

CITY OF LOS ANGELES
CALIFORNIA



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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, 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. A permanent street closure to cars would be extremely disruptive and would likely be more detrimental than beneficial.

However, 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 installation of retractable bollards, such as those used throughout the Convention Center and LA Live area on those things from Chick Hearn and Figueroa to assist with routine temporary closures.

In addition, we are supportive of a hybrid approach, similar to the *Complete Streets*, 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 a 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 landscape treatments, and more.

We agree that it's definitely 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 don't shut off access to those community members who still rely on cars to come participate in making Downtown the hub that it is today.

*** SUBJECT TO APPROVAL BY DLANC BOARD OF DIRECTORS ON DECEMBER 14, 2021***

Sincerely,

Claudia Oliveira
President,
DLANC

Debby Zhou
Chair,
DLANC Livability Committee

CC: Council District 14 (via email)
Historic Core Business Improvement District
Downtown Center Business Improvement District (via email)