the place to build new housing by transit.
- \cdot Support DTLA as a world-class destination by encouraging the hospitality industry's growth.

Maximize inclusivity

Skid Row has been the epicenter of homelessness in the United States and in our city. There has been a systematic pattern of disinvestment and socioeconomic segregation in Skid Row, and DTLA 2040 proposes to cement the current condition of Skid Row for at least the next two decades. DTLA 2040 treats Skid Row completely differently from any other neighborhood in DTLA or the city by imposing a blanket ban on mixed-income housing. DTLA 2040 can continue the strong housing protections for existing affordable housing in Skid Row and build on inclusionary zoning while allowing for a more economically and socially integrated neighborhood. We ask that you create an expansive inclusionary zoning requirement in Skid Row that requires more affordable housing and also allows for a mix of incomes.

Promote sustainability

DTLA 2040 expanded the area where housing can be built in downtown, but it did so with many regulations that are overly rigid and risks preventing housing growth near transit. If we are going to maximize sustainable growth that has the lowest impact on carbon emissions, we must change the approach to new housing in Historic Core, Chinatown, Arts District, and Fashion District. We ask that you increase the base FAR in these neighborhoods to support dense housing development by transit.

DTLA 2040 proposes to maintain Site Plan Review (SPR) and only increase it for some projects. SPR discourages dense development, which is contrary to fostering more housing near transit and walkable neighborhoods. We ask that you remove SPR in the DTLA 2040 plan area to encourage sustainable density.

As proposed, DTLA 2040 counts above-grade parking toward a project's FAR when it is within ¼ mile of a metro station. We understand this requirement is intended to discourage above-grade parking but believe it will have unintended consequences of reducing the amount of new housing that can be built, longer construction times, increased emissions and ultimately more expensive housing. We ask that counting above-grade parking toward FAR be removed and replaced with stringent design requirements including the ability to adopt parking to other uses in the future as market conditions change.

Support DTLA as a world-class destination

DTLA is a cultural gem that can create prosperity for small business owners, entrepreneurs, workers and the community who benefit from activated streets and sidewalks. DTLA 2040 can help by allowing new restaurants to offer beer and wine, instead of maintaining outdated regulations which will make our community less competitive with other areas that have the Restaurant Beverage Program (RBP). We ask that the RBP be implemented in all DTLA 2040 neighborhoods except Figueroa Terrace, Skid Row and the southernmost portion of the plan area where housing is not permitted.

neighborhoods for new hotels while banning them completely from other areas that allow new housing. This runs counter to our City's stated goal of increasing hotel rooms to support the LA Convention Center. We ask that you remove the unnecessary CUP requirement for hotels and to remove neighborhood hotel bans. Hotels are critical to DTLA's economy and should be encouraged.

We thank you for your consideration and strong partnership as we work together to ensure that DTLA 2040 supports DTLA's continued vibrancy and sustainability, and to implement meaningful, effective solutions to our housing shortage and homelessness crisis.

Sincerely, Steven Massey stevenrmassey@gmail.com

946 Venango Circle

Los Angeles, CA 90029 United States

Emily Beland

Postal Code:

Email Address: emilybeland@me.com

Date of Submission: Mon, 10/03/2022 - 12:19

Submission Letter: Mon, 10/03/2022 - 12:19

Emma Howard Council Districts 1 & 14 200 N. Spring Street Los Angeles, CA 90012

Re: DTLA 2040 Community Plan

Dear Emma Howard,

As a Downtown LA stakeholder, I will be impacted by the DTLA 2040 community plan. DTLA 2040 is critical for our city's future because it will establish the development standards for the heart of our city for the next two decades and can address our two most pressing challenges the housing shortage and homelessness. To meet our existing and future needs, LA must build almost 500,000 new units by 2029 and about half of those need to be affordable. DTLA 2040 is our chance to meaningfully address our housing and homelessness crises, but we must get it right. Specifically, I am asking that you advocate for the following practical recommendations to be included in DTLA 2040:

- \cdot Maximize inclusivity by making DTLA more welcoming and accessible for people of all backgrounds.
- · Promote sustainability by making DTLA the place to build new housing by transit.
- \cdot Support DTLA as a world-class destination by encouraging the hospitality industry's growth.

Maximize inclusivity

Skid Row has been the epicenter of homelessness in the United States and in our city. There has been a systematic pattern of disinvestment and socioeconomic segregation in Skid Row, and DTLA 2040 proposes to cement the current condition of Skid Row for at least the next two decades. DTLA 2040 treats Skid Row completely differently from any other neighborhood in DTLA or the city by imposing a blanket ban on mixed-income housing. DTLA 2040 can continue the strong housing protections for existing affordable housing in Skid Row and build on inclusionary zoning while allowing for a more economically and socially integrated neighborhood. We ask that you create an expansive inclusionary zoning requirement in Skid Row that requires more affordable housing and also allows for a mix of incomes.

Promote sustainability

DTLA 2040 expanded the area where housing can be built in downtown, but it did so with many regulations that are overly rigid and risks preventing housing growth near transit. If we are going to maximize sustainable growth that has the lowest impact on carbon emissions, we must change the approach to new housing in Historic Core, Chinatown, Arts District, and Fashion District. We ask that you increase the base FAR in these neighborhoods to support dense housing development by transit.

DTLA 2040 proposes to maintain Site Plan Review (SPR) and only increase it for some projects. SPR discourages dense development, which is contrary to fostering more housing near transit and walkable neighborhoods. We ask that you remove SPR in the DTLA 2040 plan area to encourage sustainable density.

As proposed, DTLA 2040 counts above-grade parking toward a project's FAR when it is within ¼ mile of a metro station. We understand this requirement is intended to discourage above-grade parking but believe it will have unintended consequences of reducing the amount of new housing that can be built, longer construction times, increased emissions and ultimately more expensive housing. We ask that counting above-grade parking toward FAR be removed and replaced with stringent design requirements including the ability to adopt parking to other uses in the future as market conditions change.

Support DTLA as a world-class destination

DTLA is a cultural gem that can create prosperity for small business owners, entrepreneurs, workers and the community who benefit from activated streets and sidewalks. DTLA 2040 can help by allowing new restaurants to offer beer and wine, instead of maintaining outdated regulations which will make our community less competitive with other areas that have the Restaurant Beverage Program (RBP). We ask that the RBP be implemented in all DTLA 2040 neighborhoods except Figueroa Terrace, Skid Row and the southernmost portion of the plan area where housing is not permitted.

neighborhoods for new hotels while banning them completely from other areas that allow new housing. This runs counter to our City's stated goal of increasing hotel rooms to support the LA Convention Center. We ask that you remove the unnecessary CUP requirement for hotels and to remove neighborhood hotel bans. Hotels are critical to DTLA's economy and should be encouraged.

We thank you for your consideration and strong partnership as we work together to ensure that DTLA 2040 supports DTLA's continued vibrancy and sustainability, and to implement meaningful, effective solutions to our housing shortage and homelessness crisis.

Sincerely, Emily Beland emilybeland@me.com

825 E 4th St, Apt 506

Los Angeles, CA 90013 United States

Mateo Massoud

Postal Code:

Email Address: mateomassoud@gmail.com

Date of Submission: Mon, 10/03/2022 - 12:18

Submission Letter: Mon, 10/03/2022 - 12:18

Emma Howard Council Districts 1 & 14 200 N. Spring Street Los Angeles, CA 90012

Re: DTLA 2040 Community Plan

Dear Emma Howard,

As a Downtown LA stakeholder, I will be impacted by the DTLA 2040 community plan. DTLA 2040 is critical for our city's future because it will establish the development standards for the heart of our city for the next two decades and can address our two most pressing challenges the housing shortage and homelessness. To meet our existing and future needs, LA must build almost 500,000 new units by 2029 and about half of those need to be affordable. DTLA 2040 is our chance to meaningfully address our housing and homelessness crises, but we must get it right. Specifically, I am asking that you advocate for the following practical recommendations to be included in DTLA 2040:

- \cdot Maximize inclusivity by making DTLA more welcoming and accessible for people of all backgrounds.
- · Promote sustainability by making DTLA the place to build new housing by transit.
- \cdot Support DTLA as a world-class destination by encouraging the hospitality industry's growth.

Maximize inclusivity

Skid Row has been the epicenter of homelessness in the United States and in our city. There has been a systematic pattern of disinvestment and socioeconomic segregation in Skid Row, and DTLA 2040 proposes to cement the current condition of Skid Row for at least the next two decades. DTLA 2040 treats Skid Row completely differently from any other neighborhood in DTLA or the city by imposing a blanket ban on mixed-income housing. DTLA 2040 can continue the strong housing protections for existing affordable housing in Skid Row and build on inclusionary zoning while allowing for a more economically and socially integrated neighborhood. We ask that you create an expansive inclusionary zoning requirement in Skid Row that requires more affordable housing and also allows for a mix of incomes.

Promote sustainability

DTLA 2040 expanded the area where housing can be built in downtown, but it did so with many regulations that are overly rigid and risks preventing housing growth near transit. If we are going to maximize sustainable growth that has the lowest impact on carbon emissions, we must change the approach to new housing in Historic Core, Chinatown, Arts District, and Fashion District. We ask that you increase the base FAR in these neighborhoods to support dense housing development by transit.

DTLA 2040 proposes to maintain Site Plan Review (SPR) and only increase it for some projects. SPR discourages dense development, which is contrary to fostering more housing near transit and walkable neighborhoods. We ask that you remove SPR in the DTLA 2040 plan area to encourage sustainable density.

As proposed, DTLA 2040 counts above-grade parking toward a project's FAR when it is within ¼ mile of a metro station. We understand this requirement is intended to discourage above-grade parking but believe it will have unintended consequences of reducing the amount of new housing that can be built, longer construction times, increased emissions and ultimately more expensive housing. We ask that counting above-grade parking toward FAR be removed and replaced with stringent design requirements including the ability to adopt parking to other uses in the future as market conditions change.

Support DTLA as a world-class destination

DTLA is a cultural gem that can create prosperity for small business owners, entrepreneurs, workers and the community who benefit from activated streets and sidewalks. DTLA 2040 can help by allowing new restaurants to offer beer and wine, instead of maintaining outdated regulations which will make our community less competitive with other areas that have the Restaurant Beverage Program (RBP). We ask that the RBP be implemented in all DTLA 2040 neighborhoods except Figueroa Terrace, Skid Row and the southernmost portion of the plan area where housing is not permitted.

neighborhoods for new hotels while banning them completely from other areas that allow new housing. This runs counter to our City's stated goal of increasing hotel rooms to support the LA Convention Center. We ask that you remove the unnecessary CUP requirement for hotels and to remove neighborhood hotel bans. Hotels are critical to DTLA's economy and should be encouraged.

We thank you for your consideration and strong partnership as we work together to ensure that DTLA 2040 supports DTLA's continued vibrancy and sustainability, and to implement meaningful, effective solutions to our housing shortage and homelessness crisis.

Sincerely, Mateo Massoud mateomassoud@gmail.com

215 W 5th st

Los Angeles, CA 90013 United States

Cvnthia Torres

Postal Code:

Email Address: illa ct@yahoo.com

Date of Submission: Mon, 10/03/2022 - 12:18

Submission Letter:

Mon, 10/03/2022 - 12:18

Emma Howard Council Districts 1 & 14 200 N. Spring Street Los Angeles, CA 90012

Re: DTLA 2040 Community Plan

Dear Emma Howard,

As a Downtown LA stakeholder, I will be impacted by the DTLA 2040 community plan. DTLA 2040 is critical for our city's future because it will establish the development standards for the heart of our city for the next two decades and can address our two most pressing challenges the housing shortage and homelessness. To meet our existing and future needs, LA must build almost 500,000 new units by 2029 and about half of those need to be affordable. DTLA 2040 is our chance to meaningfully address our housing and homelessness crises, but we must get it right. Specifically, I am asking that you advocate for the following practical recommendations to be included in DTLA 2040:

- \cdot Maximize inclusivity by making DTLA more welcoming and accessible for people of all backgrounds.
- · Promote sustainability by making DTLA the place to build new housing by transit.
- \cdot Support DTLA as a world-class destination by encouraging the hospitality industry's growth.

Maximize inclusivity

Skid Row has been the epicenter of homelessness in the United States and in our city. There has been a systematic pattern of disinvestment and socioeconomic segregation in Skid Row, and DTLA 2040 proposes to cement the current condition of Skid Row for at least the next two decades. DTLA 2040 treats Skid Row completely differently from any other neighborhood in DTLA or the city by imposing a blanket ban on mixed-income housing. DTLA 2040 can continue the strong housing protections for existing affordable housing in Skid Row and build on inclusionary zoning while allowing for a more economically and socially integrated neighborhood. We ask that you create an expansive inclusionary zoning requirement in Skid Row that requires more affordable housing and also allows for a mix of incomes.

Promote sustainability

DTLA 2040 expanded the area where housing can be built in downtown, but it did so with many regulations that are overly rigid and risks preventing housing growth near transit. If we are going to maximize sustainable growth that has the lowest impact on carbon emissions, we must change the approach to new housing in Historic Core, Chinatown, Arts District, and Fashion District. We ask that you increase the base FAR in these neighborhoods to support dense housing development by transit.

DTLA 2040 proposes to maintain Site Plan Review (SPR) and only increase it for some projects. SPR discourages dense development, which is contrary to fostering more housing near transit and walkable neighborhoods. We ask that you remove SPR in the DTLA 2040 plan area to encourage sustainable density.

As proposed, DTLA 2040 counts above-grade parking toward a project's FAR when it is within ¼ mile of a metro station. We understand this requirement is intended to discourage above-grade parking but believe it will have unintended consequences of reducing the amount of new housing that can be built, longer construction times, increased emissions and ultimately more expensive housing. We ask that counting above-grade parking toward FAR be removed and replaced with stringent design requirements including the ability to adopt parking to other uses in the future as market conditions change.

Support DTLA as a world-class destination

DTLA is a cultural gem that can create prosperity for small business owners, entrepreneurs, workers and the community who benefit from activated streets and sidewalks. DTLA 2040 can help by allowing new restaurants to offer beer and wine, instead of maintaining outdated regulations which will make our community less competitive with other areas that have the Restaurant Beverage Program (RBP). We ask that the RBP be implemented in all DTLA 2040 neighborhoods except Figueroa Terrace, Skid Row and the southernmost portion of the plan area where housing is not permitted.

neighborhoods for new hotels while banning them completely from other areas that allow new housing. This runs counter to our City's stated goal of increasing hotel rooms to support the LA Convention Center. We ask that you remove the unnecessary CUP requirement for hotels and to remove neighborhood hotel bans. Hotels are critical to DTLA's economy and should be encouraged.

We thank you for your consideration and strong partnership as we work together to ensure that DTLA 2040 supports DTLA's continued vibrancy and sustainability, and to implement meaningful, effective solutions to our housing shortage and homelessness crisis.

Sincerely, Cynthia Torres illa_ct@yahoo.com

416 S Spring St, 307

Los angeles, CA 90013 United States

Tara Suwinyattichaiporn

Postal Code:

Email Address: tarasuwin@gmail.com

Date of Submission: Mon, 10/03/2022 - 12:18

Submission Letter:

Mon, 10/03/2022 - 12:18

Emma Howard Council Districts 1 & 14 200 N. Spring Street Los Angeles, CA 90012

Re: DTLA 2040 Community Plan

Dear Emma Howard,

As a Downtown LA stakeholder, I will be impacted by the DTLA 2040 community plan. DTLA 2040 is critical for our city's future because it will establish the development standards for the heart of our city for the next two decades and can address our two most pressing challenges the housing shortage and homelessness. To meet our existing and future needs, LA must build almost 500,000 new units by 2029 and about half of those need to be affordable. DTLA 2040 is our chance to meaningfully address our housing and homelessness crises, but we must get it right. Specifically, I am asking that you advocate for the following practical recommendations to be included in DTLA 2040:

- \cdot Maximize inclusivity by making DTLA more welcoming and accessible for people of all backgrounds.
- · Promote sustainability by making DTLA the place to build new housing by transit.
- \cdot Support DTLA as a world-class destination by encouraging the hospitality industry's growth.

Maximize inclusivity

Skid Row has been the epicenter of homelessness in the United States and in our city. There has been a systematic pattern of disinvestment and socioeconomic segregation in Skid Row, and DTLA 2040 proposes to cement the current condition of Skid Row for at least the next two decades. DTLA 2040 treats Skid Row completely differently from any other neighborhood in DTLA or the city by imposing a blanket ban on mixed-income housing. DTLA 2040 can continue the strong housing protections for existing affordable housing in Skid Row and build on inclusionary zoning while allowing for a more economically and socially integrated neighborhood. We ask that you create an expansive inclusionary zoning requirement in Skid Row that requires more affordable housing and also allows for a mix of incomes.

Promote sustainability

DTLA 2040 expanded the area where housing can be built in downtown, but it did so with many regulations that are overly rigid and risks preventing housing growth near transit. If we are going to maximize sustainable growth that has the lowest impact on carbon emissions, we must change the approach to new housing in Historic Core, Chinatown, Arts District, and Fashion District. We ask that you increase the base FAR in these neighborhoods to support dense housing development by transit.

DTLA 2040 proposes to maintain Site Plan Review (SPR) and only increase it for some projects. SPR discourages dense development, which is contrary to fostering more housing near transit and walkable neighborhoods. We ask that you remove SPR in the DTLA 2040 plan area to encourage sustainable density.

As proposed, DTLA 2040 counts above-grade parking toward a project's FAR when it is within ¼ mile of a metro station. We understand this requirement is intended to discourage above-grade parking but believe it will have unintended consequences of reducing the amount of new housing that can be built, longer construction times, increased emissions and ultimately more expensive housing. We ask that counting above-grade parking toward FAR be removed and replaced with stringent design requirements including the ability to adopt parking to other uses in the future as market conditions change.

Support DTLA as a world-class destination

DTLA is a cultural gem that can create prosperity for small business owners, entrepreneurs, workers and the community who benefit from activated streets and sidewalks. DTLA 2040 can help by allowing new restaurants to offer beer and wine, instead of maintaining outdated regulations which will make our community less competitive with other areas that have the Restaurant Beverage Program (RBP). We ask that the RBP be implemented in all DTLA 2040 neighborhoods except Figueroa Terrace, Skid Row and the southernmost portion of the plan area where housing is not permitted.

neighborhoods for new hotels while banning them completely from other areas that allow new housing. This runs counter to our City's stated goal of increasing hotel rooms to support the LA Convention Center. We ask that you remove the unnecessary CUP requirement for hotels and to remove neighborhood hotel bans. Hotels are critical to DTLA's economy and should be encouraged.

We thank you for your consideration and strong partnership as we work together to ensure that DTLA 2040 supports DTLA's continued vibrancy and sustainability, and to implement meaningful, effective solutions to our housing shortage and homelessness crisis.

Sincerely, Tara Suwinyattichaiporn tarasuwin@gmail.com

825 s hill st

Los Angeles, CA 90014 United States

JUSTIN SHENKAROW

Postal Code:

Email Address: justinfilm@gmail.com

Date of Submission: Mon, 10/03/2022 - 12:14

Submission Letter:

Mon, 10/03/2022 - 12:14

Emma Howard Council Districts 1 & 14 200 N. Spring Street Los Angeles, CA 90012

Re: DTLA 2040 Community Plan

Dear Emma Howard,

As a Downtown LA stakeholder, I will be impacted by the DTLA 2040 community plan. DTLA 2040 is critical for our city's future because it will establish the development standards for the heart of our city for the next two decades and can address our two most pressing challenges the housing shortage and homelessness. To meet our existing and future needs, LA must build almost 500,000 new units by 2029 and about half of those need to be affordable. DTLA 2040 is our chance to meaningfully address our housing and homelessness crises, but we must get it right. Specifically, I am asking that you advocate for the following practical recommendations to be included in DTLA 2040:

- \cdot Maximize inclusivity by making DTLA more welcoming and accessible for people of all backgrounds.
- · Promote sustainability by making DTLA the place to build new housing by transit.
- \cdot Support DTLA as a world-class destination by encouraging the hospitality industry's growth.

Maximize inclusivity

Skid Row has been the epicenter of homelessness in the United States and in our city. There has been a systematic pattern of disinvestment and socioeconomic segregation in Skid Row, and DTLA 2040 proposes to cement the current condition of Skid Row for at least the next two decades. DTLA 2040 treats Skid Row completely differently from any other neighborhood in DTLA or the city by imposing a blanket ban on mixed-income housing. DTLA 2040 can continue the strong housing protections for existing affordable housing in Skid Row and build on inclusionary zoning while allowing for a more economically and socially integrated neighborhood. We ask that you create an expansive inclusionary zoning requirement in Skid Row that requires more affordable housing and also allows for a mix of incomes.

Promote sustainability

DTLA 2040 expanded the area where housing can be built in downtown, but it did so with many regulations that are overly rigid and risks preventing housing growth near transit. If we are going to maximize sustainable growth that has the lowest impact on carbon emissions, we must change the approach to new housing in Historic Core, Chinatown, Arts District, and Fashion District. We ask that you increase the base FAR in these neighborhoods to support dense housing development by transit.

DTLA 2040 proposes to maintain Site Plan Review (SPR) and only increase it for some projects. SPR discourages dense development, which is contrary to fostering more housing near transit and walkable neighborhoods. We ask that you remove SPR in the DTLA 2040 plan area to encourage sustainable density.

As proposed, DTLA 2040 counts above-grade parking toward a project's FAR when it is within ¼ mile of a metro station. We understand this requirement is intended to discourage above-grade parking but believe it will have unintended consequences of reducing the amount of new housing that can be built, longer construction times, increased emissions and ultimately more expensive housing. We ask that counting above-grade parking toward FAR be removed and replaced with stringent design requirements including the ability to adopt parking to other uses in the future as market conditions change.

Support DTLA as a world-class destination

DTLA is a cultural gem that can create prosperity for small business owners, entrepreneurs, workers and the community who benefit from activated streets and sidewalks. DTLA 2040 can help by allowing new restaurants to offer beer and wine, instead of maintaining outdated regulations which will make our community less competitive with other areas that have the Restaurant Beverage Program (RBP). We ask that the RBP be implemented in all DTLA 2040 neighborhoods except Figueroa Terrace, Skid Row and the southernmost portion of the plan area where housing is not permitted.

neighborhoods for new hotels while banning them completely from other areas that allow new housing. This runs counter to our City's stated goal of increasing hotel rooms to support the LA Convention Center. We ask that you remove the unnecessary CUP requirement for hotels and to remove neighborhood hotel bans. Hotels are critical to DTLA's economy and should be encouraged.

We thank you for your consideration and strong partnership as we work together to ensure that DTLA 2040 supports DTLA's continued vibrancy and sustainability, and to implement meaningful, effective solutions to our housing shortage and homelessness crisis.

Sincerely, JUSTIN SHENKAROW justinfilm@gmail.com

1850 INDUSTRIAL STREET Apartment 311

LOS ANGELES, CA 90021 United States

Eric Garcia

Postal Code:

Email Address: ericrgarcia@gmail.com

Date of Submission: Mon, 10/03/2022 - 12:13

Submission Letter:

Mon, 10/03/2022 - 12:13

Emma Howard Council Districts 1 & 14 200 N. Spring Street Los Angeles, CA 90012

Re: DTLA 2040 Community Plan

Dear Emma Howard,

As a Downtown LA stakeholder, I will be impacted by the DTLA 2040 community plan. DTLA 2040 is critical for our city's future because it will establish the development standards for the heart of our city for the next two decades and can address our two most pressing challenges the housing shortage and homelessness. To meet our existing and future needs, LA must build almost 500,000 new units by 2029 and about half of those need to be affordable. DTLA 2040 is our chance to meaningfully address our housing and homelessness crises, but we must get it right. Specifically, I am asking that you advocate for the following practical recommendations to be included in DTLA 2040:

- \cdot Maximize inclusivity by making DTLA more welcoming and accessible for people of all backgrounds.
- · Promote sustainability by making DTLA the place to build new housing by transit.
- \cdot Support DTLA as a world-class destination by encouraging the hospitality industry's growth.

Maximize inclusivity

Skid Row has been the epicenter of homelessness in the United States and in our city. There has been a systematic pattern of disinvestment and socioeconomic segregation in Skid Row, and DTLA 2040 proposes to cement the current condition of Skid Row for at least the next two decades. DTLA 2040 treats Skid Row completely differently from any other neighborhood in DTLA or the city by imposing a blanket ban on mixed-income housing. DTLA 2040 can continue the strong housing protections for existing affordable housing in Skid Row and build on inclusionary zoning while allowing for a more economically and socially integrated neighborhood. We ask that you create an expansive inclusionary zoning requirement in Skid Row that requires more affordable housing and also allows for a mix of incomes.

Promote sustainability

DTLA 2040 expanded the area where housing can be built in downtown, but it did so with many regulations that are overly rigid and risks preventing housing growth near transit. If we are going to maximize sustainable growth that has the lowest impact on carbon emissions, we must change the approach to new housing in Historic Core, Chinatown, Arts District, and Fashion District. We ask that you increase the base FAR in these neighborhoods to support dense housing development by transit.

DTLA 2040 proposes to maintain Site Plan Review (SPR) and only increase it for some projects. SPR discourages dense development, which is contrary to fostering more housing near transit and walkable neighborhoods. We ask that you remove SPR in the DTLA 2040 plan area to encourage sustainable density.

As proposed, DTLA 2040 counts above-grade parking toward a project's FAR when it is within ¼ mile of a metro station. We understand this requirement is intended to discourage above-grade parking but believe it will have unintended consequences of reducing the amount of new housing that can be built, longer construction times, increased emissions and ultimately more expensive housing. We ask that counting above-grade parking toward FAR be removed and replaced with stringent design requirements including the ability to adopt parking to other uses in the future as market conditions change.

Support DTLA as a world-class destination

DTLA is a cultural gem that can create prosperity for small business owners, entrepreneurs, workers and the community who benefit from activated streets and sidewalks. DTLA 2040 can help by allowing new restaurants to offer beer and wine, instead of maintaining outdated regulations which will make our community less competitive with other areas that have the Restaurant Beverage Program (RBP). We ask that the RBP be implemented in all DTLA 2040 neighborhoods except Figueroa Terrace, Skid Row and the southernmost portion of the plan area where housing is not permitted.

neighborhoods for new hotels while banning them completely from other areas that allow new housing. This runs counter to our City's stated goal of increasing hotel rooms to support the LA Convention Center. We ask that you remove the unnecessary CUP requirement for hotels and to remove neighborhood hotel bans. Hotels are critical to DTLA's economy and should be encouraged.

We thank you for your consideration and strong partnership as we work together to ensure that DTLA 2040 supports DTLA's continued vibrancy and sustainability, and to implement meaningful, effective solutions to our housing shortage and homelessness crisis.

Sincerely, Eric Garcia ericrgarcia@gmail.com

416 s spring st

Los Angeles, CA 90013 United States

Jeff Shultz

Postal Code:

Email Address: shultz.jeff@gmail.com

Date of Submission: Mon, 10/03/2022 - 12:13

Submission Letter:

Mon, 10/03/2022 - 12:13

Emma Howard Council Districts 1 & 14 200 N. Spring Street Los Angeles, CA 90012

Re: DTLA 2040 Community Plan

Dear Emma Howard,

As a Downtown LA stakeholder, I will be impacted by the DTLA 2040 community plan. DTLA 2040 is critical for our city's future because it will establish the development standards for the heart of our city for the next two decades and can address our two most pressing challenges the housing shortage and homelessness. To meet our existing and future needs, LA must build almost 500,000 new units by 2029 and about half of those need to be affordable. DTLA 2040 is our chance to meaningfully address our housing and homelessness crises, but we must get it right. Specifically, I am asking that you advocate for the following practical recommendations to be included in DTLA 2040:

- \cdot Maximize inclusivity by making DTLA more welcoming and accessible for people of all backgrounds.
- · Promote sustainability by making DTLA the place to build new housing by transit.
- \cdot Support DTLA as a world-class destination by encouraging the hospitality industry's growth.

Maximize inclusivity

Skid Row has been the epicenter of homelessness in the United States and in our city. There has been a systematic pattern of disinvestment and socioeconomic segregation in Skid Row, and DTLA 2040 proposes to cement the current condition of Skid Row for at least the next two decades. DTLA 2040 treats Skid Row completely differently from any other neighborhood in DTLA or the city by imposing a blanket ban on mixed-income housing. DTLA 2040 can continue the strong housing protections for existing affordable housing in Skid Row and build on inclusionary zoning while allowing for a more economically and socially integrated neighborhood. We ask that you create an expansive inclusionary zoning requirement in Skid Row that requires more affordable housing and also allows for a mix of incomes.

Promote sustainability

DTLA 2040 expanded the area where housing can be built in downtown, but it did so with many regulations that are overly rigid and risks preventing housing growth near transit. If we are going to maximize sustainable growth that has the lowest impact on carbon emissions, we must change the approach to new housing in Historic Core, Chinatown, Arts District, and Fashion District. We ask that you increase the base FAR in these neighborhoods to support dense housing development by transit.

DTLA 2040 proposes to maintain Site Plan Review (SPR) and only increase it for some projects. SPR discourages dense development, which is contrary to fostering more housing near transit and walkable neighborhoods. We ask that you remove SPR in the DTLA 2040 plan area to encourage sustainable density.

As proposed, DTLA 2040 counts above-grade parking toward a project's FAR when it is within ¼ mile of a metro station. We understand this requirement is intended to discourage above-grade parking but believe it will have unintended consequences of reducing the amount of new housing that can be built, longer construction times, increased emissions and ultimately more expensive housing. We ask that counting above-grade parking toward FAR be removed and replaced with stringent design requirements including the ability to adopt parking to other uses in the future as market conditions change.

Support DTLA as a world-class destination

DTLA is a cultural gem that can create prosperity for small business owners, entrepreneurs, workers and the community who benefit from activated streets and sidewalks. DTLA 2040 can help by allowing new restaurants to offer beer and wine, instead of maintaining outdated regulations which will make our community less competitive with other areas that have the Restaurant Beverage Program (RBP). We ask that the RBP be implemented in all DTLA 2040 neighborhoods except Figueroa Terrace, Skid Row and the southernmost portion of the plan area where housing is not permitted.

neighborhoods for new hotels while banning them completely from other areas that allow new housing. This runs counter to our City's stated goal of increasing hotel rooms to support the LA Convention Center. We ask that you remove the unnecessary CUP requirement for hotels and to remove neighborhood hotel bans. Hotels are critical to DTLA's economy and should be encouraged.

We thank you for your consideration and strong partnership as we work together to ensure that DTLA 2040 supports DTLA's continued vibrancy and sustainability, and to implement meaningful, effective solutions to our housing shortage and homelessness crisis.

Sincerely, Jeff Shultz shultz.jeff@gmail.com

222 S Central Ave Apt 422

Los Angeles, CA 90012 United States

ROSALIE SHENKAROW

Postal Code:

Email Address: rosalieheller@yahoo.com

Date of Submission: Mon, 10/03/2022 - 12:13

Submission Letter: Mon, 10/03/2022 - 12:13

Emma Howard Council Districts 1 & 14 200 N. Spring Street Los Angeles, CA 90012

Re: DTLA 2040 Community Plan

Dear Emma Howard,

As a Downtown LA stakeholder, I will be impacted by the DTLA 2040 community plan. DTLA 2040 is critical for our city's future because it will establish the development standards for the heart of our city for the next two decades and can address our two most pressing challenges the housing shortage and homelessness. To meet our existing and future needs, LA must build almost 500,000 new units by 2029 and about half of those need to be affordable. DTLA 2040 is our chance to meaningfully address our housing and homelessness crises, but we must get it right. Specifically, I am asking that you advocate for the following practical recommendations to be included in DTLA 2040:

- \cdot Maximize inclusivity by making DTLA more welcoming and accessible for people of all backgrounds.
- · Promote sustainability by making DTLA the place to build new housing by transit.
- · Support DTLA as a world-class destination by encouraging the hospitality industry's growth.

Maximize inclusivity

Skid Row has been the epicenter of homelessness in the United States and in our city. There has been a systematic pattern of disinvestment and socioeconomic segregation in Skid Row, and DTLA 2040 proposes to cement the current condition of Skid Row for at least the next two decades. DTLA 2040 treats Skid Row completely differently from any other neighborhood in DTLA or the city by imposing a blanket ban on mixed-income housing. DTLA 2040 can continue the strong housing protections for existing affordable housing in Skid Row and build on inclusionary zoning while allowing for a more economically and socially integrated neighborhood. We ask that you create an expansive inclusionary zoning requirement in Skid Row that requires more affordable housing and also allows for a mix of incomes.

Promote sustainability

DTLA 2040 expanded the area where housing can be built in downtown, but it did so with many regulations that are overly rigid and risks preventing housing growth near transit. If we are going to maximize sustainable growth that has the lowest impact on carbon emissions, we must change the approach to new housing in Historic Core, Chinatown, Arts District, and Fashion District. We ask that you increase the base FAR in these neighborhoods to support dense housing development by transit.

DTLA 2040 proposes to maintain Site Plan Review (SPR) and only increase it for some projects. SPR discourages dense development, which is contrary to fostering more housing near transit and walkable neighborhoods. We ask that you remove SPR in the DTLA 2040 plan area to encourage sustainable density.

As proposed, DTLA 2040 counts above-grade parking toward a project's FAR when it is within ¼ mile of a metro station. We understand this requirement is intended to discourage above-grade parking but believe it will have unintended consequences of reducing the amount of new housing that can be built, longer construction times, increased emissions and ultimately more expensive housing. We ask that counting above-grade parking toward FAR be removed and replaced with stringent design requirements including the ability to adopt parking to other uses in the future as market conditions change.

Support DTLA as a world-class destination

DTLA is a cultural gem that can create prosperity for small business owners, entrepreneurs, workers and the community who benefit from activated streets and sidewalks. DTLA 2040 can help by allowing new restaurants to offer beer and wine, instead of maintaining outdated regulations which will make our community less competitive with other areas that have the Restaurant Beverage Program (RBP). We ask that the RBP be implemented in all DTLA 2040 neighborhoods except Figueroa Terrace, Skid Row and the southernmost portion of the plan area where housing is not permitted.

neighborhoods for new hotels while banning them completely from other areas that allow new housing. This runs counter to our City's stated goal of increasing hotel rooms to support the LA Convention Center. We ask that you remove the unnecessary CUP requirement for hotels and to remove neighborhood hotel bans. Hotels are critical to DTLA's economy and should be encouraged.

We thank you for your consideration and strong partnership as we work together to ensure that DTLA 2040 supports DTLA's continued vibrancy and sustainability, and to implement meaningful, effective solutions to our housing shortage and homelessness crisis.

Sincerely, ROSALIE SHENKAROW rosalieheller@yahoo.com

1850 INDUSTRIAL STREET, 311

Los Angeles, CA 90021 United States

Jet Doye

Postal Code:

Email Address: jet.doye@skidrow.org

Date of Submission: Fri, 09/30/2022 - 11:12

Submission Letter: Fri, 09/30/2022 - 11:12

Councilmember de Leon Council Districts 1 & 14 200 N. Spring Street Los Angeles, CA 90012

Re: DTLA 2040 Community Plan

Dear Councilmember de Leon,

As a Downtown LA stakeholder, I will be impacted by the DTLA 2040 community plan. DTLA 2040 is critical for our city's future because it will establish the development standards for the heart of our city for the next two decades and can address our two most pressing challenges the housing shortage and homelessness. To meet our existing and future needs, LA must build almost 500,000 new units by 2029 and about half of those need to be affordable. DTLA 2040 is our chance to meaningfully address our housing and homelessness crises, but we must get it right. Specifically, I am asking that you advocate for the following practical recommendations to be included in DTLA 2040:

- \cdot Maximize inclusivity by making DTLA more welcoming and accessible for people of all backgrounds.
- · Promote sustainability by making DTLA the place to build new housing by transit.
- \cdot Support DTLA as a world-class destination by encouraging the hospitality industry's growth.

Maximize inclusivity

Skid Row has been the epicenter of homelessness in the United States and in our city. There has been a systematic pattern of disinvestment and socioeconomic segregation in Skid Row, and DTLA 2040 proposes to cement the current condition of Skid Row for at least the next two decades. DTLA 2040 treats Skid Row completely differently from any other neighborhood in DTLA or the city by imposing a blanket ban on mixed-income housing. DTLA 2040 can continue the strong housing protections for existing affordable housing in Skid Row and build on inclusionary zoning while allowing for a more economically and socially integrated neighborhood. We ask that you create an expansive inclusionary zoning requirement in Skid Row that requires more affordable housing and also allows for a mix of incomes.

Promote sustainability

DTLA 2040 expanded the area where housing can be built in downtown, but it did so with many regulations that are overly rigid and risks preventing housing growth near transit. If we are going to maximize sustainable growth that has the lowest impact on carbon emissions, we must change the approach to new housing in Historic Core, Chinatown, Arts District, and Fashion District. We ask that you increase the base FAR in these neighborhoods to support dense housing development by transit.

DTLA 2040 proposes to maintain Site Plan Review (SPR) and only increase it for some projects. SPR discourages dense development, which is contrary to fostering more housing near transit and walkable neighborhoods. We ask that you remove SPR in the DTLA 2040 plan area to encourage sustainable density.

As proposed, DTLA 2040 counts above-grade parking toward a project's FAR when it is within ¼ mile of a metro station. We understand this requirement is intended to discourage above-grade parking but believe it will have unintended consequences of reducing the amount of new housing that can be built, longer construction times, increased emissions and ultimately more expensive housing. We ask that counting above-grade parking toward FAR be removed and replaced with stringent design requirements including the ability to adopt parking to other uses in the future as market conditions change.

Support DTLA as a world-class destination

DTLA is a cultural gem that can create prosperity for small business owners, entrepreneurs, workers and the community who benefit from activated streets and sidewalks. DTLA 2040 can help by allowing new restaurants to offer beer and wine, instead of maintaining outdated regulations which will make our community less competitive with other areas that have the Restaurant Beverage Program (RBP). We ask that the RBP be implemented in all DTLA 2040 neighborhoods except Figueroa Terrace, Skid Row and the southernmost portion of the plan area where housing is not permitted.

neighborhoods for new hotels while banning them completely from other areas that allow new housing. This runs counter to our City's stated goal of increasing hotel rooms to support the LA Convention Center. We ask that you remove the unnecessary CUP requirement for hotels and to remove neighborhood hotel bans. Hotels are critical to DTLA's economy and should be encouraged.

We thank you for your consideration and strong partnership as we work together to ensure that DTLA 2040 supports DTLA's continued vibrancy and sustainability, and to implement meaningful, effective solutions to our housing shortage and homelessness crisis.

Sincerely, Jet Doye jet.doye@skidrow.org

1317 East 7th Street

Los Angeles, CA 90021 United States

Communication from Public

Name: CCA

Date Submitted: 03/27/2023 11:58 AM

Council File No: 22-0617

Comments for Public Posting: Letter attached



March 27, 2023

Councilmember Marqueece Harris-Dawson Chair, Planning and Land Use Management Committee 200 N. Spring Street Los Angeles, CA 90012

Re: Council File 22-0617, DTLA 2040 Community Plan

Dear Councilmember Harris-Dawson,

CCA is committed to DTLA's vibrancy and increasing opportunity in the region. Our advocacy regarding DTLA 2040 is centered around creating housing at all income levels. DTLA 2040 seeks to accommodate 100,000 new housing units which represents 20% of the city's overall housing growth by 2040. This is an enormous goal to meet but it can be done by adopting the plan with a few modifications. We are largely in support of the plan as adopted by the City Planning Commission and support many of the recommendations within Exhibit F.6: Director of Planning's Memo to the PLUM Committee as reflected in the attached table which is more expansive. We commend City Planning for the extensive work they have done on DTLA 2040 and write this letter to elevate our recommendations.

Inclusionary Zoning

The City Planning Department recommends Graduated Inclusionary Zoning for DTLA 2040. This approach combines a requirement for affordable housing with the Community Benefits Program. To make sure housing developments are economically viable under this model, we ask that you clarify that new residential projects in DTLA 2040 should be exempt from the Affordable Housing Linkage Fee. This is consistent with City Planning's recommendations, and we encourage your support.

We also encourage you to adopt the same inclusionary zoning requirement across the plan area instead of varying requirements by neighborhood. This will aid plan implementation and increase housing development feasibility.

Adaptive Reuse

Adaptive Reuse has played a leading role in DTLA's growth and can continue to be an important tool to create housing and repurpose existing buildings for new use. At the direction of the City Planning Commission, the City Planning Department worked with an independent consultant to study the financial feasibility of including affordable housing requirements in adaptive reuse projects. The consultant concluded that projects would be infeasible with these requirements, and we ask that you support these findings. Notably, projects would still pay the Affordable Housing Linkage Fee and thereby continue to support the creation of affordable housing.

Additionally, DTLA 2040 allows for adaptive reuse of buildings 25 years or older based on a rolling date. We ask that adaptive reuse be expanded to buildings that are 10 years or older based on a rolling date.

Site Plan Review

As the City has undertaken this major initiative to update DTLA's zoning code so there is a clear framework for sustainable growth, we ask that you remove Site Plan Review (SPR) which runs counter to this goal. As Mayor Bass has recognized with Executive Directive No. 1 that removes SPR for affordable housing, SPR is a barrier to dense housing. We should eliminate SPR in DTLA as the most walkable and transit-rich neighborhood of the city. SPR can cause discretionary review for zoning compliant projects, and we should eliminate this to support housing production.



Above-Grade Parking

DTLA 2040 should not punish projects with above-grade parking. This could reduce the amount of new housing that can be built, result in longer construction times, increased emissions and ultimately more expensive housing. We ask that counting above-grade parking toward FAR be removed and replaced with stringent design requirements including the ability to adapt parking to other uses in the future as market conditions change.

Supporting Hospitality

Hotels and the broader hospitality industry are crucial to our local economy, particularly with respect to our Convention Center and LA LIVE, in anticipation of the many major events on the horizon and to bringing in visitors and economic activity that support our neighborhoods. As proposed, the plan would create barriers for hotels in places like the Arts District and Fashion District, which are two of the fastest growing and most exciting areas of DTLA. We ask that you ensure the plan encourages hotel development across DTLA to support tourism and remove hurdles to new hotels in the Arts District and Fashion District. Additionally, we ask that you expand the Nightlife Beverage Program to more of DTLA to make it more streamlined for small food and beverage businesses to open.

Fashion District

The Fashion District is an important area of DTLA that should allow new residential uses while preserving uses such as garment manufacturing – City Planning's recommendation strikes that balance. HR&A provided a study on this issue and City Planning is recommending their findings. Importantly, the study and City Planning both agree that many issues related to the Fashion District being raised by garment workers are outside of zoning considerations. Additionally, we believe there should be amendment that allows for non-ductile concrete buildings to convert for earthquake safety purposes. We request that you adopt City Planning's recommendations and add conversion exemption for non-ductile concrete buildings.

We also believe it would promote housing to ask City Planning to include an approach that allows for conversion of existing buildings if they are vacant or severely underutilized for at least 2 years. The burden of proof of vacancy/severe underutilization would be on the property owners and rely on government issued information like LADWP bills/usage.

We also request that you ask the Economic Workforce and Development Department (EWDD) to report back on targeted strategies outside of the Community Plan that can support garment workers and the industry's equitable growth. The Fashion District is a unique and dynamic area in DTLA that can support many uses.

Form Districts in Chinatown & Little Tokyo

We agree with City Planning recommendations to increase FARs in form districts MN1 and DM2 and to remove height maximums for district DM5. We believe higher FARs in areas near transit will allow more housing. We also encourage the removal of height maximums throughout the plan area. Height maximums are often out of step with parcel zoning and could cause unnecessary discretionary entitlements.

Chinatown Unit Requirements

As proposed, projects that use the Community Benefits Program in Chinatown must have at least 30% of their units as 2 bedrooms or larger. The planning code should not have such rigid requirements for unit sizes that can be a barrier to creating a diversity of new housing. Notably, it would negatively impact 100% affordable housing which tend to have smaller units to be as cost- and space-efficient as possible, jeopardizing their feasibility. We recommend that this requirement be removed for all projects, especially considering their impact on 100% affordable housing developments.



Arts District

DTLA 2040 contains many strict development standards for new housing in the Arts District, such as only allowing Live/Work units, but these requirements must also be balanced to promote new housing construction. The currently proposed zoning for the area is overly prescriptive and would create unnecessary barriers to housing development. We recommend removing the average Live/Work unit size requirement of 1,000 SF, allowing Live/Work units to count toward required "productive floor area," and not imposing the 10-story height minimum presented in the Director's report.

We also support reducing the LA River set back from 20 feet to 10 feet as recommended in the Director's report.

Skid Row

DTLA 2040 includes an "IX1" zone for the area of Skid Row between 5th, 7th, Central, and San Pedro that would continue to allow social services, light industrial and commercial uses, but it would also allow for new housing by right only for projects with 100% of units restricted for affordable housing. Advancing this zoning would only freeze the current conditions, reinforce and formalize the City's failed policy of containment and further concentrate poverty in this area of DTLA. Prohibiting mixed-income growth and separating this area from the rest of DTLA runs counter to stated DTLA 2040 plan goals of inclusive and diverse neighborhoods.

DLTA 2040 cannot alone address the challenges of this area. Truly meeting the needs of this area requires a much broader effort that involves mental health, workforce development and social services, which will take coordination from multiple departments and organizations. We are hopeful this can be achieved by the County-led Skid Row Action Plan. We ask that you request a report from LA County on the status of the Skid Row Action Plan and coordinate efforts.

We also ask that you request legal analysis from the City Attorney on the impact of prohibiting mixed-income housing in this area and its alignment with requirements to affirmatively further fair housing. Our letter to the City Attorney regarding this issue is included as an attachment. Finally, we ask that you consider directing City Planning to revise IX1 to allow for mixed-income housing in alignment with an approach that seeks to provide housing across income levels throughout all of DTLA.

Thank you for your consideration of DTLA 2040. We are excited to see this important plan move forward for our city's future.

Sincerely,

Nella McOsker CEO & President

cc: Honorable Members of the PLUM Committee Councilmember Kevin de León, District 14 Councilmember Eunisses Hernandez, District 1

Attachment 1: Recommendations Table

Attachment 2: CCA Letter to City Attorney Feldstein-Soto



Attachment 1: Recommendations Table



City Planning Recommendation	CCA Position	Suggested Amendment
Adopt a Graduated Inclusionary Framework and exempt projects from Affordable Housing Linkage Fee. This approach requires onsite units and preserves the community benefits program.	Agree with City Planning Recommendation for Graduated Inclusionary, but do not agree with differing affordable housing requirements for different areas.	Direct City Planning to include Graduated Inclusionary Framework for DTLA 2040 plan with one set of requirements across the plan area.
Adopt different affordable housing requirements between northern and southern portions of DTLA.		
Don't apply affordable housing requirements to adaptive reuse projects (however, they are still subject to the Affordable Housing Linkage Fee). DTLA 2040 allows for adaptive reuse of buildings 25 years or older based on a rolling date.	Support City Planning's recommendation that was developed in consultation from a financial feasibility analysis by HR&A. Nonresidential buildings as old as 10 years may also be prime for conversion. Adjust rolling date to 10 years or older for eligibility.	Direct City Planning to implement DTLA 2040 plan without an inclusionary zoning requirement for adaptive reuse projects and subject adaptive reuse projects to the Affordable Housing Linkage Fee. Direct City Planning to allow for adaptive reuse of buildings 10 years or older based on a rolling date.
DTLA 2040 increases SPR threshold to 500 units for housing developments that participate in the community benefits program.	SPR stymies housing production by requiring discretionary review for projects that are 50 units are more. The City is currently in the process of eliminating SPR for affordable housing projects because it slows down construction and creates an unproductive hurdle. Eliminate SPR for all projects that are	Direct City Planning to remove site plan review requirement from all projects in DTLA 2040 that are compliant with zoning.
	Adopt a Graduated Inclusionary Framework and exempt projects from Affordable Housing Linkage Fee. This approach requires onsite units and preserves the community benefits program. Adopt different affordable housing requirements between northern and southern portions of DTLA. Don't apply affordable housing requirements to adaptive reuse projects (however, they are still subject to the Affordable Housing Linkage Fee). DTLA 2040 allows for adaptive reuse of buildings 25 years or older based on a rolling date. DTLA 2040 increases SPR threshold to 500 units for housing developments that participate in the	Adopt a Graduated Inclusionary Framework and exempt projects from Affordable Housing Linkage Fee. This approach requires onsite units and preserves the community benefits program. Adopt different affordable housing requirements between northern and southern portions of DTLA. Don't apply affordable housing requirements to adaptive reuse projects (however, they are still subject to the Affordable Housing Linkage Fee). DTLA 2040 allows for adaptive reuse of buildings 25 years or older based on a rolling date. DTLA 2040 increases SPR threshold to 500 units for housing developments that participate in the community benefits program. Agree with City Planning Recommendation for Graduated Inclusionary, but do not agree with differing affordable housing requirements for different areas. Support City Planning's recommendation that was developed in consultation from a financial feasibility analysis by HR&A. Nonresidential buildings as old as 10 years may also be prime for conversion. Adjust rolling date to 10 years or older for eligibility. SPR stymies housing production by requiring discretionary review for projects that are 50 units are more. The City is currently in the process of eliminating SPR for affordable housing projects because it slows down construction and creates an unproductive hurdle.



Item	City Planning Recommendation	CCA Position	Suggested Amendment
Parking &	Count above-grade parking toward	Require above-grade parking to be	Direct City Planning to require above-grade parking to
Transit Hubs	project FAR when in it is within a ¼	convertible to other uses and well-	be convertible other uses and well-designed and
	mile of a rail station.	designed and do not count toward FAR.	remove it from FAR calculations.
NBP/RBP	Enact RBP in Chinatown and Little	Enact NBP/RBP in areas of DTLA 2040	Direct City Planning to adopt NBP/RBP in the area of
Integration	Tokyo, and NBP along 7 th Street,	where there has been demonstrated	DTLA 2040 that is represented by the Downtown Los
	Convention Center area and	community support.	Angeles Neighborhood Council (outside of IX1 zone).
	Broadway.		
		DLANC supports RBP in its area (outside of	
	Prohibit in Figueroa Terrace and Skid	the IX1 zone in Skid Row) and that should	
	Row.	be supported.	
Fashion District	Enhance IX3 zone to prohibit	Agree with City Planning recommendations,	Adopt City Planning's recommendations and direct City
	conversion of nonresidential	however, consider conversion exemption	Planning to add conversion exemption for non-ductile
	buildings to residential uses, reduce	for non-ductile concrete buildings and ask	concrete buildings.
	the required amount of productive	other City departments to provide non-	
	space from 1:1 FAR to 0.5:1 FAR and	zoning strategies to support garment	Ask City Planning to include an approach that allows
	prohibit office space from counting	workers.	for conversion for existing buildings if they are vacant
	toward productive space FAR.		or severely underutilized for at least 2-years. The
			burden of proof would be on the property owners and
	Enhance IX2 to require additional		rely on government issue information like LADWP
	findings to permit Live/Work units.		bills/usage.
	Enhance CPIO to promote light		Ask EWDD to report back on targeted non-zoning
	manufacturing uses thru FAR		strategies that can support garment workers and the
	increase.		industry's equitable growth.
Form Districts	Increase base FAR from 2:1 to 3:1 in	Agree with City Planning recommendations.	Direct City Planning to increase base FAR to 6:1 and
in Chinatown &	form districts MN1 and DM2.	Higher FARs in areas near transit will allow	bonus 9.3:1 in form districts MN1 and DM2.
Little Tokyo		more housing.	
	Remove height maximums for	j	Direct City Planning to remove height maximums
	district DM5.	Agree with removal of height maximum.	throughout DTLA 2040 plan area.



Item	City Planning Recommendation	CCA Position	Suggested Amendment
Chinatown 2+	Projects that use the Community	The planning code should not have such	Direct City Planning to delete line II-II 2. B. 4. from the
Bedroom Unit	Benefits Program in Chinatown must	rigid requirements for unit sizes, which are	Community Plan Implementation Overlay regarding
Requirement	have at least 30% of their units as 2	inflexible and unresponsive to changing	"Dwelling Unit Mix and Location" that states "For sites
	bedrooms or larger. This also applies	market demands. This kind of requirement	located in Subarea A.3, a minimum of 30% of the total
	to 100% affordable housing projects.	can be a barrier to creating a diversity of	dwelling units for an eligible Housing Development
		new housing. This requirement also creates	shall be two bedrooms or greater."
		an unnecessary discretionary entitlement	
		which runs counter to the goals of DTLA	
		2040.	
Live/Work	Maintain 1,000 SF average unit size	Remove average unit size requirement. It is	Direct City Planning to remove average unit size
Units	requirement in Arts District.	overly prescriptive and creates barriers and	requirement in the Arts District and allow live/work
		added costs to housing development. This	units to count toward the required "productive space"
		requirement also creates an unnecessary	(i.e., office or light industrial).
		discretionary entitlement which runs	
		counter to the goals of DTLA 2040.	
		HR&A provided analysis on this issue and	
		concluded larger units are more expensive	
		to build, but that reduced unit size does not	
		necessarily result in increased affordability.	
Arts District	Include 10-story height minimum.	Height minimums are overly prescriptive	Direct City Planning to remove height minimums and
Height		and undermine intent of plan to allow new	maximums throughout DTLA 2040.
Minimum		housing construction that is zoning	
		compliant.	
River Setback	Reduce LA river set back from 20	Agree with City Planning recommendation.	Direct City Planning to reduce LA river set back from
	feet to 10 feet.		20 feet to 10 feet.



Item	City Planning Recommendation	CCA Position	Suggested Amendment
Skid Row	DTLA 2040 includes an "IX1" zone for the area of Skid Row between 5 th , 7 th , Central, and San Pedro.	Advancing the zoning as proposed would only freeze the current conditions and further the failed policy of containment.	Request report from LA County on status of Skid Row Action Plan and coordinate efforts.
	This area is currently zoned for light manufacturing and commercial uses, and several social service providers are located there.	Banning mixed-income housing would further concentrate poverty in this area of DTLA and run counter to stated DTLA 2040 plan goals of inclusive and diverse neighborhoods.	Request legal analysis from the City Attorney on impact of prohibiting mixed-income housing in this area and how it affirmatively furthers fair housing. Direct City Planning to revise IX1 to allow for allow mixed-income housing.
	IX1 would continue to allow social services, light industrial and commercial uses, but it would also allow for new housing by right only for projects with 100% of units restricted for affordable housing. IX1 allows for restricted affordable units to be up to 120% of Area Median Income (i.e., Moderate Income) or below.	The Community Plan cannot alone address the challenges of this area. Truly meeting the needs of this area requires a much broader effort that involves mental health, workforce development and social services, which will take coordination from multiple departments and organizations and is being done with the Skid Row Action Plan.	



Attachment 2: CCA Letter to City Attorney Feldstein-Soto



March 20, 2023

The Honorable Hydee Feldstein-Soto Los Angeles City Attorney 200 N. Spring Street Los Angeles, CA 90012

Re: Council File 22-0617, DTLA 2040 Community Plan

Dear Madame City Attorney,

Established in 1924, Central City Association (CCA) is committed to DTLA's vibrancy and increasing opportunity in the region. We are a membership organization comprised of over 300 members who have played a leading role in improving Downtown Los Angeles and our city. We have been deeply engaged on the DTLA 2040 Community Plan Update since it's initiation in 2014, and we are eager for its adoption after nearly a decade of work from the City and a wide range of stakeholders. As DTLA 2040 begins to move the City Council's legislative process we remain concerned about its proposed zoning for a portion of Skid Row and we ask for your legal review.

The DTLA 2040 Community Plan includes a proposed "IX1" zone for the area of Skid Row between 5th, 7th, Central, and San Pedro. This area is currently zoned for light manufacturing and commercial uses, and several social service providers are located there. IX1 would continue to allow social services, light industrial and commercial uses, but it would also allow for new housing by right only for projects with 100% of units restricted for affordable housing up to 120% of Area Median Income (i.e., Moderate Income) or below.

We are concerned that this proposed zoning continues the policy of containment and does not affirmatively further fair housing. Banning mixed-income housing would further concentrate poverty in this area of DTLA and run counter to stated DTLA 2040 plan goals of inclusive and diverse neighborhoods.

Thank you for your consideration related to the legal implications of the "IX1" zone and we stand ready to provide any additional you may need to review this matter.

Sincerely,

Nella McOsker CEO & President Central City Association