

We, the community that will be directly impacted by the "Crossroads Development Project" (ENV-2015-2026-EIR), entirely oppose this project. We find that the negative impacts on the community do not outweigh the financial benefits of the project. **We find that this project is invalid for the following reasons:**

1. This project doesn't look at other alternatives for increasing walkability in the area.
2. The proposed project will not replace the loss of truly affordable RSO housing, as RSO can only apply to structures built and occupied prior to 1978.
3. This ordinance has virtually no public support based on the public hearing where over 95% people who gave public comment spoke against it.

This project is designed to improve quality of life issues like walkability and beautification. **We, the community, find this project does not increase quality of life for the existing community for the following reasons:**

1. Encouragement of these types of luxury developments in Hollywood puts existing rental properties and therefore tenants at high risk of displacement. The EIR and the city of Los Angeles have not conducted enough research in regards to the cumulative loss of RSO housing and the increase of putting residents into "at risk" categories for homelessness.
2. The project claims it will encourage the increase in the use of public transportation. The EIR and this city fail to provide research as to why we **don't** have a massive increase in public transportation ridership based on the transit oriented high density developments that have already been constructed.
3. The project will significantly impact the response time of emergency responders. The developer has claimed the site will have a built in emergency response substation, but has failed to secure the budget needed to pay for the emergency responders to be staffed on site.
4. It will create more traffic due to a lack of ample parking. The EIR and city have not conducted research in regards to the deterioration of required parking rules and the link to the decrease in quality of life for the residents due to the anxiety and frustration of attempting to park in areas where developments are allowed to decrease the required parking.
5. This EIR and the city have not conducted enough research into the negative impacts on the greenhouse gas emissions that the demolition and construction will have, and if this will truly be less than the emissions of automobiles used in the area.
6. The development project doesn't take into account the seismic activity in the area and the collapse that will result as this project is:

Not able to be anchored to the bedrock as well as not being able to determine the depth of the caisson levels.

The tall structures are not designed to telescope into themselves during the collapse.

The high water table levels in Hollywood which is why subterranean parking structures do not go past two levels.

The area is subject to Liquefaction as determined by the City of Los Angeles.

The human rescue and cleanup efforts of this project site after a large seismic activity will be a large financial burden on the taxpayers and the state. The loss is greater than any possible financial benefits.

**We are instead asking for an alternative plan for the "Crossroads Development" that will be community mandated and accepted as a responsible use of the intended CRA financial investment for the Crossroads Area. We are requesting the following:**

RECEIVED  
CITY OF LOS ANGELES

JUN 20 2018

MAJOR PROJECTS  
UNIT

1. That the city invest money in more street furniture, tree planting, improved and consistent street lighting, sidewalk widening, ADA curb cuts, safer crosswalks, public parking lots and grade separated protected bike lanes.
2. That the city install and maintain ADA crosswalks, pedestrian activated crosswalks, parkway tree planting, and zebra stripes at all intersections.
3. That the city repair all broken or damaged city property as a way to encourage even more walkability (we feel we already have a walkable community with a much-used public transportation corridor).
4. That the current Crossroads World Heritage Site allow for an open gate policy and encourage people to utilize the area instead of discouraging residents from enjoying static activities in the area as well as walking thru the site.

We feel this alternative to the proposed "Crossroads Development" will improve our community without such excessive impacts. We also feel that this community improvement will preserve our affordable housing which is critical in a city with a 23% increase in homelessness in the past year alone. We must also preserve our currently existing small businesses while preventing an increase in traffic and loss of parking.

Printed Name: J. Reyes & Martha del Real Date: 06/02/2018  
Signature: [Signature]  
Address: 6536 Dr. Lopez Ave. #68  
Email and Phone Number: 323 236-7457 - 323 675-4417

We, the community that will be directly impacted by the "Crossroads Development Project" (ENV-2015-2026-EIR), entirely oppose this project. We find that the negative impacts on the community do not outweigh the financial benefits of the project. **We find that this project is invalid for the following reasons:**

1. This project doesn't look at other alternatives for increasing walkability in the area.
2. The proposed project will not replace the loss of truly affordable RSO housing, as RSO can only apply to structures built and occupied prior to 1978.
3. This ordinance has virtually no public support based on the public hearing where over 95% people who gave public comment spoke against it.

This project is designed to improve quality of life issues like walkability and beautification. **We, the community, find this project does not increase quality of life for the existing community for the following reasons:**

1. Encouragement of these types of luxury developments in Hollywood puts existing rental properties and therefore tenants at high risk of displacement. The EIR and the city of Los Angeles have not conducted enough research in regards to the cumulative loss of RSO housing and the increase of putting residents into "at risk" categories for homelessness.
2. The project claims it will encourage the increase in the use of public transportation. The EIR and this city fail to provide research as to why we **don't** have a massive increase in public transportation ridership based on the transit oriented high density developments that have already been constructed.
3. The project will significantly impact the response time of emergency responders. The developer has claimed the site will have a built in emergency response substation, but has failed to secure the budget needed to pay for the emergency responders to be staffed on site.
4. It will create more traffic due to a lack of ample parking. The EIR and city have not conducted research in regards to the deterioration of required parking rules and the link to the decrease in quality of life for the residents due to the anxiety and frustration of attempting to park in areas where developments are allowed to decrease the required parking.
5. This EIR and the city have not conducted enough research into the negative impacts on the greenhouse gas emissions that the demolition and construction will have, and if this will truly be less than the emissions of automobiles used in the area.
6. The development project doesn't take into account the seismic activity in the area and the collapse that will result as this project is:

Not able to be anchored to the bedrock as well as not being able to determine the depth of the caisson levels.

The tall structures are not designed to telescope into themselves during the collapse.

The high water table levels in Hollywood which is why subterranean parking structures do not go past two levels.

The area is subject to Liquefaction as determined by the City of Los Angeles.

The human rescue and cleanup efforts of this project site after a large seismic activity will be a large financial burden on the taxpayers and the state. The loss is greater than any possible financial benefits.

**We are instead asking for an alternative plan for the "Crossroads Development" that will be community mandated and accepted as a responsible use of the intended CRA financial investment for the Crossroads Area. We are requesting the following:**

1. That the city invest money in more street furniture, tree planting, improved and consistent street lighting, sidewalk widening, ADA curb cuts, safer crosswalks, public parking lots and grade separated protected bike lanes.
2. That the city install and maintain ADA crosswalks, pedestrian activated crosswalks, parkway tree planting, and zebra stripes at all intersections.
3. That the city repair all broken or damaged city property as a way to encourage even more walkability (we feel we already have a walkable community with a much-used public transportation corridor).
4. That the current Crossroads World Heritage Site allow for an open gate policy and encourage people to utilize the area instead of discouraging residents from enjoying static activities in the area as well as walking thru the site.

We feel this alternative to the proposed "Crossroads Development" will improve our community without such excessive impacts. We also feel that this community improvement will preserve our affordable housing which is critical in a city with a 23% increase in homelessness in the past year alone. We must also preserve our currently existing small businesses while preventing an increase in traffic and loss of parking.

Printed Name: Dulce Hernandez Date: 06-2-18  
Signature: Dulce  
Address: 6520 De Longpre ave. 90028  
Email and Phone Number: \_\_\_\_\_

We, the community that will be directly impacted by the "Crossroads Development Project" (ENV-2015-2026-EIR), entirely oppose this project. We find that the negative impacts on the community do not outweigh the financial benefits of the project. **We find that this project is invalid for the following reasons:**

1. This project doesn't look at other alternatives for increasing walkability in the area.
2. The proposed project will not replace the loss of truly affordable RSO housing, as RSO can only apply to structures built and occupied prior to 1978.
3. This ordinance has virtually no public support based on the public hearing where over 95% people who gave public comment spoke against it.

This project is designed to improve quality of life issues like walkability and beautification. **We, the community, find this project does not increase quality of life for the existing community for the following reasons:**

1. Encouragement of these types of luxury developments in Hollywood puts existing rental properties and therefore tenants at high risk of displacement. The EIR and the city of Los Angeles have not conducted enough research in regards to the cumulative loss of RSO housing and the increase of putting residents into "at risk" categories for homelessness.
2. The project claims it will encourage the increase in the use of public transportation. The EIR and this city fail to provide research as to why we *don't* have a massive increase in public transportation ridership based on the transit oriented high density developments that have already been constructed.
3. The project will significantly impact the response time of emergency responders. The developer has claimed the site will have a built in emergency response substation, but has failed to secure the budget needed to pay for the emergency responders to be staffed on site.
4. It will create more traffic due to a lack of ample parking. The EIR and city have not conducted research in regards to the deterioration of required parking rules and the link to the decrease in quality of life for the residents due to the anxiety and frustration of attempting to park in areas where developments are allowed to decrease the required parking.
5. This EIR and the city have not conducted enough research into the negative impacts on the greenhouse gas emissions that the demolition and construction will have, and if this will truly be less than the emissions of automobiles used in the area.
6. The development project doesn't take into account the seismic activity in the area and the collapse that will result as this project is:

Not able to be anchored to the bedrock as well as not being able to determine the depth of the caisson levels.

The tall structures are not designed to telescope into themselves during the collapse.

The high water table levels in Hollywood which is why subterranean parking structures do not go past two levels.

The area is subject to Liquefaction as determined by the City of Los Angeles.

The human rescue and cleanup efforts of this project site after a large seismic activity will be a large financial burden on the taxpayers and the state. The loss is greater than any possible financial benefits.

**We are instead asking for an alternative plan for the "Crossroads Development" that will be community mandated and accepted as a responsible use of the intended CRA financial investment for the Crossroads Area. We are requesting the following:**

1. That the city invest money in more street furniture, tree planting, improved and consistent street lighting, sidewalk widening, ADA curb cuts, safer crosswalks, public parking lots and grade separated protected bike lanes.
2. That the city install and maintain ADA crosswalks, pedestrian activated crosswalks, parkway tree planting, and zebra stripes at all intersections.
3. That the city repair all broken or damaged city property as a way to encourage even more walkability (we feel we already have a walkable community with a much-used public transportation corridor).
4. That the current Crossroads World Heritage Site allow for an open gate policy and encourage people to utilize the area instead of discouraging residents from enjoying static activities in the area as well as walking thru the site.

We feel this alternative to the proposed "Crossroads Development" will improve our community without such excessive impacts. We also feel that this community improvement will preserve our affordable housing which is critical in a city with a 23% increase in homelessness in the past year alone. We must also preserve our currently existing small businesses while preventing an increase in traffic and loss of parking.

Printed Name: Eva Franco Date: 6/2/18  
Signature: ~~Eva Franco~~  
Address: 6520 Delongpre Ave. Hollywood CA 90028  
Email and Phone Number: florevering@yahoo.com

We, the community that will be directly impacted by the "Crossroads Development Project" (ENV-2015-2026-EIR), entirely oppose this project. We find that the negative impacts on the community do not outweigh the financial benefits of the project. **We find that this project is invalid for the following reasons:**

1. This project doesn't look at other alternatives for increasing walkability in the area.
2. The proposed project will not replace the loss of truly affordable RSO housing, as RSO can only apply to structures built and occupied prior to 1978.
3. This ordinance has virtually no public support based on the public hearing where over 95% people who gave public comment spoke against it.

This project is designed to improve quality of life issues like walkability and beautification. **We, the community, find this project does not increase quality of life for the existing community for the following reasons:**

1. Encouragement of these types of luxury developments in Hollywood puts existing rental properties and therefore tenants at high risk of displacement. The EIR and the city of Los Angeles have not conducted enough research in regards to the cumulative loss of RSO housing and the increase of putting residents into "at risk" categories for homelessness.
2. The project claims it will encourage the increase in the use of public transportation. The EIR and this city fail to provide research as to why we **don't** have a massive increase in public transportation ridership based on the transit oriented high density developments that have already been constructed.
3. The project will significantly impact the response time of emergency responders. The developer has claimed the site will have a built in emergency response substation, but has failed to secure the budget needed to pay for the emergency responders to be staffed on site.
4. It will create more traffic due to a lack of ample parking. The EIR and city have not conducted research in regards to the deterioration of required parking rules and the link to the decrease in quality of life for the residents due to the anxiety and frustration of attempting to park in areas where developments are allowed to decrease the required parking.
5. This EIR and the city have not conducted enough research into the negative impacts on the greenhouse gas emissions that the demolition and construction will have, and if this will truly be less than the emissions of automobiles used in the area.
6. The development project doesn't take into account the seismic activity in the area and the collapse that will result as this project is:

Not able to be anchored to the bedrock as well as not being able to determine the depth of the caisson levels.

The tall structures are not designed to telescope into themselves during the collapse.

The high water table levels in Hollywood which is why subterranean parking structures do not go past two levels.

The area is subject to Liquefaction as determined by the City of Los Angeles.

The human rescue and cleanup efforts of this project site after a large seismic activity will be a large financial burden on the taxpayers and the state. The loss is greater than any possible financial benefits.

**We are instead asking for an alternative plan for the "Crossroads Development" that will be community mandated and accepted as a responsible use of the intended CRA financial investment for the Crossroads Area. We are requesting the following:**

1. That the city invest money in more street furniture, tree planting, improved and consistent street lighting, sidewalk widening, ADA curb cuts, safer crosswalks, public parking lots and grade separated protected bike lanes.
2. That the city install and maintain ADA crosswalks, pedestrian activated crosswalks, parkway tree planting, and zebra stripes at all intersections.
3. That the city repair all broken or damaged city property as a way to encourage even more walkability (we feel we already have a walkable community with a much-used public transportation corridor).
4. That the current Crossroads World Heritage Site allow for an open gate policy and encourage people to utilize the area instead of discouraging residents from enjoying static activities in the area as well as walking thru the site.

We feel this alternative to the proposed "Crossroads Development" will improve our community without such excessive impacts. We also feel that this community improvement will preserve our affordable housing which is critical in a city with a 23% increase in homelessness in the past year alone. We must also preserve our currently existing small businesses while preventing an increase in traffic and loss of parking.

Printed Name: Edwin Vasquez Date: 06-02-18  
Signature: \_\_\_\_\_  
Address: 6520 De Longpre Ave. 90028  
Email and Phone Number: (323) 738 2800

We, the community that will be directly impacted by the "Crossroads Development Project" (ENV-2015-2026-EIR), entirely oppose this project. We find that the negative impacts on the community do not outweigh the financial benefits of the project. **We find that this project is invalid for the following reasons:**

1. This project doesn't look at other alternatives for increasing walkability in the area.
2. The proposed project will not replace the loss of truly affordable RSO housing, as RSO can only apply to structures built and occupied prior to 1978.
3. This ordinance has virtually no public support based on the public hearing where over 95% people who gave public comment spoke against it.

This project is designed to improve quality of life issues like walkability and beautification. **We, the community, find this project does not increase quality of life for the existing community for the following reasons:**

1. Encouragement of these types of luxury developments in Hollywood puts existing rental properties and therefore tenants at high risk of displacement. The EIR and the city of Los Angeles have not conducted enough research in regards to the cumulative loss of RSO housing and the increase of putting residents into "at risk" categories for homelessness.
2. The project claims it will encourage the increase in the use of public transportation. The EIR and this city fail to provide research as to why we **don't** have a massive increase in public transportation ridership based on the transit oriented high density developments that have already been constructed.
3. The project will significantly impact the response time of emergency responders. The developer has claimed the site will have a built in emergency response substation, but has failed to secure the budget needed to pay for the emergency responders to be staffed on site.
4. It will create more traffic due to a lack of ample parking. The EIR and city have not conducted research in regards to the deterioration of required parking rules and the link to the decrease in quality of life for the residents due to the anxiety and frustration of attempting to park in areas where developments are allowed to decrease the required parking.
5. This EIR and the city have not conducted enough research into the negative impacts on the greenhouse gas emissions that the demolition and construction will have, and if this will truly be less than the emissions of automobiles used in the area.
6. The development project doesn't take into account the seismic activity in the area and the collapse that will result as this project is:

Not able to be anchored to the bedrock as well as not being able to determine the depth of the caisson levels.

The tall structures are not designed to telescope into themselves during the collapse.

The high water table levels in Hollywood which is why subterranean parking structures do not go past two levels.

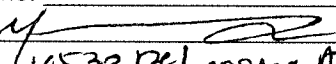
The area is subject to Liquefaction as determined by the City of Los Angeles.

The human rescue and cleanup efforts of this project site after a large seismic activity will be a large financial burden on the taxpayers and the state. The loss is greater than any possible financial benefits.

**We are instead asking for an alternative plan for the "Crossroads Development" that will be community mandated and accepted as a responsible use of the intended CRA financial investment for the Crossroads Area. We are requesting the following:**

1. That the city invest money in more street furniture, tree planting, improved and consistent street lighting, sidewalk widening, ADA curb cuts, safer crosswalks, public parking lots and grade separated protected bike lanes.
2. That the city install and maintain ADA crosswalks, pedestrian activated crosswalks, parkway tree planting, and zebra stripes at all intersections.
3. That the city repair all broken or damaged city property as a way to encourage even more walkability (we feel we already have a walkable community with a much-used public transportation corridor).
4. That the current Crossroads World Heritage Site allow for an open gate policy and encourage people to utilize the area instead of discouraging residents from enjoying static activities in the area as well as walking thru the site.

We feel this alternative to the proposed "Crossroads Development" will improve our community without such excessive impacts. We also feel that this community improvement will preserve our affordable housing which is critical in a city with a 23% increase in homelessness in the past year alone. We must also preserve our currently existing small businesses while preventing an increase in traffic and loss of parking.

Printed Name: Martha Paula DelReal Date: 6/02/18  
Signature:   
Address: 16530 DeLongpre Ave #23 LA, CA 90029  
Email and Phone Number: marthapaula25@yahoo.com

We, the community that will be directly impacted by the "Crossroads Development Project" (ENV-2015-2026-EIR), entirely oppose this project. We find that the negative impacts on the community do not outweigh the financial benefits of the project. **We find that this project is invalid for the following reasons:**

1. This project doesn't look at other alternatives for increasing walkability in the area.
2. The proposed project will not replace the loss of truly affordable RSO housing, as RSO can only apply to structures built and occupied prior to 1978.
3. This ordinance has virtually no public support based on the public hearing where over 95% people who gave public comment spoke against it.

This project is designed to improve quality of life issues like walkability and beautification. **We, the community, find this project does not increase quality of life for the existing community for the following reasons:**

1. Encouragement of these types of luxury developments in Hollywood puts existing rental properties and therefore tenants at high risk of displacement. The EIR and the city of Los Angeles have not conducted enough research in regards to the cumulative loss of RSO housing and the increase of putting residents into "at risk" categories for homelessness.
2. The project claims it will encourage the increase in the use of public transportation. The EIR and this city fail to provide research as to why we **don't** have a massive increase in public transportation ridership based on the transit oriented high density developments that have already been constructed.
3. The project will significantly impact the response time of emergency responders. The developer has claimed the site will have a built in emergency response substation, but has failed to secure the budget needed to pay for the emergency responders to be staffed on site.
4. It will create more traffic due to a lack of ample parking. The EIR and city have not conducted research in regards to the deterioration of required parking rules and the link to the decrease in quality of life for the residents due to the anxiety and frustration of attempting to park in areas where developments are allowed to decrease the required parking.
5. This EIR and the city have not conducted enough research into the negative impacts on the greenhouse gas emissions that the demolition and construction will have, and if this will truly be less than the emissions of automobiles used in the area.
6. The development project doesn't take into account the seismic activity in the area and the collapse that will result as this project is:

Not able to be anchored to the bedrock as well as not being able to determine the depth of the caisson levels.

The tall structures are not designed to telescope into themselves during the collapse.

The high water table levels in Hollywood which is why subterranean parking structures do not go past two levels.

The area is subject to Liquefaction as determined by the City of Los Angeles.

The human rescue and cleanup efforts of this project site after a large seismic activity will be a large financial burden on the taxpayers and the state. The loss is greater than any possible financial benefits.

**We are instead asking for an alternative plan for the "Crossroads Development" that will be community mandated and accepted as a responsible use of the intended CRA financial investment for the Crossroads Area. We are requesting the following:**

1. That the city invest money in more street furniture, tree planting, improved and consistent street lighting, sidewalk widening, ADA curb cuts, safer crosswalks, public parking lots and grade separated protected bike lanes.
2. That the city install and maintain ADA crosswalks, pedestrian activated crosswalks, parkway tree planting, and zebra stripes at all intersections.
3. That the city repair all broken or damaged city property as a way to encourage even more walkability (we feel we already have a walkable community with a much-used public transportation corridor).
4. That the current Crossroads World Heritage Site allow for an open gate policy and encourage people to utilize the area instead of discouraging residents from enjoying static activities in the area as well as walking thru the site.

We feel this alternative to the proposed "Crossroads Development" will improve our community without such excessive impacts. We also feel that this community improvement will preserve our affordable housing which is critical in a city with a 23% increase in homelessness in the past year alone. We must also preserve our currently existing small businesses while preventing an increase in traffic and loss of parking.

Printed Name:

William Amaro

Date:

06/22/18

Signature:

William Amaro

Address:

6535 Klenny Rd #189

Email and Phone Number:

WILIAMIREZ54@HOTMAIL.COM

We, the community that will be directly impacted by the "Crossroads Development Project" (ENV-2015-2026-EIR), entirely oppose this project. We find that the negative impacts on the community do not outweigh the financial benefits of the project. **We find that this project is invalid for the following reasons:**

1. This project doesn't look at other alternatives for increasing walkability in the area.
2. The proposed project will not replace the loss of truly affordable RSO housing, as RSO can only apply to structures built and occupied prior to 1978.
3. This ordinance has virtually no public support based on the public hearing where over 95% people who gave public comment spoke against it.

This project is designed to improve quality of life issues like walkability and beautification. **We, the community, find this project does not increase quality of life for the existing community for the following reasons:**

1. Encouragement of these types of luxury developments in Hollywood puts existing rental properties and therefore tenants at high risk of displacement. The EIR and the city of Los Angeles have not conducted enough research in regards to the cumulative loss of RSO housing and the increase of putting residents into "at risk" categories for homelessness.
2. The project claims it will encourage the increase in the use of public transportation. The EIR and this city fail to provide research as to why we **don't** have a massive increase in public transportation ridership based on the transit oriented high density developments that have already been constructed.
3. The project will significantly impact the response time of emergency responders. The developer has claimed the site will have a built in emergency response substation, but has failed to secure the budget needed to pay for the emergency responders to be staffed on site.
4. It will create more traffic due to a lack of ample parking. The EIR and city have not conducted research in regards to the deterioration of required parking rules and the link to the decrease in quality of life for the residents due to the anxiety and frustration of attempting to park in areas where developments are allowed to decrease the required parking.
5. This EIR and the city have not conducted enough research into the negative impacts on the greenhouse gas emissions that the demolition and construction will have, and if this will truly be less than the emissions of automobiles used in the area.
6. The development project doesn't take into account the seismic activity in the area and the collapse that will result as this project is:

Not able to be anchored to the bedrock as well as not being able to determine the depth of the caisson levels.

The tall structures are not designed to telescope into themselves during the collapse.

The high water table levels in Hollywood which is why subterranean parking structures do not go past two levels.

The area is subject to Liquefaction as determined by the City of Los Angeles.

The human rescue and cleanup efforts of this project site after a large seismic activity will be a large financial burden on the taxpayers and the state. The loss is greater than any possible financial benefits.

**We are instead asking for an alternative plan for the "Crossroads Development" that will be community mandated and accepted as a responsible use of the intended CRA financial investment for the Crossroads Area. We are requesting the following:**

1. That the city invest money in more street furniture, tree planting, improved and consistent street lighting, sidewalk widening, ADA curb cuts, safer crosswalks, public parking lots and grade separated protected bike lanes.
2. That the city install and maintain ADA crosswalks, pedestrian activated crosswalks, parkway tree planting, and zebra stripes at all intersections.
3. That the city repair all broken or damaged city property as a way to encourage even more walkability (we feel we already have a walkable community with a much-used public transportation corridor).
4. That the current Crossroads World Heritage Site allow for an open gate policy and encourage people to utilize the area instead of discouraging residents from enjoying static activities in the area as well as walking thru the site.

We feel this alternative to the proposed "Crossroads Development" will improve our community without such excessive impacts. We also feel that this community improvement will preserve our affordable housing which is critical in a city with a 23% increase in homelessness in the past year alone. We must also preserve our currently existing small businesses while preventing an increase in traffic and loss of parking.

Printed Name: \_\_\_\_\_

MARINA GARCIA

Date: \_\_\_\_\_

8/13/18

Signature: \_\_\_\_\_

Address: \_\_\_\_\_

6530 DE LOVARE AVE APT #2

Email and Phone Number: \_\_\_\_\_

(323) 943-5679