

Your Community Impact Statement has been successfully submitted to City Council and Committees.

If you have questions and/or concerns, please contact the Department of Neighborhood Empowerment at [NCsupport@lacity.org](mailto:NCsupport@lacity.org).

This is an automated response, please do not reply to this email.

#### Contact Information

Neighborhood Council: Downtown Los Angeles Neighborhood Council

Name: Jim Sarratori

Phone Number:

Email: [jim.sarratori@dlanc.com](mailto:jim.sarratori@dlanc.com)

The Board approved this CIS by a vote of: Yea(15) Nay(0) Abstain(1) Ineligible(0) Recusal(0)

Date of NC Board Action: 12/14/2021

Type of NC Board Action: For if Amended

#### Impact Information

Date: 01/05/2022

Update to a Previous Input: No

Directed To: City Council and Committees

Council File Number: 21-1131

Agenda Date:

Item Number:

Summary: At our regularly held public meeting on December 14, 2021 the Board of Directors of the Downtown Los Angeles Neighborhood Council (“DLANC”) voted to provide the following comments below: The Downtown Los Angeles Neighborhood Council submits this Community Impact Statement in support, if amended of Council File 21-1131. Please see our attached letter.

CITY OF LOS ANGELES  
CALIFORNIA



**DOWNTOWN LOS ANGELES  
NEIGHBORHOOD COUNCIL  
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TREASURER



P.O. BOX 13096  
LOS ANGELES, CA 90013

WWW.DLANC.COM

EMAIL: DLANC@EMPOWERLA.ORG

December 14, 2021

**Re: Community Impact Statement on CF 21-1131: Car Free Areas / Grand Avenue / 1st Street / 2nd street / Broadway / 3rd Street / 4th Street / Traction Avenue / Hewitt Street**

To Whom It May Concern:

At our regularly held public meeting on December 14, 2021 the Board of Directors of the Downtown Los Angeles Neighborhood Council ("DLANC") voted to provide the following comments below:

The Downtown Los Angeles Neighborhood Council submits this Community Impact Statement **in support, if amended** of Council File 21-1131: Car Free Areas along Grand Avenue and Broadway.

While we appreciate the recognition of Downtown's rapid growth and its potential to set the standard of a more vibrant city center, we ask that any car-free experiences first consider urban design/placemaking interventions, transit infrastructure options, and alternatives to any full street closures.

Some of the areas selected for the car-free feasibility study, like Grand Avenue between 1st and 2nd Street, and Broadway between 3rd and 4th Street, are major transit corridors and circulation corridors for Downtown. Therefore, DLANC is more supportive of a hybrid closure approach that is limited to select days and times, special events, weekends, and optimized pending results of these implementations. We also recommend exploring the installation of retractable bollards, such as those used throughout the Convention Center and LA Live area from Chick Hearn Court and Figueroa Boulevard, to assist with routine temporary closures.

In addition, we are supportive of a hybrid approach, similar to the Complete Streets Program, coupled with a temporary closure model, where the design of such an area could be accomplished with the removal of vehicle travel lanes, parking, and widening of sidewalks for public programming. With any approach, whether it be hybridized or permanent street closure, it is imperative that it is coupled with placemaking interventions that enhance the pedestrian

experience in these areas. This can be done with the addition of more trees, green space, street furniture, street lighting, decorative surface and groundscape treatments, and more. Additionally, proposals should protect existing loading zones for adjacent small businesses.

We agree that it is viable and warranted to close off these areas to cars for more than one-off events, but we should strive to seek a balance so that we do not shut off access to those community members who still rely on cars to participate in making Downtown the hub that it is today.

Sincerely,



Claudia Oliveira  
President,  
DLANC



Debby Zhou,  
Chair,  
DLANC Livability Committee

CC:

Council District 14 (via email)

Historic Core Business Improvement District (via email)

Downtown Center Business Improvement District (via email)