

Draft 2045 Climate Action Plan

Comment Letters Received

Individuals

1. Aaron Stein-Chesters
2. Aleli Valencia
3. Alexia Morales
4. Andrew Adams
5. Andrew Crabtree
6. Andy Freeland
7. Andy May
8. Anne Mathews
9. Arvin Aquino
10. Bill Mayben
11. Bonifacio Rojas
12. Brad Foley
13. Brian Trautman
14. Brittany Meckelborg
15. Carey Bennett
16. Carol Gordon
17. Chris Tokita
18. Christopher Michel
19. Cristian Arias
20. Cristian Granados
21. Daniel Cones
22. Daniel Savage
23. David Barboza
24. David Lopez
25. Derika Gibson
26. Desiree Lenart
27. Dre Delapinia
28. Ed Salisbury
29. Eduardo Alcazar
30. Elias Echevarria
31. Emily Skehan
32. Emily Visick
33. Enrique Sanchez
34. Eric Kesselmark
35. Francisco Ortiz
36. Frank Smith
37. Geneva Vogelheim
38. Haley Fong
39. Henry Fung
40. Henry van Moyland
41. Ian Lundy
42. Jacqueline Cochrane
43. Jacquelyn Pulido
44. Jason Green
45. Jennifer Gill
46. Jesse Berumen
47. Jesus Cortez
48. John Lloyd
49. Jonathan Galicia
50. Jonathan Munoz
51. Jose Giron
52. Jose Mancilla
53. Jose Rivas
54. Juan De La Rosa
55. Juan Torres
56. Julian Billings
57. June Williams
58. Kevin Scott
59. Kevin Zelaya
60. Kim Reeder
61. Kyle Norvell
62. Leslie Ridings
63. Liliya Jones
64. Lindsay Kerns
65. Liz Barillas
66. Luis Martinez
67. Machiko Yasuda
68. Marjorie Hanscom
69. Mark Yetter
70. Mason Flink
71. Matthew Rodriguez
72. Mia Grindon
73. Michael Kukuczka
74. Michael Siegel
75. Miguel Dorantes
76. Monica Richards
77. Nicholas Burns
78. Nicolas Reyes
79. Nina Long
80. Prabhu Reddy
81. Richard Bourne
82. Robert Ortega
83. Roberto Reyes
84. Rody Stephenson
85. Ryan Rubin
86. Samuel Shapiro-Kline
87. Sarah Nathan
88. Shoamy Flores
89. Sun Yu
90. Teno Mendez
91. Thomas Irwin
92. Toby Muresianu
93. Tom Reilly
94. Twyla Meyer
95. Tyler Koke
96. Valerie Morishige

From: [REDACTED] on behalf of [Aaron Stein-Chester](#)
To: [DRP EPS Climate](#)
Subject: Support if amended - Draft LA County 2045 Climate Action Plan
Date: Tuesday, July 12, 2022 9:33:56 AM

CAUTION: External Email. Proceed Responsibly.

Dear Supervising Regional Planner Thuy Hua,

Thanks for all of your work on this, but I would like to see it be more ambitious. Specifically, I would really love to see more of a focus on reducing greenhouse gas emissions via housing-related policies—something that the County actually has control over—rather than relying on ZEV adoption. There are actions to take that are much more firmly within the County’s jurisdiction, including improving transit quality, eliminating parking requirements, and allowing higher density development, particularly near transit.

52% of the County’s emissions come from transportation and the CAP relies heavily on zero-emission vehicles (ZEVs) to reduce these emissions. This strategy (Measure T6) accounts for the largest share of GHG emissions reductions at 31.5%. However, transitioning to ZEVs is largely beyond the County’s control. While the County can play a role in providing charging infrastructure and purchasing ZEVs for its own fleets, it is primarily federal and state policies that determine County residents’ abilities to switch to ZEVs.

Measure T4 commits to doubling transit service hours by 2030. However, longer service hours is not the same as convenient service. The County should commit to increasing the percentage of hours County-operated transit will have frequent services every 15 minutes or better.

Measure T5 commits to removing minimum parking requirements for new residential developments but implies that they would remain for existing residential uses. Elsewhere, the plan states that the Department of Regional Planning is merely studying reducing parking requirements. These add up to a muddled commitment, even though parking requirements increase driving, greenhouse gas emissions, and force non-drivers to subsidize parking for car owners.

Measure T1 aims to increase density near high-quality transit areas, targeting a range of 20-50 dwelling units per acre. This density target could easily be doubled. Denser residential development near transit allows people to be less reliant on cars and also reduces development pressure on greenfields, saving natural habitats which are carbon sinks.

Measure E1 requires existing buildings to remove gas appliances during major renovations or before they are sold. The point of sale requirement should allow exceptions. If a property is being sold for redevelopment, it would not make sense to remodel as it will soon be demolished.

Measure E2 envisions net zero energy for new construction after 2025. Requiring net-zero energy for all buildings could undermine forms of development that advance climate goals by habitat conservation and promoting automobile alternatives. For example, a high-rise apartment building has these benefits, but would struggle to offset all of its greenhouse gas emissions on site with rooftop solar. Additionally, providing on-site battery storage to balance out intermittent renewables may be more important for GHG mitigation than on-site renewable energy generation. If parking requirements were eliminated, spaces currently used for parking could be remodeled into additional homes or battery storage areas.

Measure E6 aims to reduce water use. Promoting multifamily housing is an excellent way to reduce outdoor water use since landscaped open spaces are smaller, or shared by several households, and thus use less outdoor water per capita.

Strategy 3 includes measures to enhance the bikeway network, but is not clear on where the proposed upgrades would occur or the quality of the infrastructure. These are important factors to consider. For example, protected bike lanes encourage cycling much more than painted bike lanes or sharrows.

Measure T9 proposes decarbonizing construction equipment, but seems unsure of the feasibility of doing so. While this goal is worthwhile, we also have to ensure that the dense, infill, transit-oriented housing can be built at a reasonable cost.

Sincerely,
Aaron Stein-Chester



From: [REDACTED] on behalf of [Aleli Valencia](#)
To: [DRP EPS Climate](#)
Subject: Support if amended - Draft LA County 2045 Climate Action Plan
Date: Thursday, July 14, 2022 4:06:52 PM

CAUTION: External Email. Proceed Responsibly.

Dear Supervising Regional Planner Thuy Hua,

I am grateful for your work on the 2045 CAP and would be proud to support the plan if it were amended to address my concerns. The plan should be more ambitious and seek more opportunities to reduce greenhouse gas emissions via housing-related policies.

52% of the County's emissions come from transportation and the CAP relies heavily on zero-emission vehicles (ZEVs) to reduce these emissions. This strategy (Measure T6) accounts for the largest share of GHG emissions reductions at 31.5%. However, transitioning to ZEVs is largely beyond the County's control. While the County can play a role in providing charging infrastructure and purchasing ZEVs for its own fleets, it is primarily federal and state policies that determine County residents' abilities to switch to ZEVs.

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Personally sent by Aleli Valencia using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is a grassroots pro-housing organization.

Sincerely,
Aleli Valencia



From: [Alexia Morales](#)
To: [DRP EPS Climate](#)
Subject: Fwd: Los Angeles County 2045 Climate Action Plan
Date: Monday, July 18, 2022 12:17:04 PM

CAUTION: External Email. Proceed Responsibly.

[REDACTED]

[REDACTED]

Hi, my name is Jonathan Munoz , I am a local carpenters union member who lives and works in Los Angeles County. We would like to see Labor Standards and or a Community Wealth Policy included in this Climate Action Plan. In future projects under this plan, the County should explicitly incorporate language requiring family supporting wages, skills training and job access to the community members rather than simply accepting projects founded on low costs and low wages. Specifically:

The construction workforce should require;

- Full family health plans
- All contractors must participate must either participate in a state-approved apprenticeship program or request dispatches of apprentices from a program
- Paid sick leave. Pension, and vacation-holiday pay.
- Local Hire

High quality responsible bidder standards should be established to ensure high quality construction performance;

- Construction contractors at every level comply with labor law and have no history of fraudulent or grossly negligent business practices.
- General Contractors should be required to self perform a Minimum of 5% of all construction craft work for which they are responsible.

We believe all Los Angeles County residents deserve an innovative economic solution that puts them on the path to build better careers, increase access to family healthcare, and enrich the community at large.

Los Angeles County Carpenters Union Member,

From: [REDACTED] on behalf of [Andrew Adams](#)
To: [DRP EPS Climate](#)
Subject: Support if amended - Draft LA County 2045 Climate Action Plan
Date: Tuesday, July 12, 2022 10:49:12 AM

CAUTION: External Email. Proceed Responsibly.

Dear Supervising Regional Planner Thuy Hua,

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Measure T9 proposes decarbonizing construction equipment, but seems unsure of the feasibility of doing so. While this goal is worthwhile, we also have to ensure that the dense, infill, transit-oriented housing can be built at a reasonable cost.

Personally sent by Andrew Adams using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is a grassroots pro-housing organization.

Sincerely,
Andrew Adams



From: [REDACTED] on behalf of [Andrew Crabtree](#)
To: [DRP EPS Climate](#)
Subject: Support if amended - Draft LA County 2045 Climate Action Plan
Date: Tuesday, July 12, 2022 10:16:28 AM

CAUTION: External Email. Proceed Responsibly.

Dear Supervising Regional Planner Thuy Hua,

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Personally sent by Andrew Crabtree using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is a grassroots pro-housing organization.

Sincerely,
Andrew Crabtree



Iris Chi

From: [REDACTED] on behalf of Andy Freeland [REDACTED]
Sent: Monday, July 11, 2022 5:40 PM
To: DRP EPS Climate
Subject: Support if amended - Draft LA County 2045 Climate Action Plan

CAUTION: External Email. Proceed Responsibly.

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Personally sent by Andy Freeland using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is a grassroots pro-housing organization.

Sincerely,
Andy Freeland



From: [REDACTED] on behalf of [Andy May](#)
To: [DRP EPS Climate](#)
Subject: Support if amended - Draft LA County 2045 Climate Action Plan
Date: Thursday, July 14, 2022 10:03:15 AM

CAUTION: External Email. Proceed Responsibly.

Dear Supervising Regional Planner Thuy Hua,

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Personally sent by Andy May using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is a grassroots pro-housing organization.

Sincerely,
Andy May

A large black rectangular redaction box covering the signature area.

From: [REDACTED] on behalf of [Anne Mathews](#)
To: [DRP EPS Climate](#)
Subject: Support if amended - Draft LA County 2045 Climate Action Plan
Date: Wednesday, July 13, 2022 9:41:51 PM

CAUTION: External Email. Proceed Responsibly.

Dear Supervising Regional Planner Thuy Hua,

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Personally sent by Anne Mathews using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is a grassroots pro-housing organization.

Sincerely,
Anne Mathews



From: [Atq527](#)
To: [DRP EPS Climate](#)
Subject: Los Angeles County 2045 Climate Action Plan
Date: Monday, July 18, 2022 8:52:54 AM

CAUTION: External Email. Proceed Responsibly.

Hi, my name is Arvin Aquino,

I am a local carpenters union member who lives and works in Los Angeles County. We would like to see Labor Standards and or a Community Wealth Policy included in this Climate Action Plan. In future projects under this plan, the County should explicitly incorporate language requiring family supporting wages, skills training and job access to the community members rather than simply accepting projects founded on low costs and low wages.

Specifically:

The construction workforce should require:

- Full family health plans
- All contractors must participate must either participate in a state-approved apprenticeship program or request dispatches of apprentices from a program
- Paid sick leave. Pension, and vacation-holiday pay.
- Local Hire

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- Construction contractors at every level comply with labor law and have no history of fraudulent or grossly negligent business practices.
- General Contractors should be required to self perform a Minimum of 5% of all construction craft work for which they are responsible.

We believe all Los Angeles County residents deserve an innovative economic solution that puts them on the path to build better careers, increase access to family healthcare, and enrich the community at large.

Los Angeles County Carpenters Union Member,

[Arvin Aquino](#)

Iris Chi

From: Bill Mayben [REDACTED]
Sent: Thursday, July 7, 2022 1:39 PM
To: DRP EPS Climate
Subject: Response to Los Angeles County 2045 CAP Program EIR

CAUTION: External Email. Proceed Responsibly.

Response to Los Angeles County 2045 CAP Program EIR

7-6-2022

Dear Thuy Hua;

First, my deepest appreciation for Los Angeles County Planning preparation of this significant Document, outlining long-range reduction of Green House Gases over the entire County area. None of my comments detract from this work.

My studies have followed the coming climatic-based threats to communities resident in the levels of GHG already present in our atmosphere and oceans, from our historic emissions. Unfortunately, even if we stopped all GHG emissions worldwide today, these existing levels of GHG, combined with continuing methane emissions from melting ice caps and the associated warming trends, create known threats extending decades into the future.

The United Nations, as I am sure you have reviewed, has studied these coming, unavoidable threats extensively; focused through the Intergovernmental Panel on Climate Change (IPCC); with regularly published, detailed worldwide climatic assessments. The scientific community engaged in collating and publishing these studies is now on the sixth assessment report.

A significant compilation of the most salient findings are published as the **IPCC Climate Change 2022; Impacts, Adaptation and Vulnerability; Summary for Policymakers**. I am attaching a link to this document here; and apart from my comments, urge your thorough review. It includes extraordinary, focused, and detailed science-based forecasting on where we are; and where we are headed with climate change.

https://www.ipcc.ch/report/ar6/wg2/downloads/report/IPCC_AR6_WGII_SummaryForPolicymakers.pdf

I have compared and contrasted the IPCC summary with the Los Angeles County 2045 CAP Draft Program EIR. There are clear areas wherein the LA County Proposal fulfills in parallel, climate adaptation and mitigation concerns raised by the IPCC, even though it was not necessarily attempting to do so. There are areas where the LA County Proposal touches on climate mitigation and adaptation recommendations in the IPCC summary; and there are areas which the IPCC considers important for mitigation and adaptation which do not appear in the LA County Proposal.

I asked myself the question; with 18.5 million people in the LA Basin; coming subject to identified climate-based threats starting in the near future; how could an incremental change in focus of the LA GHG program increase citizen likelihood of reducing their suffering, disruption or dislocation? I am operating from the belief that cultural momentum is based on anticipation of potential serious threats to the basics of the lives of its citizenry; food, water, shelter, clothing, community; as examples. In fact, the IPCC Summary for Policymakers suggests, and graphs, a list of these threats, on Page 25.

- 1: No Poverty
- 2: Zero Hunger
- 3: Good Health and Well-being

- 4: Quality Education
- 5: Gender Equality
- 6: Clean Water and Sanitation
- 7: Affordable and Clean Energy
- 8: Decent Work and Economic Growth
- 9: Industry, Innovation and Infrastructure
- 10: Reducing Inequality
- 11: Sustainable Cities and Communities
- 12: Responsible Consumption and Production
- 13: Climate Action
- 14: Life Below Water
- 15: Life On Land
- 16: Peace, Justice, and Strong Institutions
- 17: Partnerships for the Goals

I am oversimplifying to emphasize a point that is the backdrop of the IPCC Summary. Continuity of safe communities is the backbone of adaptation in the midst of climatically-induced threats; and that continuity depends on planned, cooperative, and progressive mitigation and adaptation actions. There are several significant subsets:

- All 18.5 million people in the LA Basin are equally threatened. While it is accurate that every cubic foot of GHG that is eliminated from emission by the LA County proposal is beneficial for the entire planet; it is not equally beneficial to every resident of the LA Basin. The important intersection here is considering the effects of those citizens protected from climatic threats in one political jurisdiction when citizens of adjoining jurisdictions are unprotected. If it is accurate that mitigation and adaptation measures insure cultural continuity; the reverse is also true. If the LA Plan itself were expanded to incorporate direct mitigation and adaptation measures over the coming decades, and incorporated all 18.5 million people, 300 plus communities, including the City of Los Angeles, and 5 counties; cultural continuity could be preserved despite identified climatic-induced threats.
- The secondary benefit is similar to the LA County GHG Program; in that just as GHG emission curtailment is proven possible, and held out as a model to the world; a coordinated program of mitigation and adaptation on the part of an extended metro area of 18.5 million people, providing resilient and sustainable civic processes, proves that this is achievable.

There are now 47 megacities on earth according to UNESCO. While there are differentiations of their threats based on location and climate zones; the core principals are the same. Early and continual mitigation and adaptation to their particular threats and cultural needs; will result in increased resilience and sustainability.

Make no mistake, because California is a laboratory for culture, each of these megacities in turn will ask, at some point, "What is California doing?" Successful climate mitigation and adaptation programs of a megacity represent leadership in the face of existential threats to the continuity of human culture worldwide; wherein resilience and sustainability will define us as a species.

None of my comments above could possibly supplant the content of the [IPCC Summary for Policymakers](#).

I will be the first to admit that sorting through it is a daunting process, and yet, the most rewarding guidance Policymakers could hope for in asking the right questions; facing the right challenges, avoiding maladaptation, and proceeding through to Transformational Adaptation. I urge the administration of the LA County Proposal to engage their counterparts in the LA Basin, and consider a working cadre towards inclusion.

Yours,
Bill Mayben

From: [bonifacio rojas](#)
To: [DRP EPS Climate](#)
Subject: Los Angeles County 2045 Climate Action Plan
Date: Monday, July 18, 2022 8:50:06 AM

CAUTION: External Email. Proceed Responsibly.

Hi, my name is Bonifasio Rojas, I am a local carpenters union member who lives and works in Los Angeles County. We would like to see Labor Standards and or a Community Wealth Policy included in this Climate Action Plan. In future projects under this plan, the County should explicitly incorporate language requiring family supporting wages, skills training and job access to the community members rather than simply accepting projects founded on low costs and low wages. Specifically:

The construction workforce should require;

- Full family health plans
- All contractors must participate must either participate in a state-approved apprenticeship program or request dispatches of apprentices from a program
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- Local Hire

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- Construction contractors at every level comply with labor law and have no history of fraudulent or grossly negligent business practices.
- General Contractors should be required to self perform a Minimum of 5% of all construction craft work for which they are responsible.

We believe all Los Angeles County residents deserve an innovative economic solution that puts them on the path to build better careers, increase access to family healthcare, and enrich the community at large.

Los Angeles County Carpenters Union Member,

Bonifasio Rojas

From: [REDACTED] on behalf of [Brad Foley](#)
To: [DRP EPS Climate](#)
Subject: Support if amended - Draft LA County 2045 Climate Action Plan
Date: Friday, July 15, 2022 3:23:51 AM

CAUTION: External Email. Proceed Responsibly.

Dear Supervising Regional Planner Thuy Hua,

I am grateful for your work on the 2045 CAP and would be proud to support the plan if it were amended to address my concerns. The plan should be more ambitious and seek more opportunities to reduce greenhouse gas emissions via housing-related policies.

52% of the County's emissions come from transportation and the CAP relies heavily on zero-emission vehicles (ZEVs) to reduce these emissions. This strategy (Measure T6) accounts for the largest share of GHG emissions reductions at 31.5%. However, transitioning to ZEVs is largely beyond the County's control. While the County can play a role in providing charging infrastructure and purchasing ZEVs for its own fleets, it is primarily federal and state policies that determine County residents' abilities to switch to ZEVs.

There are actions to take that are much more firmly within the County's jurisdiction, including improving transit quality, eliminating parking requirements, and allowing higher density, particularly near transit.

Measure T4 commits to doubling transit service hours by 2030. However, longer service hours is not the same as convenient service. The County should commit to increasing the percentage of hours County-operated transit will have frequent services every 15 minutes or better.

Measure T5 commits to removing minimum parking requirements for new residential developments but implies that they would remain for existing residential uses. Elsewhere, the plan states that the Department of Regional Planning is merely studying reducing parking requirements. These add up to a muddled commitment, even though parking requirements increase driving, greenhouse gas emissions, and force non-drivers to subsidize parking for car owners.

Measure T1 aims to increase density near high-quality transit areas, targeting a range of 20-50 dwelling units per acre. This density target could easily be doubled. Denser residential development near transit allows people to be less reliant on cars and also reduces development pressure on greenfields, saving natural habitats which are carbon sinks.

Measure E1 requires existing buildings to remove gas appliances during major renovations or before they are sold. The point of sale requirement should allow exceptions. If a property is being sold for redevelopment, it would not make sense to remodel as it will soon be demolished.

Measure E2 envisions net zero energy for new construction after 2025. Requiring net-zero energy for all buildings could undermine forms of development that advance climate goals by habitat conservation and promoting automobile alternatives. For example, a high-rise apartment building has these benefits, but would struggle to offset all of its greenhouse gas emissions on site with rooftop solar. Additionally, providing on-site battery storage to balance out intermittent renewables may be more important for GHG mitigation than on-site renewable energy generation. If parking requirements were eliminated, spaces currently used for parking could be remodeled into additional homes or battery storage areas.

Measure E6 aims to reduce water use. Promoting multifamily housing is an excellent way to reduce outdoor water use since landscaped open spaces are smaller, or shared by several households, and thus use less outdoor water per capita.

Strategy 3 includes measures to enhance the bikeway network, but is not clear on where the proposed upgrades would occur or the quality of the infrastructure. These are important factors to consider. For example, protected bike lanes encourage cycling much more than painted bike lanes or sharrows.

Measure T9 proposes decarbonizing construction equipment, but seems unsure of the feasibility of doing so. While this goal is worthwhile, we also have to ensure that the dense, infill, transit-oriented housing can be built at a reasonable cost.

Personally sent by Brad Foley using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is a grassroots pro-housing organization.

Sincerely,
Brad Foley

A large black rectangular redaction box covering the signature area.

From: [REDACTED] on behalf of [Brian Trautman](#)
To: [DRP EPS Climate](#)
Subject: Support if amended - Draft LA County 2045 Climate Action Plan
Date: Monday, July 11, 2022 6:12:06 PM

CAUTION: External Email. Proceed Responsibly.

Dear Supervising Regional Planner Thuy Hua,

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Personally sent by Brian Trautman using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is a grassroots pro-housing organization.

Sincerely,
Brian Trautman



Iris Chi

From: [REDACTED] on behalf of Brittany Meckelborg
Sent: Monday, July 11, 2022 5:03 PM
To: DRP EPS Climate
Subject: Support if amended - Draft LA County 2045 Climate Action Plan

CAUTION: External Email. Proceed Responsibly.

Dear Supervising Regional Planner Thuy Hua,

I am grateful for your work on the 2045 CAP and would be proud to support the plan if it were amended to address my concerns. The plan should be more ambitious and seek more opportunities to reduce greenhouse gas emissions via housing-related policies.

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Personally sent by Brittany Meckelborg using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is a grassroots pro-housing organization.

Sincerely,
Brittany Meckelborg



From: [REDACTED] on behalf of [Carey Bennett](#)
To: [DRP EPS Climate](#)
Subject: Support if amended - Draft LA County 2045 Climate Action Plan
Date: Wednesday, July 13, 2022 1:10:26 PM

CAUTION: External Email. Proceed Responsibly.

Dear Supervising Regional Planner Thuy Hua,

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Personally sent by Carey Bennett using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is a grassroots pro-housing organization.

Sincerely,
Carey Bennett



From: [REDACTED] on behalf of [Carol Gordon](#)
To: [DRP EPS Climate](#)
Subject: Support if amended - Draft LA County 2045 Climate Action Plan
Date: Tuesday, July 12, 2022 10:17:29 AM

CAUTION: External Email. Proceed Responsibly.

Dear Supervising Regional Planner Thuy Hua,

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Personally sent by Carol Gordon using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is a grassroots pro-housing organization.

Sincerely,
Carol Gordon



From: [REDACTED] on behalf of [Chris Tokita](#)
To: [DRP EPS Climate](#)
Subject: Support if amended - Draft LA County 2045 Climate Action Plan
Date: Wednesday, July 13, 2022 3:12:51 PM

CAUTION: External Email. Proceed Responsibly.

Dear Supervising Regional Planner Thuy Hua,

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Personally sent by Chris Tokita using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is a grassroots pro-housing organization.

Sincerely,
Chris Tokita



From: [REDACTED] on behalf of [Christopher Michel](#)
To: [DRP EPS Climate](#)
Subject: Support if amended - Draft LA County 2045 Climate Action Plan
Date: Wednesday, July 13, 2022 10:50:13 AM

CAUTION: External Email. Proceed Responsibly.

Dear Supervising Regional Planner Thuy Hua,

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Personally sent by Christopher Michel using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is a grassroots pro-housing organization.

Sincerely,
Christopher Michel



From: [Cristian Arias](#)
To: [DRP EPS Climate](#)
Subject: Los Angeles County 2045 Climate Action Plan
Date: Monday, July 18, 2022 8:50:06 AM

CAUTION: External Email. Proceed Responsibly.

Hi, my name is Cristian Arias, I am a local carpenters union member who lives and works in Los Angeles County. We would like to see Labor Standards and or a Community Wealth Policy included in this Climate Action Plan. In future projects under this plan, the County should explicitly incorporate language requiring family supporting wages, skills training and job access to the community members rather than simply accepting projects founded on low costs and low wages. Specifically:

The construction workforce should require;

- Full family health plans
- All contractors must participate must either participate in a state-approved apprenticeship program or request dispatches of apprentices from a program
- Paid sick leave. Pension, and vacation-holiday pay.
- Local Hire

High quality responsible bidder standards should be established to ensure high quality construction performance;

- Construction contractors at every level comply with labor law and have no history of fraudulent or grossly negligent business practices.
- General Contractors should be required to self perform a Minimum of 5% of all construction craft work for which they are responsible.

We believe all Los Angeles County residents deserve an innovative economic solution that puts them on the path to build better careers, increase access to family healthcare, and enrich the community at large.

Los Angeles County Carpenters Union Member,

Cristian Arias

Sent from my iPhone

From: [Cristian Granados](#)
To: [DRP EPS Climate](#)
Subject: Los Angeles County 2045 Climate Action Plan
Date: Monday, July 18, 2022 8:50:42 AM

CAUTION: External Email. Proceed Responsibly.

Hi, my name is Cristian, I am a local carpenters union member who lives and works in Los Angeles County. We would like to see Labor Standards and or a Community Wealth Policy included in this Climate Action Plan. In future projects under this plan, the County should explicitly incorporate language requiring family supporting wages, skills training and job access to the community members rather than simply accepting projects founded on low costs and low wages. Specifically:

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Los Angeles County Carpenters Union Member,

Cristian Granados

From: [REDACTED] on behalf of [Daniel Cones](#)
To: [DRP EPS Climate](#)
Subject: Support if amended - Draft LA County 2045 Climate Action Plan
Date: Monday, July 11, 2022 9:05:50 PM

CAUTION: External Email. Proceed Responsibly.

Dear Supervising Regional Planner Thuy Hua,

I am grateful for your work on the 2045 CAP and would be proud to support the plan if it were amended to address my concerns. The plan should be more ambitious and seek more opportunities to reduce greenhouse gas emissions via housing-related policies.

52% of the County's emissions come from transportation and the CAP relies heavily on zero-emission vehicles (ZEVs) to reduce these emissions. This strategy (Measure T6) accounts for the largest share of GHG emissions reductions at 31.5%. However, transitioning to ZEVs is largely beyond the County's control. While the County can play a role in providing charging infrastructure and purchasing ZEVs for its own fleets, it is primarily federal and state policies that determine County residents' abilities to switch to ZEVs.

There are actions to take that are much more firmly within the County's jurisdiction, including improving transit quality, eliminating parking requirements, and allowing higher density, particularly near transit.

Measure T4 commits to doubling transit service hours by 2030. However, longer service hours is not the same as convenient service. The County should commit to increasing the percentage of hours County-operated transit will have frequent services every 15 minutes or better.

Measure T5 commits to removing minimum parking requirements for new residential developments but implies that they would remain for existing residential uses. Elsewhere, the plan states that the Department of Regional Planning is merely studying reducing parking requirements. These add up to a muddled commitment, even though parking requirements increase driving, greenhouse gas emissions, and force non-drivers to subsidize parking for car owners.

Measure T1 aims to increase density near high-quality transit areas, targeting a range of 20-50 dwelling units per acre. This density target could easily be doubled. Denser residential development near transit allows people to be less reliant on cars and also reduces development pressure on greenfields, saving natural habitats which are carbon sinks.

Measure E1 requires existing buildings to remove gas appliances during major renovations or before they are sold. The point of sale requirement should allow exceptions. If a property is being sold for redevelopment, it would not make sense to remodel as it will soon be demolished.

Measure E2 envisions net zero energy for new construction after 2025. Requiring net-zero energy for all buildings could undermine forms of development that advance climate goals by habitat conservation and promoting automobile alternatives. For example, a high-rise apartment building has these benefits, but would struggle to offset all of its greenhouse gas emissions on site with rooftop solar. Additionally, providing on-site battery storage to balance out intermittent renewables may be more important for GHG mitigation than on-site renewable energy generation. If parking requirements were eliminated, spaces currently used for parking could be remodeled into additional homes or battery storage areas.

Measure E6 aims to reduce water use. Promoting multifamily housing is an excellent way to reduce outdoor water use since landscaped open spaces are smaller, or shared by several households, and thus use less outdoor water per capita.

Strategy 3 includes measures to enhance the bikeway network, but is not clear on where the proposed upgrades would occur or the quality of the infrastructure. These are important factors to consider. For example, protected bike lanes encourage cycling much more than painted bike lanes or sharrows.

Measure T9 proposes decarbonizing construction equipment, but seems unsure of the feasibility of doing so. While this goal is worthwhile, we also have to ensure that the dense, infill, transit-oriented housing can be built at a reasonable cost.

Personally sent by Daniel Cones using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is a grassroots pro-housing organization.

Sincerely,
Daniel Cones



From: [REDACTED] on behalf of [Daniel Savage](#)
To: [DRP EPS Climate](#)
Subject: Support if amended - Draft LA County 2045 Climate Action Plan
Date: Tuesday, July 12, 2022 10:08:30 AM

CAUTION: External Email. Proceed Responsibly.

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Personally sent by Daniel Savage using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is a grassroots pro-housing organization.

Sincerely,
Daniel Savage



From: [REDACTED] on behalf of [David Barboza](#)
To: [DRP EPS Climate](#)
Subject: Support if amended - Draft LA County 2045 Climate Action Plan
Date: Monday, July 11, 2022 9:28:30 PM

CAUTION: External Email. Proceed Responsibly.

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Personally sent by David Barboza using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is a grassroots pro-housing organization.

Sincerely,
David Barboza

A large black rectangular redaction box covering the signature area.

From: [REDACTED] on behalf of [David Barboza](#)
To: [DRP EPS Climate](#)
Subject: Support if amended - Draft LA County 2045 Climate Action Plan
Date: Thursday, July 14, 2022 9:28:09 PM

CAUTION: External Email. Proceed Responsibly.

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Personally sent by David Barboza using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is a grassroots pro-housing organization.

Sincerely,
David Barboza



From: [David Lopez](#)
To: [DRP EPS Climate](#)
Subject: Los Angeles County 2045 Climate Action Plan
Date: Monday, July 18, 2022 9:33:40 AM

CAUTION: External Email. Proceed Responsibly.

Hi, my name is David Lopez, I am a local carpenters union member who lives and works in Los Angeles County. We would like to see Labor Standards and or a Community Wealth Policy included in this Climate Action Plan. In future projects under this plan, the County should explicitly incorporate language requiring family supporting wages, skills training and job access to the community members rather than simply accepting projects founded on low costs and low wages. Specifically:

The construction workforce should require;

- Full family health plans
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- Local Hire

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We believe all Los Angeles County residents deserve an innovative economic solution that puts them on the path to build better careers, increase access to family healthcare, and enrich the community at large.

Los Angeles County Carpenters Union Member,

David Lopez
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From: [REDACTED] on behalf of [Derika Denell Gibson](#)
To: [DRP EPS Climate](#)
Subject: Support if amended - Draft LA County 2045 Climate Action Plan
Date: Tuesday, July 12, 2022 6:08:01 PM

CAUTION: External Email. Proceed Responsibly.

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Measure T9 proposes decarbonizing construction equipment, but seems unsure of the feasibility of doing so. While this goal is worthwhile, we also have to ensure that the dense, infill, transit-oriented housing can be built at a reasonable cost.

Personally sent by Derika Denell Gibson using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is a grassroots pro-housing organization.

Sincerely,
Derika Denell Gibson



From: [REDACTED] on behalf of [Desiree Lenart](#)
To: [DRP EPS Climate](#)
Subject: Support if amended - Draft LA County 2045 Climate Action Plan
Date: Wednesday, July 13, 2022 10:16:56 PM

CAUTION: External Email. Proceed Responsibly.

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Personally sent by Desiree Lenart using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is a grassroots pro-housing organization.

Sincerely,
Desiree Lenart



From: [Dustin Dre Delapinia](#)
To: [DRP EPS Climate](#)
Subject: Los Angeles County 2045 Climate Action Plan
Date: Monday, July 18, 2022 9:31:10 AM

CAUTION: External Email. Proceed Responsibly.

Hi, my name is Dre Delapinia, I am a local carpenters union member who lives and works in Los Angeles County. We would like to see Labor Standards and or a Community Wealth Policy included in this Climate Action Plan. In future projects under this plan, the County should explicitly incorporate language requiring family supporting wages, skills training and job access to the community members rather than simply accepting projects founded on low costs and low wages. Specifically:

The construction workforce should require;

- Full family health plans
- All contractors must participate must either participate in a state-approved apprenticeship program or request dispatches of apprentices from a program
- Paid sick leave. Pension, and vacation-holiday pay.
- Local Hire

High quality responsible bidder standards should be established to ensure high quality construction performance;

- Construction contractors at every level comply with labor law and have no history of fraudulent or grossly negligent business practices.
- General Contractors should be required to self perform a Minimum of 5% of all construction craft work for which they are responsible.

We believe all Los Angeles County residents deserve an innovative economic solution that puts them on the path to build better careers, increase access to family healthcare, and enrich the community at large.

Los Angeles County Carpenters Union Member,

Dre Delapinia



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Acrobat X or Adobe Reader X, or later.**

[Get Adobe Reader Now!](#)

From: [REDACTED]
To: [DRP EPS Climate](#)
Subject: Subject: Item No. 7- 2021-2029 Housing Element
Date: Monday, July 18, 2022 9:55:40 AM

CAUTION: External Email. Proceed Responsibly.

Hi, my name is Eduardo , I am a local union carpenter out of Carpenters Local 661. Carpenters Local 661 represents over 5,000 working families in the area which include members that live, work, and make us of the businesses in and around the Pasadena area. We would like to see Labor Standards and or policy included in the 2021-2029 Housing Element. In future projects under this plan, the city of Pasadena should explicitly incorporate language that requires family supporting wages, healthcare for workers, and all contractors must participate in a state-approved apprenticeship program, and local hire as a condition of approval for this project.

Specifically:

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We believe all Pasadena locals deserve an innovative economic solution that puts them on the path to build better careers, increase access to family healthcare, and enrich the community at large.

Local 661 Carpenters Union Member,

Eduardo G Alcazar

From: [Elias Echevarria](#)
To: [DRP EPS Climate](#)
Subject: Los Angeles County 2045 Climate Action Plan
Date: Monday, July 18, 2022 9:30:47 AM

CAUTION: External Email. Proceed Responsibly.

Hi, my name is Elias Echevarria, I am a local carpenters union member who lives and works in Los Angeles County. We would like to see Labor Standards and or a Community Wealth Policy included in this Climate Action Plan. In future projects under this plan, the County should explicitly incorporate language requiring family supporting wages, skills training and job access to the community members rather than simply accepting projects founded on low costs and low wages. Specifically:

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[Elias Echevarria](#)

From: [REDACTED] on behalf of [Emily Skehan](#)
To: [DRP EPS Climate](#)
Subject: Support if amended - Draft LA County 2045 Climate Action Plan
Date: Wednesday, July 13, 2022 2:27:11 PM

CAUTION: External Email. Proceed Responsibly.

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Personally sent by Emily Skehan using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is a grassroots pro-housing organization.

Sincerely,
Emily Skehan



From: [REDACTED] on behalf of [Elisa Visick](#)
To: [DRP EPS Climate](#)
Subject: Support if amended - Draft LA County 2045 Climate Action Plan
Date: Wednesday, July 13, 2022 4:55:45 PM

CAUTION: External Email. Proceed Responsibly.

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Measure T1 aims to increase density near high-quality transit areas, targeting a range of 20-50 dwelling units per acre. This density target could easily be doubled. Denser residential development near transit allows people to be less reliant on cars and also reduces development pressure on greenfields, saving natural habitats which are carbon sinks.

Measure E1 requires existing buildings to remove gas appliances during major renovations or before they are sold. The point of sale requirement should allow exceptions. If a property is being sold for redevelopment, it would not make sense to remodel as it will soon be demolished.

Measure E2 envisions net zero energy for new construction after 2025. Requiring net-zero energy for all buildings could undermine forms of development that advance climate goals by habitat conservation and promoting automobile alternatives. For example, a high-rise apartment building has these benefits, but would struggle to offset all of its greenhouse gas emissions on site with rooftop solar. Additionally, providing on-site battery storage to balance out intermittent renewables may be more important for GHG mitigation than on-site renewable energy generation. If parking requirements were eliminated, spaces currently used for parking could be remodeled into additional homes or battery storage areas.

Measure E6 aims to reduce water use. Promoting multifamily housing is an excellent way to reduce outdoor water use since landscaped open spaces are smaller, or shared by several households, and thus use less outdoor water per capita.

Strategy 3 includes measures to enhance the bikeway network, but is not clear on where the proposed upgrades would occur or the quality of the infrastructure. These are important factors to consider. For example, protected bike lanes encourage cycling much more than painted bike lanes or sharrows.

Measure T9 proposes decarbonizing construction equipment, but seems unsure of the feasibility of doing so. While this goal is worthwhile, we also have to ensure that the dense, infill, transit-oriented housing can be built at a reasonable cost.

Personally sent by Elisa Visick using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is a grassroots pro-housing organization.

Sincerely,
Elisa Visick

A large black rectangular redaction box covering the signature area.

From: [Kike Sanchez](#)
To: [DRP EPS Climate](#)
Subject: Los Angeles County 2045 Climate Action Plan
Date: Monday, July 18, 2022 8:54:40 AM

CAUTION: External Email. Proceed Responsibly.

Hi, my name is Enrique Sanchez, I am a local carpenters union member who lives and works in Los Angeles County. We would like to see Labor Standards and or a Community Wealth Policy included in this Climate Action Plan. In future projects under this plan, the County should explicitly incorporate language requiring family supporting wages, skills training and job access to the community members rather than simply accepting projects founded on low costs and low wages. Specifically:

The construction workforce should require;

- Full family health plans
- All contractors must participate must either participate in a state-approved apprenticeship program or request dispatches of apprentices from a program
- Paid sick leave. Pension, and vacation-holiday pay.
- Local Hire

High quality responsible bidder standards should be established to ensure high quality construction performance;

- Construction contractors at every level comply with labor law and have no history of fraudulent or grossly negligent business practices.
- General Contractors should be required to self perform a Minimum of 5% of all construction craft work for which they are responsible.

We believe all Los Angeles County residents deserve an innovative economic solution that puts them on the path to build better careers, increase access to family healthcare, and enrich the community at large.

Los Angeles County Carpenters Union Member,

Enrique Sánchez

Sent from my iPhone

From: [Eric Kesselmark](#)
To: [DRP EPS Climate](#)
Subject: Los Angeles County 2045 Climate Action Plan
Date: Monday, July 18, 2022 8:58:49 AM

CAUTION: External Email. Proceed Responsibly.

Hi, my name is Eric Kesselmark, I am a local carpenters union member who lives and works in Los Angeles County. We would like to see Labor Standards and or a Community Wealth Policy included in this Climate Action Plan. In future projects under this plan, the County should explicitly incorporate language requiring family supporting wages, skills training and job access to the community members rather than simply accepting projects founded on low costs and low wages. Specifically:

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Los Angeles County Carpenters Union Member,

Eric Kesselmark

From: [Francisco Ortiz](#)
To: [DRP EPS Climate](#)
Subject: climate@planning.lacounty.gov
Date: Monday, July 18, 2022 9:29:38 AM

CAUTION: External Email. Proceed Responsibly.

climate@planning.lacounty.gov

Email Subject: Los Angeles County 2045 Climate Action Plan

Hi, my name is Francisco Ortiz , I am a local carpenters union member who lives and works in Los Angeles County. We would like to see Labor Standards and or a Community Wealth Policy included in this Climate Action Plan. In future projects under this plan, the County should explicitly incorporate language requiring family supporting wages, skills training and job access to the community members rather than simply accepting projects founded on low costs and low wages. Specifically:

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We believe all Los Angeles County residents deserve an innovative economic solution that puts them on the path to build better careers, increase access to family healthcare, and enrich the community at large.

Los Angeles County Carpenters Union Member,

Francisco Ortiz

Sent from my iPhone

From: [REDACTED] on behalf of [Frank Smith](#)
To: [DRP EPS Climate](#)
Subject: Support if amended - Draft LA County 2045 Climate Action Plan
Date: Monday, July 18, 2022 4:13:52 PM

CAUTION: External Email. Proceed Responsibly.

Dear Supervising Regional Planner Thuy Hua,

I am grateful for your work on the 2045 CAP and would be proud to support the plan if it were amended to address my concerns. The plan should be more ambitious and seek more opportunities to reduce greenhouse gas emissions via housing-related policies.

52% of the County's emissions come from transportation and the CAP relies heavily on zero-emission vehicles (ZEVs) to reduce these emissions. This strategy (Measure T6) accounts for the largest share of GHG emissions reductions at 31.5%. However, transitioning to ZEVs is largely beyond the County's control. While the County can play a role in providing charging infrastructure and purchasing ZEVs for its own fleets, it is primarily federal and state policies that determine County residents' abilities to switch to ZEVs.

There are actions to take that are much more firmly within the County's jurisdiction, including improving transit quality, eliminating parking requirements, and allowing higher density, particularly near transit.

Measure T4 commits to doubling transit service hours by 2030. However, longer service hours is not the same as convenient service. The County should commit to increasing the percentage of hours County-operated transit will have frequent services every 15 minutes or better.

Measure T5 commits to removing minimum parking requirements for new residential developments but implies that they would remain for existing residential uses. Elsewhere, the plan states that the Department of Regional Planning is merely studying reducing parking requirements. These add up to a muddled commitment, even though parking requirements increase driving, greenhouse gas emissions, and force non-drivers to subsidize parking for car owners.

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Measure E1 requires existing buildings to remove gas appliances during major renovations or before they are sold. The point of sale requirement should allow exceptions. If a property is being sold for redevelopment, it would not make sense to remodel as it will soon be demolished.

Measure E2 envisions net zero energy for new construction after 2025. Requiring net-zero energy for all buildings could undermine forms of development that advance climate goals by habitat conservation and promoting automobile alternatives. For example, a high-rise apartment building has these benefits, but would struggle to offset all of its greenhouse gas emissions on site with rooftop solar. Additionally, providing on-site battery storage to balance out intermittent renewables may be more important for GHG mitigation than on-site renewable energy generation. If parking requirements were eliminated, spaces currently used for parking could be remodeled into additional homes or battery storage areas.

Measure E6 aims to reduce water use. Promoting multifamily housing is an excellent way to reduce outdoor water use since landscaped open spaces are smaller, or shared by several households, and thus use less outdoor water per capita.

Strategy 3 includes measures to enhance the bikeway network, but is not clear on where the proposed upgrades would occur or the quality of the infrastructure. These are important factors to consider. For example, protected bike lanes encourage cycling much more than painted bike lanes or sharrows.

Measure T9 proposes decarbonizing construction equipment, but seems unsure of the feasibility of doing so. While this goal is worthwhile, we also have to ensure that the dense, infill, transit-oriented housing can be built at a reasonable cost.

Personally sent by Frank Smith using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is a grassroots pro-housing organization.

Sincerely,
Frank Smith



From: [REDACTED] on behalf of [Geneva Vogelheim](#)
To: [DRP EPS Climate](#)
Subject: Support if amended - Draft LA County 2045 Climate Action Plan
Date: Monday, July 11, 2022 7:51:30 PM

CAUTION: External Email. Proceed Responsibly.

Dear Supervising Regional Planner Thuy Hua,

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Personally sent by Geneva Vogelheim using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is a grassroots pro-housing organization.

Sincerely,
Geneva Vogelheim



Iris Chi

From: [REDACTED] on behalf of Haley Feng [REDACTED]
Sent: Monday, July 11, 2022 5:02 PM
To: DRP EPS Climate
Subject: Support if amended - Draft LA County 2045 Climate Action Plan

CAUTION: External Email. Proceed Responsibly.

Dear Supervising Regional Planner Thuy Hua,

I am grateful for your work on the 2045 CAP and would be proud to support the plan if it were amended to address my concerns. The plan should be more ambitious and seek more opportunities to reduce greenhouse gas emissions via housing-related policies.

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Personally sent by Haley Feng using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is a grassroots pro-housing organization.

Sincerely,
Haley Feng



From: [REDACTED] on behalf of [Henry Fung](#)
To: [DRP EPS Climate](#)
Subject: Support if amended - Draft LA County 2045 Climate Action Plan
Date: Monday, July 18, 2022 11:53:39 AM

CAUTION: External Email. Proceed Responsibly.

Dear Supervising Regional Planner Thuy Hua,

I am grateful for your work on the 2045 CAP and would be proud to support the plan if it were amended to address my concerns. The plan should be more ambitious and seek more opportunities to reduce greenhouse gas emissions via housing-related policies.

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Personally sent by Henry Fung using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is a grassroots pro-housing organization.

Sincerely,
Henry Fung



From: [REDACTED] on behalf of [Henry van Moyland](#)
To: [DRP EPS Climate](#)
Subject: Support if amended - Draft LA County 2045 Climate Action Plan
Date: Monday, July 11, 2022 7:17:05 PM

CAUTION: External Email. Proceed Responsibly.

Dear Supervising Regional Planner Thuy Hua,

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Personally sent by Henry van Moyland using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is a grassroots pro-housing organization.

Sincerely,
Henry van Moyland



From: [REDACTED] on behalf of [Jan Lundy](#)
To: [DRP EPS Climate](#)
Subject: Support if amended - Draft LA County 2045 Climate Action Plan
Date: Monday, July 11, 2022 9:10:22 PM

CAUTION: External Email. Proceed Responsibly.

Dear Supervising Regional Planner Thuy Hua,

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Personally sent by Ian Lundy using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is a grassroots pro-housing organization.

Sincerely,
Ian Lundy

A large black rectangular redaction box covering the signature area.

From: [REDACTED] on behalf of [Jacqueline Cochrane](#)
To: [DRP EPS Climate](#)
Subject: Support if amended - Draft LA County 2045 Climate Action Plan
Date: Sunday, July 17, 2022 12:17:46 PM

CAUTION: External Email. Proceed Responsibly.

Dear Supervising Regional Planner Thuy Hua,

I am grateful for your work on the 2045 CAP and would be proud to support the plan if it were amended to address my concerns. The plan should be more ambitious and seek more opportunities to reduce greenhouse gas emissions via housing-related policies.

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Personally sent by Jacqueline Cochrane using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is a grassroots pro-housing organization.

Sincerely,
Jacqueline Cochrane



Iris Chi

From: [REDACTED] on behalf of Jacquelyn Labrie Pulido
Sent: Monday, July 11, 2022 5:08 PM
To: DRP EPS Climate
Subject: Support if amended - Draft LA County 2045 Climate Action Plan

CAUTION: External Email. Proceed Responsibly.

Dear Supervising Regional Planner Thuy Hua,

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Measure T1 aims to increase density near high-quality transit areas, targeting a range of 20-50 dwelling units per acre. This density target could easily be doubled. Denser residential development near transit allows people to be less reliant on cars and also reduces development pressure on greenfields, saving natural habitats which are carbon sinks.

Measure E1 requires existing buildings to remove gas appliances during major renovations or before they are sold. The point of sale requirement should allow exceptions. If a property is being sold for redevelopment, it would not make sense to remodel as it will soon be demolished.

Measure E2 envisions net zero energy for new construction after 2025. Requiring net-zero energy for all buildings could undermine forms of development that advance climate goals by habitat conservation and promoting automobile alternatives. For example, a high-rise apartment building has these benefits, but would struggle to offset all of its greenhouse gas emissions on site with rooftop solar. Additionally, providing on-site battery storage to balance out intermittent renewables may be more important for GHG mitigation than on-site renewable energy generation. If parking requirements were eliminated, spaces currently used for parking could be remodeled into additional homes or battery storage areas.

Measure E6 aims to reduce water use. Promoting multifamily housing is an excellent way to reduce outdoor water use since landscaped open spaces are smaller, or shared by several households, and thus use less outdoor water per capita.

Strategy 3 includes measures to enhance the bikeway network, but is not clear on where the proposed upgrades would occur or the quality of the infrastructure. These are important factors to consider. For example, protected bike lanes encourage cycling much more than painted bike lanes or sharrows.

Measure T9 proposes decarbonizing construction equipment, but seems unsure of the feasibility of doing so. While this goal is worthwhile, we also have to ensure that the dense, infill, transit-oriented housing can be built at a reasonable cost.

Personally sent by Jacquelyn Labrie Pulido using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is a grassroots pro-housing organization.

Sincerely,
Jacquelyn Labrie Pulido



From: [Jason Green](#)
To: [DRP EPS Climate](#)
Cc: [Jason Green](#)
Subject: Los Angeles County 2045 Climate Action Plan
Date: Monday, July 18, 2022 9:12:33 AM

CAUTION: External Email. Proceed Responsibly.

Hello , my name is Jason , I am a local carpenters union member who lives and works in Los Angeles County. We would like to see Labor Standards and or a Community Wealth Policy included in this Climate Action Plan. In future projects under this plan, the County should explicitly incorporate language requiring family supporting wages, skills training and job access to the community members rather than simply accepting projects founded on low costs and low wages. Specifically:

The construction workforce should require;

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-Paid sick leave. Pension, and vacation-holiday pay.

-Local Hire

High quality responsible bidder standards should be established to ensure high quality construction performance;

-Construction contractors at every level comply with labor law and have no history of fraudulent or grossly negligent business practices.

- General Contractors should be required to self perform a

Minimum of 5% of all construction craft work for which they are responsible.

We believe all Los Angeles County residents deserve an innovative economic solution that puts them on the path to build better careers, increase access to family healthcare, and enrich the community at large.

Los Angeles County Carpenters Union Member,

Jason Green

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Disclaimer

The information contained in this communication from the sender is confidential. It is intended solely for use by the recipient and others authorized to receive it. If you are not the recipient, you are hereby notified that any disclosure, copying, distribution or taking action in relation of the contents of this information is strictly prohibited and may be unlawful.

Iris Chi

From: [REDACTED] on behalf of Jennifer A.Gill [REDACTED]
Sent: Monday, July 11, 2022 5:59 PM
To: DRP EPS Climate
Subject: Support if amended - Draft LA County 2045 Climate Action Plan

CAUTION: External Email. Proceed Responsibly.

Dear Supervising Regional Planner Thuy Hua,

I am grateful for your work on the 2045 CAP and would be proud to support the plan if it were amended to address my concerns. The plan should be more ambitious and seek more opportunities to reduce greenhouse gas emissions via housing-related policies.

52% of the County's emissions come from transportation and the CAP relies heavily on zero-emission vehicles (ZEVs) to reduce these emissions. This strategy (Measure T6) accounts for the largest share of GHG emissions reductions at 31.5%. However, transitioning to ZEVs is largely beyond the County's control. While the County can play a role in providing charging infrastructure and purchasing ZEVs for its own fleets, it is primarily federal and state policies that determine County residents' abilities to switch to ZEVs.

There are actions to take that are much more firmly within the County's jurisdiction, including improving transit quality, eliminating parking requirements, and allowing higher density, particularly near transit.

Measure T4 commits to doubling transit service hours by 2030. However, longer service hours is not the same as convenient service. The County should commit to increasing the percentage of hours County-operated transit will have frequent services every 15 minutes or better.

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Measure T9 proposes decarbonizing construction equipment, but seems unsure of the feasibility of doing so. While this goal is worthwhile, we also have to ensure that the dense, infill, transit-oriented housing can be built at a reasonable cost.

Personally sent by Jennifer A. Gill using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is a grassroots pro-housing organization.

Sincerely,
Jennifer A. Gill



From: [J Berumen](#)
To: [DRP EPS Climate](#)
Cc: [J Berumen](#)
Subject: Los Angeles County 2045 Climate Action Plan
Date: Monday, July 18, 2022 8:51:46 AM

CAUTION: External Email. Proceed Responsibly.

Hi, my name is Jesse Berumen, I am a local carpenters union member who lives and works in Los Angeles County. We would like to see Labor Standards and or a Community Wealth Policy included in this Climate Action Plan. In future projects under this plan, the County should explicitly incorporate language requiring family supporting wages, skills training and job access to the community members rather than simply accepting projects founded on low costs and low wages. Specifically:

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- General Contractors should be required to self perform a Minimum of 5% of all construction craft work for which they are responsible.

We believe all Los Angeles County residents deserve an innovative economic solution that puts them on the path to build better careers, increase access to family healthcare, and enrich the community at large.

Los Angeles County Carpenters Union Member,

Jesse Berumen

From: [Jesus Cortez](#)
To: [DRP EPS Climate](#)
Date: Monday, July 18, 2022 8:52:33 AM

CAUTION: External Email. Proceed Responsibly.

Hi, my name is Jesus Cortez, I am a local carpenters union member who lives and works in Los Angeles County. We would like to see Labor Standards and or a Community Wealth Policy included in this Climate Action Plan. In future projects under this plan, the County should explicitly incorporate language requiring family supporting wages, skills training and job access to the community members rather than simply accepting projects founded on low costs and low wages. Specifically:

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Los Angeles County Carpenters Union Member,

Jesus Cortez

From: [REDACTED] on behalf of [John Lloyd](#)
To: [DRP EPS Climate](#)
Subject: Support if amended - Draft LA County 2045 Climate Action Plan
Date: Tuesday, July 12, 2022 5:12:09 AM

CAUTION: External Email. Proceed Responsibly.

Dear Supervising Regional Planner Thuy Hua,

I am grateful for your work on the 2045 CAP and would be proud to support the plan if it were amended to address my concerns. The plan should be more ambitious and seek more opportunities to reduce greenhouse gas emissions via housing-related policies.

52% of the County's emissions come from transportation and the CAP relies heavily on zero-emission vehicles (ZEVs) to reduce these emissions. This strategy (Measure T6) accounts for the largest share of GHG emissions reductions at 31.5%. However, transitioning to ZEVs is largely beyond the County's control. While the County can play a role in providing charging infrastructure and purchasing ZEVs for its own fleets, it is primarily federal and state policies that determine County residents' abilities to switch to ZEVs.

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Personally sent by John Lloyd Abundant Housing LA's Advocacy Tool. Abundant Housing LA is a grassroots pro-housing organization.

Sincerely,
John Lloyd

A large black rectangular redaction box covering the signature area.

From: [John Lloyd](#)
To: [DRP EPS Climate](#)
Subject: LA County CAP
Date: Sunday, July 17, 2022 4:18:16 PM

CAUTION: External Email. Proceed Responsibly.

Dear Ms. Thuy Hua,

My name is John Lloyd and I am a resident of Los Angeles County. I wish to provide comment on the draft 2045 LA County Climate Action Plan.

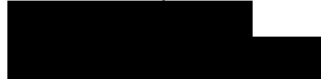
I support the plan's goals for increases in renewable energy and vehicle electrification. However, there are areas where the plan needs to be strengthened, primarily in the areas of housing and transportation.

Housing: I appreciate the call for higher density allowances near high quality transit, but these density goals should be set even higher, insofar as allowing more people to live, work, and shop within walking or biking distance of transit is one of the most effective ways of reducing the need to drive and has the added benefit of improving housing affordability.

Transportation: I support the CAP's efforts to target vehicle electrification, but as a number of reports (including CARB's own analysis) show, vehicle electrification goals will not be sufficient to meet GHG reduction targets, and do nothing to improve traffic or road safety. The County's Climate Action Plan must set ambitious goals for improving and enhancing transit and walking and biking infrastructure. The good news is, these active transportation improvements are relatively low cost and can be implemented quickly.

Summary: more density and transportation alternatives.

Sincerely,
John P. Lloyd



From: [Jonathan galicia](#)
To: [DRP EPS Climate](#)
Subject: Los Angeles County 2045 Climate Action Plan
Date: Monday, July 18, 2022 8:52:53 AM

CAUTION: External Email. Proceed Responsibly.

Hi, my name is Jon Galicia, I am a local carpenters union member who lives and works in Los Angeles County. We would like to see Labor Standards and or a Community Wealth Policy included in this Climate Action Plan. In future projects under this plan, the County should explicitly incorporate language requiring family supporting wages, skills training and job access to the community members rather than simply accepting projects founded on low costs and low wages. Specifically:

The construction workforce should require;

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- Local Hire

High quality responsible bidder standards should be established to ensure high quality construction performance;

- Construction contractors at every level comply with labor law and have no history of fraudulent or grossly negligent business practices.
- General Contractors should be required to self perform a Minimum of 5% of all construction craft work for which they are responsible.

We believe all Los Angeles County residents deserve an innovative economic solution that puts them on the path to build better careers, increase access to family healthcare, and enrich the community at large.

Los Angeles County Carpenters Union Member,

Jonathan Galicia

From: [Jonathan Munoz](#)
To: [DRP EPS Climate](#)
Subject: Los Angeles County 2045 Climate Action Plan
Date: Monday, July 18, 2022 8:51:46 AM

CAUTION: External Email. Proceed Responsibly.

To Whom This May Concern,

The construction workforce should require;

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Los Angeles County Carpenters Union Member,

Jonathan Munoz

From: [Jose Giron](#)
To: [DRP EPS Climate](#)
Subject: Los Angeles County 2045 Climate Action Plan
Date: Monday, July 18, 2022 8:51:38 AM

CAUTION: External Email. Proceed Responsibly.

Hi,

My name is Jose Giron, I am a local carpenters union member who lives and works in Los Angeles County. We would like to see Labor Standards and or a Community Wealth Policy included in this Climate Action Plan. In future projects under this plan, the County should explicitly incorporate language requiring family supporting wages, skills training and job access to the community members rather than simply accepting projects founded on low costs and low wages. Specifically:

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Los Angeles County Carpenters Union Member,

Thank you,
Jose Giron

From: [Jose Mancilla](#)
To: [DRP EPS Climate](#)
Subject: Los Angeles County 2045 Climate Action Plan
Date: Monday, July 18, 2022 8:56:38 AM

CAUTION: External Email. Proceed Responsibly.

Hi, my name is Jose J. Mancilla, I am a local carpenters union member who lives and works in Los Angeles County. We would like to see Labor Standards and or a Community Wealth Policy included in this Climate Action Plan. In future projects under this plan, the County should explicitly incorporate language requiring family supporting wages, skills training and job access to the community members rather than simply accepting projects founded on low costs and low wages. Specifically:

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Los Angeles County Carpenters Union Member,

Your name here

Jose J Mancilla

Sent from my iPhone

From: [Jose Rivas](#)
To: [DRP EPS Climate](#)
Subject: Los Angeles County 2045 Climate Action Plan
Date: Monday, July 18, 2022 9:32:52 AM

CAUTION: External Email. Proceed Responsibly.

Hi, my name is Jose Rivas, I am a local carpenters union member who lives and works in Los Angeles County. We would like to see Labor Standards and or a Community Wealth Policy included in this Climate Action Plan. In future projects under this plan, the County should explicitly incorporate language requiring family supporting wages, skills training and job access to the community members rather than simply accepting projects founded on low costs and low wages. Specifically:

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Los Angeles County Carpenters Union Member,

Jose Rivas

From: [Juan De la rosa](#)
To: [DRP EPS Climate](#)
Subject: Los Angeles County 2045 Climate Action Plan
Date: Monday, July 18, 2022 8:50:10 AM

CAUTION: External Email. Proceed Responsibly.

Hi, my name is Juan Delarosa, I am a local carpenters union member who lives and works in Los Angeles County. We would like to see Labor Standards and or a Community Wealth Policy included in this Climate Action Plan. In future projects under this plan, the County should explicitly incorporate language requiring family supporting wages, skills training and job access to the community members rather than simply accepting projects founded on low costs and low wages. Specifically:

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Los Angeles County Carpenters Union Member,

Juan Delarosa

From: [Juan Torres](#)
To: [DRP EPS Climate](#)
Subject: Los Angeles County 2045 Climate Action Plan
Date: Monday, July 18, 2022 8:52:17 AM

CAUTION: External Email. Proceed Responsibly.

Hi, my name is Juan torres , I am a local carpenters union member who lives and works in Los Angeles County. We would like to see Labor Standards and or a Community Wealth Policy included in this Climate Action Plan. In future projects under this plan, the County should explicitly incorporate language requiring family supporting wages, skills training and job access to the community members rather than simply accepting projects founded on low costs and low wages. Specifically:

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Los Angeles County Carpenters Union Member,

Juan torres

From: [REDACTED] on behalf of [Julian Billings](#)
To: [DRP EPS Climate](#)
Subject: Support if amended - Draft LA County 2045 Climate Action Plan
Date: Monday, July 11, 2022 8:33:04 PM

CAUTION: External Email. Proceed Responsibly.

Dear Supervising Regional Planner Thuy Hua,

I am grateful for your work on the 2045 CAP and would be proud to support the plan if it were amended to address my concerns. The plan should be more ambitious and seek more opportunities to reduce greenhouse gas emissions via housing-related policies.

52% of the County's emissions come from transportation and the CAP relies heavily on zero-emission vehicles (ZEVs) to reduce these emissions. This strategy (Measure T6) accounts for the largest share of GHG emissions reductions at 31.5%. However, transitioning to ZEVs is largely beyond the County's control. While the County can play a role in providing charging infrastructure and purchasing ZEVs for its own fleets, it is primarily federal and state policies that determine County residents' abilities to switch to ZEVs.

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Measure T9 proposes decarbonizing construction equipment, but seems unsure of the feasibility of doing so. While this goal is worthwhile, we also have to ensure that the dense, infill, transit-oriented housing can be built at a reasonable cost.

Personally sent by Julian Billings using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is a grassroots pro-housing organization.

Sincerely,
Julian Billings



From: [REDACTED] on behalf of [June Williams](#)
To: [DRP EPS Climate](#)
Subject: Support if amended - Draft LA County 2045 Climate Action Plan
Date: Tuesday, July 12, 2022 9:16:50 AM

CAUTION: External Email. Proceed Responsibly.

Dear Supervising Regional Planner Thuy Hua,

I am grateful for your work on the 2045 CAP and would be proud to support the plan if it were amended to address my concerns. The plan should be more ambitious and seek more opportunities to reduce greenhouse gas emissions via housing-related policies.

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Personally sent by June Williams using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is a grassroots pro-housing organization.

Sincerely,
June Williams



From: [REDACTED] on behalf of [Kevin Scott](#)
To: [DRP EPS Climate](#)
Subject: Support if amended - Draft LA County 2045 Climate Action Plan
Date: Tuesday, July 12, 2022 9:22:23 PM

CAUTION: External Email. Proceed Responsibly.

Dear Supervising Regional Planner Thuy Hua,

I am grateful for your work on the 2045 CAP and would be proud to support the plan if it were amended to address my concerns. The plan should be more ambitious and seek more opportunities to reduce greenhouse gas emissions via housing-related policies.

52% of the County's emissions come from transportation and the CAP relies heavily on zero-emission vehicles (ZEVs) to reduce these emissions. This strategy (Measure T6) accounts for the largest share of GHG emissions reductions at 31.5%. However, transitioning to ZEVs is largely beyond the County's control. While the County can play a role in providing charging infrastructure and purchasing ZEVs for its own fleets, it is primarily federal and state policies that determine County residents' abilities to switch to ZEVs.

There are actions to take that are much more firmly within the County's jurisdiction, including improving transit quality, eliminating parking requirements, and allowing higher density, particularly near transit.

Measure T4 commits to doubling transit service hours by 2030. However, longer service hours is not the same as convenient service. The County should commit to increasing the percentage of hours County-operated transit will have frequent services every 15 minutes or better.

Measure T5 commits to removing minimum parking requirements for new residential developments but implies that they would remain for existing residential uses. Elsewhere, the plan states that the Department of Regional Planning is merely studying reducing parking requirements. These add up to a muddled commitment, even though parking requirements increase driving, greenhouse gas emissions, and force non-drivers to subsidize parking for car owners.

Measure T1 aims to increase density near high-quality transit areas, targeting a range of 20-50 dwelling units per acre. This density target could easily be doubled. Denser residential development near transit allows people to be less reliant on cars and also reduces development pressure on greenfields, saving natural habitats which are carbon sinks.

Measure E1 requires existing buildings to remove gas appliances during major renovations or before they are sold. The point of sale requirement should allow exceptions. If a property is being sold for redevelopment, it would not make sense to remodel as it will soon be demolished.

Measure E2 envisions net zero energy for new construction after 2025. Requiring net-zero energy for all buildings could undermine forms of development that advance climate goals by habitat conservation and promoting automobile alternatives. For example, a high-rise apartment building has these benefits, but would struggle to offset all of its greenhouse gas emissions on site with rooftop solar. Additionally, providing on-site battery storage to balance out intermittent renewables may be more important for GHG mitigation than on-site renewable energy generation. If parking requirements were eliminated, spaces currently used for parking could be remodeled into additional homes or battery storage areas.

Measure E6 aims to reduce water use. Promoting multifamily housing is an excellent way to reduce outdoor water use since landscaped open spaces are smaller, or shared by several households, and thus use less outdoor water per capita.

Strategy 3 includes measures to enhance the bikeway network, but is not clear on where the proposed upgrades would occur or the quality of the infrastructure. These are important factors to consider. For example, protected bike lanes encourage cycling much more than painted bike lanes or sharrows.

Measure T9 proposes decarbonizing construction equipment, but seems unsure of the feasibility of doing so. While this goal is worthwhile, we also have to ensure that the dense, infill, transit-oriented housing can be built at a reasonable cost.

Personally sent by Kevin Scott using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is a grassroots pro-housing organization.

Sincerely,
Kevin Scott

A large black rectangular redaction box covering the signature area.

Iris Chi

From: [REDACTED] on behalf of KEVIN ZELAYA [REDACTED]
Sent: Monday, July 11, 2022 5:52 PM
To: DRP EPS Climate
Subject: Support if amended - Draft LA County 2045 Climate Action Plan

CAUTION: External Email. Proceed Responsibly.

Dear Supervising Regional Planner Thuy Hua,

I am grateful for your work on the 2045 CAP and would be proud to support the plan if it were amended to address my concerns. The plan should be more ambitious and seek more opportunities to reduce greenhouse gas emissions via housing-related policies.

52% of the County's emissions come from transportation and the CAP relies heavily on zero-emission vehicles (ZEVs) to reduce these emissions. This strategy (Measure T6) accounts for the largest share of GHG emissions reductions at 31.5%. However, transitioning to ZEVs is largely beyond the County's control. While the County can play a role in providing charging infrastructure and purchasing ZEVs for its own fleets, it is primarily federal and state policies that determine County residents' abilities to switch to ZEVs.

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Measure T9 proposes decarbonizing construction equipment, but seems unsure of the feasibility of doing so. While this goal is worthwhile, we also have to ensure that the dense, infill, transit-oriented housing can be built at a reasonable cost.

Personally sent by KEVIN ZELAYA using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is a grassroots pro-housing organization.

Sincerely,
KEVIN ZELAYA



From: [REDACTED] on behalf of [Kim Reeder](#)
To: [DRP EPS Climate](#)
Subject: Support if amended - Draft LA County 2045 Climate Action Plan
Date: Monday, July 11, 2022 7:56:43 PM

CAUTION: External Email. Proceed Responsibly.

Dear Supervising Regional Planner Thuy Hua,

I am grateful for your work on the 2045 CAP and would be proud to support the plan if it were amended to address my concerns. The plan should be more ambitious and seek more opportunities to reduce greenhouse gas emissions via housing-related policies.

52% of the County's emissions come from transportation and the CAP relies heavily on zero-emission vehicles (ZEVs) to reduce these emissions. This strategy (Measure T6) accounts for the largest share of GHG emissions reductions at 31.5%. However, transitioning to ZEVs is largely beyond the County's control. While the County can play a role in providing charging infrastructure and purchasing ZEVs for its own fleets, it is primarily federal and state policies that determine County residents' abilities to switch to ZEVs.

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Measure T9 proposes decarbonizing construction equipment, but seems unsure of the feasibility of doing so. While this goal is worthwhile, we also have to ensure that the dense, infill, transit-oriented housing can be built at a reasonable cost.

Personally sent by Kim Reeder using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is a grassroots pro-housing organization.

Sincerely,
Kim Reeder



From: [Kyle Norvell](#)
To: [DRP EPS Climate](#)
Subject: Los Angeles County 2045 Climate Action Plan
Date: Monday, July 18, 2022 9:24:58 AM

CAUTION: External Email. Proceed Responsibly.

Hi, my name is Kyle Norvell, I am a local carpenters union member who lives and works in Los Angeles County. We would like to see Labor Standards and or a Community Wealth Policy included in this Climate Action Plan. In future projects under this plan, the County should explicitly incorporate language requiring family supporting wages, skills training and job access to the community members rather than simply accepting projects founded on low costs and low wages. Specifically:

The construction workforce should require;

- Full family health plans
- All contractors must participate must either participate in a state-approved apprenticeship program or request dispatches of apprentices from a program
- Paid sick leave. Pension, and vacation-holiday pay.
- Local Hire

High quality responsible bidder standards should be established to ensure high quality construction performance;

- Construction contractors at every level comply with labor law and have no history of fraudulent or grossly negligent business practices.
- General Contractors should be required to self perform a Minimum of 5% of all construction craft work for which they are responsible.

We believe all Los Angeles County residents deserve an innovative economic solution that puts them on the path to build better careers, increase access to family healthcare, and enrich the community at large.

Los Angeles County Carpenters Union Member,
Kyle Norvell

From: [REDACTED] on behalf of [Leslie Ridings](#)
To: [DRP EPS Climate](#)
Subject: Support if amended - Draft LA County 2045 Climate Action Plan
Date: Wednesday, July 13, 2022 10:25:49 AM

CAUTION: External Email. Proceed Responsibly.

Dear Supervising Regional Planner Thuy Hua,

I am grateful for your work on the 2045 CAP and would be proud to support the plan if it were amended to address my concerns. The plan should be more ambitious and seek more opportunities to reduce greenhouse gas emissions via housing-related policies.

52% of the County's emissions come from transportation and the CAP relies heavily on zero-emission vehicles (ZEVs) to reduce these emissions. This strategy (Measure T6) accounts for the largest share of GHG emissions reductions at 31.5%. However, transitioning to ZEVs is largely beyond the County's control. While the County can play a role in providing charging infrastructure and purchasing ZEVs for its own fleets, it is primarily federal and state policies that determine County residents' abilities to switch to ZEVs.

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Measure T9 proposes decarbonizing construction equipment, but seems unsure of the feasibility of doing so. While this goal is worthwhile, we also have to ensure that the dense, infill, transit-oriented housing can be built at a reasonable cost.

Personally sent by Leslie Ridings using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is a grassroots pro-housing organization.

Sincerely,
Leslie Ridings

A large black rectangular redaction box covering the signature area.

From: [REDACTED] on behalf of [Liliya Jones](#)
To: [DRP EPS Climate](#)
Subject: Support if amended - Draft LA County 2045 Climate Action Plan
Date: Tuesday, July 12, 2022 8:32:31 AM

CAUTION: External Email. Proceed Responsibly.

Dear Supervising Regional Planner Thuy Hua,

I am grateful for your work on the 2045 CAP and would be proud to support the plan if it were amended to address my concerns. The plan should be more ambitious and seek more opportunities to reduce greenhouse gas emissions via housing-related policies.

52% of the County's emissions come from transportation and the CAP relies heavily on zero-emission vehicles (ZEVs) to reduce these emissions. This strategy (Measure T6) accounts for the largest share of GHG emissions reductions at 31.5%. However, transitioning to ZEVs is largely beyond the County's control. While the County can play a role in providing charging infrastructure and purchasing ZEVs for its own fleets, it is primarily federal and state policies that determine County residents' abilities to switch to ZEVs.

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Measure T9 proposes decarbonizing construction equipment, but seems unsure of the feasibility of doing so. While this goal is worthwhile, we also have to ensure that the dense, infill, transit-oriented housing can be built at a reasonable cost.

Personally sent by Liliya Jones using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is a grassroots pro-housing organization.

Sincerely,
Liliya Jones



From: [REDACTED] on behalf of [Lindsay Kerns](#)
To: [DRP EPS Climate](#)
Subject: Support if amended - Draft LA County 2045 Climate Action Plan
Date: Tuesday, July 12, 2022 9:36:42 AM

CAUTION: External Email. Proceed Responsibly.

Dear Supervising Regional Planner Thuy Hua,

Thank you for your work on the 2045 CAP! I would be proud to support the plan if it were amended to address my concerns. The plan should be way more ambitious (we're talking about the future of our planet here!) and we need to seek more opportunities to reduce greenhouse gas emissions via housing-related policies (thus addressing two urgent problems -- climate change and affordable housing -- at once).

52% of the County's emissions come from transportation and the CAP relies heavily on zero-emission vehicles (ZEVs) to reduce these emissions. This strategy (Measure T6) accounts for the largest share of GHG emissions reductions at 31.5%. However, transitioning to ZEVs is largely beyond the County's control. While the County can play a role in providing charging infrastructure and purchasing ZEVs for its own fleets, it is primarily federal and state policies that determine County residents' abilities to switch to ZEVs.

But there are actions to take that are much more firmly within the County's jurisdiction! Including improving transit quality, eliminating parking requirements, and allowing higher density, particularly near transit.

Measure T4 commits to doubling transit service hours by 2030. However, longer service hours is not the same as convenient service. The County should commit to increasing the percentage of hours County-operated transit will have frequent services every 15 minutes or better.

Measure T5 commits to removing minimum parking requirements for new residential developments but implies that they would remain for existing residential uses. Elsewhere, the plan states that the Department of Regional Planning is merely studying reducing parking requirements. These add up to a muddled commitment, even though parking requirements increase driving, greenhouse gas emissions, and force non-drivers to subsidize parking for car owners.

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Strategy 3 includes measures to enhance the bikeway network, but is not clear on where the proposed upgrades would occur or the quality of the infrastructure. These are important factors to consider. For example, protected bike

lanes encourage cycling much more than painted bike lanes or sharrows.

Thank you for considering these changes!

Personally sent by Lindsay Kerns using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is a grassroots pro-housing organization.

Sincerely,
Lindsay Kerns



From: [REDACTED] on behalf of [Liz Barillas](#)
To: [DRP EPS Climate](#)
Subject: Support if amended - Draft LA County 2045 Climate Action Plan
Date: Tuesday, July 12, 2022 1:00:40 AM

CAUTION: External Email. Proceed Responsibly.

Dear Supervising Regional Planner Thuy Hua,

I am grateful for your work on the 2045 CAP and would be proud to support the plan if it were amended to address my concerns. The plan should be more ambitious and seek more opportunities to reduce greenhouse gas emissions via housing-related policies.

52% of the County's emissions come from transportation and the CAP relies heavily on zero-emission vehicles (ZEVs) to reduce these emissions. This strategy (Measure T6) accounts for the largest share of GHG emissions reductions at 31.5%. However, transitioning to ZEVs is largely beyond the County's control. While the County can play a role in providing charging infrastructure and purchasing ZEVs for its own fleets, it is primarily federal and state policies that determine County residents' abilities to switch to ZEVs.

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Measure T9 proposes decarbonizing construction equipment, but seems unsure of the feasibility of doing so. While this goal is worthwhile, we also have to ensure that the dense, infill, transit-oriented housing can be built at a reasonable cost.

Personally sent by Liz Barillas using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is a grassroots pro-housing organization.

Sincerely,
Liz Barillas



From: [Luis Angel Sanchez Martinez](#)
To: [DRP EPS Climate](#)
Subject: Los Angeles County 2045 Climate Action Plan
Date: Monday, July 18, 2022 8:50:50 AM

CAUTION: External Email. Proceed Responsibly.

Hi, my name is Luis Ángel Sanchez Martinez, I am a local carpenters union member who lives and works in Los Angeles County. We would like to see Labor Standards and or a Community Wealth Policy included in this Climate Action Plan. In future projects under this plan, the County should explicitly incorporate language requiring family supporting wages, skills training and job access to the community members rather than simply accepting projects founded on low costs and low wages. Specifically:

The construction workforce should require;

- Full family health plans
- All contractors must participate must either participate in a state-approved apprenticeship program or request dispatches of apprentices from a program
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- Local Hire

High quality responsible bidder standards should be established to ensure high quality construction performance;

- Construction contractors at every level comply with labor law and have no history of fraudulent or grossly negligent business practices.
- General Contractors should be required to self perform a Minimum of 5% of all construction craft work for which they are responsible.

We believe all Los Angeles County residents deserve an innovative economic solution that puts them on the path to build better careers, increase access to family healthcare, and enrich the community at large.

Los Angeles County Carpenters Union Member,

Luis Ángel Sanchez Martinez

From: [REDACTED] on behalf of [Machiko Yasuda](#)
To: [DRP EPS Climate](#)
Subject: Support if amended - Draft LA County 2045 Climate Action Plan
Date: Tuesday, July 12, 2022 1:00:27 AM

CAUTION: External Email. Proceed Responsibly.

Dear Supervising Regional Planner Thuy Hua,

I am grateful for your work on the 2045 CAP and would be proud to support the plan if it were amended to address my concerns. The plan should be more ambitious and seek more opportunities to reduce greenhouse gas emissions via housing-related policies.

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Personally sent by Machiko Yasuda using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is a grassroots pro-housing organization.

Sincerely,
Machiko Yasuda



From: [REDACTED] on behalf of [Marjorie Hanscom](#)
To: [DRP EPS Climate](#)
Subject: Support if amended - Draft LA County 2045 Climate Action Plan
Date: Friday, July 15, 2022 2:41:56 PM

CAUTION: External Email. Proceed Responsibly.

Dear Supervising Regional Planner Thuy Hua,

I am grateful for your work on the 2045 CAP and would be proud to support the plan if it were amended to address my concerns. The plan should be more ambitious and seek more opportunities to reduce greenhouse gas emissions via housing-related policies.

52% of the County's emissions come from transportation and the CAP relies heavily on zero-emission vehicles (ZEVs) to reduce these emissions. This strategy (Measure T6) accounts for the largest share of GHG emissions reductions at 31.5%. However, transitioning to ZEVs is largely beyond the County's control. While the County can play a role in providing charging infrastructure and purchasing ZEVs for its own fleets, it is primarily federal and state policies that determine County residents' abilities to switch to ZEVs.

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Measure E1 requires existing buildings to remove gas appliances during major renovations or before they are sold. The point of sale requirement should allow exceptions. If a property is being sold for redevelopment, it would not make sense to remodel as it will soon be demolished.

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Measure E6 aims to reduce water use. Promoting multifamily housing is an excellent way to reduce outdoor water use since landscaped open spaces are smaller, or shared by several households, and thus use less outdoor water per capita.

Strategy 3 includes measures to enhance the bikeway network, but is not clear on where the proposed upgrades would occur or the quality of the infrastructure. These are important factors to consider. For example, protected bike lanes encourage cycling much more than painted bike lanes or sharrows.

Measure T9 proposes decarbonizing construction equipment, but seems unsure of the feasibility of doing so. While this goal is worthwhile, we also have to ensure that the dense, infill, transit-oriented housing can be built at a reasonable cost.

Personally sent by Marjorie Hanscom using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is a grassroots pro-housing organization.

Sincerely,
Marjorie Hanscom



Iris Chi

From: [REDACTED] on behalf of Mark Yetter [REDACTED]
Sent: Monday, July 11, 2022 5:29 PM
To: DRP EPS Climate
Subject: Support if amended - Draft LA County 2045 Climate Action Plan

CAUTION: External Email. Proceed Responsibly.

Dear Supervising Regional Planner Thuy Hua,

I am grateful for your work on the 2045 CAP and would be proud to support the plan if it were amended to address my concerns. The plan should be more ambitious and seek more opportunities to reduce greenhouse gas emissions via housing-related policies.

52% of the County's emissions come from transportation and the CAP relies heavily on zero-emission vehicles (ZEVs) to reduce these emissions. This strategy (Measure T6) accounts for the largest share of GHG emissions reductions at 31.5%. However, transitioning to ZEVs is largely beyond the County's control. While the County can play a role in providing charging infrastructure and purchasing ZEVs for its own fleets, it is primarily federal and state policies that determine County residents' abilities to switch to ZEVs.

There are actions to take that are much more firmly within the County's jurisdiction, including improving transit quality, eliminating parking requirements, and allowing higher density, particularly near transit.

Measure T4 commits to doubling transit service hours by 2030. However, longer service hours is not the same as convenient service. The County should commit to increasing the percentage of hours County-operated transit will have frequent services every 15 minutes or better.

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Personally sent by Mark Yetter using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is a grassroots pro-housing organization.

Sincerely,
Mark Yetter



From: [REDACTED] on behalf of [Mason Flink](#)
To: [DRP EPS Climate](#)
Subject: Support if amended - Draft LA County 2045 Climate Action Plan
Date: Thursday, July 14, 2022 9:45:20 AM

CAUTION: External Email. Proceed Responsibly.

Dear Supervising Regional Planner Thuy Hua,

I am grateful for your work on the 2045 CAP and would be proud to support the plan if it were amended to address my concerns. The plan should be more ambitious and seek more opportunities to reduce greenhouse gas emissions via housing-related policies.

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Personally sent by Mason Flink using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is a grassroots pro-housing organization.

Sincerely,
Mason Flink



From: [Matt Rodriguez](#)
To: [DRP EPS Climate](#)
Subject: Los Angeles county 2045 climate action plan
Date: Monday, July 18, 2022 9:29:20 AM

CAUTION: External Email. Proceed Responsibly.

Hi, my name is Matthew Rodriguez, I am a local carpenters union member who lives and works in Los Angeles County. We would like to see Labor Standards and or a Community Wealth Policy included in this Climate Action Plan. In future projects under this plan, the County should explicitly incorporate language requiring family supporting wages, skills training and job access to the community members rather than simply accepting projects founded on low costs and low wages. Specifically:

The construction workforce should require;

- Full family health plans
- All contractors must participate must either participate in a state-approved apprenticeship program or request dispatches of apprentices from a program
- Paid sick leave. Pension, and vacation-holiday pay.
- Local Hire

High quality responsible bidder standards should be established to ensure high quality construction performance;

- Construction contractors at every level comply with labor law and have no history of fraudulent or grossly negligent business practices.
- General Contractors should be required to self perform a Minimum of 5% of all construction craft work for which they are responsible.

We believe all Los Angeles County residents deserve an innovative economic solution that puts them on the path to build better careers, increase access to family healthcare, and enrich the community at large.

Los Angeles County Carpenters Union Member,

Matthew Rodriguez

From: [REDACTED] on behalf of [Mia Grindon](#)
To: [DRP EPS Climate](#)
Subject: Support if amended - Draft LA County 2045 Climate Action Plan
Date: Tuesday, July 12, 2022 8:37:03 AM

CAUTION: External Email. Proceed Responsibly.

Dear Supervising Regional Planner Thuy Hua,

I am grateful for your work on the 2045 CAP and would be proud to support the plan if it were amended to address my concerns. The plan should be more ambitious and seek more opportunities to reduce greenhouse gas emissions via housing-related policies.

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Personally sent by Mia Grindon using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is a grassroots pro-housing organization.

Sincerely,
Mia Grindon



From: [Michael Kukuczka](#)
To: [DRP EPS Climate](#)
Subject: Los Angeles County 2045 Climate Action Plan
Date: Monday, July 18, 2022 9:27:08 AM

CAUTION: External Email. Proceed Responsibly.

Hi, my name is michael Kukuczka , I am a local carpenters union member who lives and works in Los Angeles County. We would like to see Labor Standards and or a Community Wealth Policy included in this Climate Action Plan. In future projects under this plan, the County should explicitly incorporate language requiring family supporting wages, skills training and job access to the community members rather than simply accepting projects founded on low costs and low wages. Specifically:

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Los Angeles County Carpenters Union Member,

Michael Kukuczka

Iris Chi

From: [REDACTED] on behalf of Michael Siegel [REDACTED]
Sent: Monday, July 11, 2022 5:08 PM
To: DRP EPS Climate
Subject: Support if amended - Draft LA County 2045 Climate Action Plan

CAUTION: External Email. Proceed Responsibly.

Dear Supervising Regional Planner Thuy Hua,

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Personally sent by Michael Siegel using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is a grassroots pro-housing organization.

Sincerely,
Michael Siegel



From: [Miguel Dorantes Nunez](#)
To: [DRP EPS Climate](#)
Subject: Los Angeles County 2045 Climate Action Plan
Date: Monday, July 18, 2022 8:53:18 AM

CAUTION: External Email. Proceed Responsibly.

Hi, my name is Miguel Dorantes. I am a local carpenters union member who lives and works in Los Angeles County. We would like to see Labor Standards and or a Community Wealth Policy included in this Climate Action Plan. In future projects under this plan, the County should explicitly incorporate language requiring family supporting wages, skills training and job access to the community members rather than simply accepting projects founded on low costs and low wages. Specifically:

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Los Angeles County Carpenters Union

Miguel Dorantes

From: [Monica Richards](#)
To: [DRP EPS Climate](#)
Subject: Comment on Draft 2045 CAP - Strategy 7: Measure E5 - Greywater
Date: Tuesday, May 10, 2022 10:08:38 AM

CAUTION: External Email. Proceed Responsibly.

Hello there DRP,

With the water emergency that CA is having, I'm writing to request that the ideas behind Strategy 7: Measure E5 take a much higher priority. The use of greywater can change everything in our water shortage.

This must move forward in priority for the management of the project, as many plumbers and sprinkler systems builders must have training, not to mention anyone who is interested in this new line of work. This will mean a new career field for LA City & County.

The thing about greywater is using the right kind of soaps and detergents for ground use. Hotels and motels could be the first to use greywater, as they have a high control of detergents used. Before homes and apartment buildings can be switched, you will need time to educate people on this as well.

I'm an avid gardener and practice permaculture; I am working on creating natural systems to create shade and windbreak in an area that doesn't have much of this. Our entire community in Juniper Hills burned down in 2020, and I have been working hard to reclaim the land and rebuild. I am a believer in greywater, and use it primarily to water most of my property.

Thank you!

Monica Richards

Iris Chi

From: [REDACTED] on behalf of Nicholas Burns III [REDACTED]
Sent: Monday, July 11, 2022 5:48 PM
To: DRP EPS Climate
Subject: Support if amended - Draft LA County 2045 Climate Action Plan

CAUTION: External Email. Proceed Responsibly.

Dear Supervising Regional Planner Thuy Hua,

I am grateful for your work on the 2045 CAP and would be proud to support the plan if it were amended to address my concerns. The plan should be more ambitious and seek more opportunities to reduce greenhouse gas emissions via housing-related policies.

52% of the County's emissions come from transportation and the CAP relies heavily on zero-emission vehicles (ZEVs) to reduce these emissions. This strategy (Measure T6) accounts for the largest share of GHG emissions reductions at 31.5%. However, transitioning to ZEVs is largely beyond the County's control. While the County can play a role in providing charging infrastructure and purchasing ZEVs for its own fleets, it is primarily federal and state policies that determine County residents' abilities to switch to ZEVs.

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Measure T9 proposes decarbonizing construction equipment, but seems unsure of the feasibility of doing so. While this goal is worthwhile, we also have to ensure that the dense, infill, transit-oriented housing can be built at a reasonable cost.

Personally sent by Nicholas Burns III using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is a grassroots pro-housing organization.

Sincerely,

Nicholas Burns III



From: [Nicolas Reyes](#)
To: [DRP EPS Climate](#)
Subject: Email Subject: Los Angeles County 2045 Climate Action Plan
Date: Monday, July 18, 2022 9:18:02 AM

CAUTION: External Email. Proceed Responsibly.

Hi, my name is Nicolas, I am a local carpenters union member who lives and works in Los Angeles County. We would like to see Labor Standards and or a Community Wealth Policy included in this Climate Action Plan. In future projects under this plan, the County should explicitly incorporate language requiring family supporting wages, skills training and job access to the community members rather than simply accepting projects founded on low costs and low wages. Specifically:

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We believe all Los Angeles County residents deserve an innovative economic solution that puts them on the path to build better careers, increase access to family healthcare, and enrich the community at large.

Los Angeles County Carpenters Union Member,
Nicolás Reyes

Sent from my iPhone

From: [REDACTED] on behalf of [Nina Long](#)
To: [DRP EPS Climate](#)
Subject: Support if amended - Draft LA County 2045 Climate Action Plan
Date: Wednesday, July 13, 2022 10:00:46 PM

CAUTION: External Email. Proceed Responsibly.

Dear Supervising Regional Planner Thuy Hua,

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Personally sent by Nina Long using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is a grassroots pro-housing organization.

Sincerely,
Nina Long



From: [REDACTED] on behalf of [Prabhu Reddy](#)
To: [DRP EPS Climate](#)
Subject: Support if amended - Draft LA County 2045 Climate Action Plan
Date: Monday, July 11, 2022 6:59:30 PM

CAUTION: External Email. Proceed Responsibly.

Dear Supervising Regional Planner Thuy Hua,

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Measure E2 envisions net zero energy for new construction after 2025. Requiring net-zero energy for all buildings could undermine forms of development that advance climate goals by habitat conservation and promoting automobile alternatives. For example, a high-rise apartment building has these benefits, but would struggle to offset all of its greenhouse gas emissions on site with rooftop solar. Additionally, providing on-site battery storage to balance out intermittent renewables may be more important for GHG mitigation than on-site renewable energy generation. If parking requirements were eliminated, spaces currently used for parking could be remodeled into additional homes or battery storage areas.

Measure E6 aims to reduce water use. Promoting multifamily housing is an excellent way to reduce outdoor water use since landscaped open spaces are smaller, or shared by several households, and thus use less outdoor water per capita.

Strategy 3 includes measures to enhance the bikeway network, but is not clear on where the proposed upgrades would occur or the quality of the infrastructure. These are important factors to consider. For example, protected bike lanes encourage cycling much more than painted bike lanes or sharrows.

Measure T9 proposes decarbonizing construction equipment, but seems unsure of the feasibility of doing so. While this goal is worthwhile, we also have to ensure that the dense, infill, transit-oriented housing can be built at a reasonable cost.

Personally sent by Prabhu Reddy using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is a grassroots pro-housing organization.

Sincerely,
Prabhu Reddy



From: [REDACTED] on behalf of [Richard Bourne](#)
To: [DRP EPS Climate](#)
Subject: Support if amended - Draft LA County 2045 Climate Action Plan
Date: Sunday, July 17, 2022 2:47:54 PM

CAUTION: External Email. Proceed Responsibly.

Dear Supervising Regional Planner Thuy Hua,

I am grateful for your work on the 2045 CAP and would be proud to support the plan if it were amended to address my concerns. The plan should be more ambitious and seek more opportunities to reduce greenhouse gas emissions via housing-related policies.

52% of the County's emissions come from transportation and the CAP relies heavily on zero-emission vehicles (ZEVs) to reduce these emissions. This strategy (Measure T6) accounts for the largest share of GHG emissions reductions at 31.5%. However, transitioning to ZEVs is largely beyond the County's control. While the County can play a role in providing charging infrastructure and purchasing ZEVs for its own fleets, it is primarily federal and state policies that determine County residents' abilities to switch to ZEVs. Without higher gasoline taxes, it is unlikely LA will meet its ZEV goals.

There are actions to take that are much more firmly within the County's jurisdiction, including improving transit quality, eliminating parking requirements, and allowing higher density, particularly near transit.

Measure T4 commits to doubling transit service hours by 2030. However, longer service hours is not the same as convenient service. The County should commit to increasing the percentage of hours County-operated transit will have frequent services every 15 minutes or better.

Measure T5 commits to removing minimum parking requirements for new residential developments but implies that they would remain for existing residential uses. Elsewhere, the plan states that the Department of Regional Planning is merely studying reducing parking requirements. These add up to a muddled commitment, even though parking requirements increase driving, greenhouse gas emissions, and force non-drivers to subsidize parking for car owners.

Measure T1 aims to increase density near high-quality transit areas, targeting a range of 20-50 dwelling units per acre. This density target could easily be doubled. Denser residential development near transit allows people to be less reliant on cars and also reduces development pressure on greenfields, saving natural habitats which are carbon sinks.

Measure E1 requires existing buildings to remove gas appliances during major renovations or before they are sold. The point of sale requirement should allow exceptions. If a property is being sold for redevelopment, it would not make sense to remodel as it will soon be demolished.

Measure E2 envisions net zero energy for new construction after 2025. Requiring net-zero energy for all buildings could undermine forms of development that advance climate goals by habitat conservation and promoting automobile alternatives. For example, a high-rise apartment building has these benefits, but would struggle to offset all of its greenhouse gas emissions on site with rooftop solar. Additionally, providing on-site battery storage to balance out intermittent renewables may be more important for GHG mitigation than on-site renewable energy generation. If parking requirements were eliminated, spaces currently used for parking could be remodeled into additional homes or battery storage areas.

Measure E6 aims to reduce water use. Promoting multifamily housing is an excellent way to reduce outdoor water use since landscaped open spaces are smaller, or shared by several households, and thus use less outdoor water per capita.

Strategy 3 includes measures to enhance the bikeway network, but is not clear on where the proposed upgrades would occur or the quality of the infrastructure. These are important factors to consider. For example, protected bike

lanes encourage cycling much more than painted bike lanes or sharrows.

Measure T9 proposes decarbonizing construction equipment, but seems unsure of the feasibility of doing so. While this goal is worthwhile, we also have to ensure that the dense, infill, transit-oriented housing can be built at a reasonable cost.

Richard Bourne

Sincerely,
Richard Bourne



From: [robert ortega](#)
To: [DRP EPS Climate](#)
Subject: Los Angeles County 2045 Climate Action Plan
Date: Monday, July 18, 2022 8:57:20 AM

CAUTION: External Email. Proceed Responsibly.

Hi, my name is Robert ortega, I am a local carpenters union member who lives and works in Los Angeles County. We would like to see Labor Standards and or a Community Wealth Policy included in this Climate Action Plan. In future projects under this plan, the County should explicitly incorporate language requiring family supporting wages, skills training and job access to the community members rather than simply accepting projects founded on low costs and low wages. Specifically:

The construction workforce should require;

- Full family health plans
- All contractors must participate must either participate in a state-approved apprenticeship program or request dispatches of apprentices from a program
- Paid sick leave. Pension, and vacation-holiday pay.
- Local Hire

High quality responsible bidder standards should be established to ensure high quality construction performance;

- Construction contractors at every level comply with labor law and have no history of fraudulent or grossly negligent business practices.
- General Contractors should be required to self perform a Minimum of 5% of all construction craft work for which they are responsible.

We believe all Los Angeles County residents deserve an innovative economic solution that puts them on the path to build better careers, increase access to family healthcare, and enrich the community at large.

Los Angeles County Carpenters Union Member,

Robert ortega

[Sent from Yahoo Mail for iPhone](#)

From: [Roberto](#)
To: [DRP EPS Climate](#)
Subject: Los Angeles County 2045 Climate Action Plan
Date: Monday, July 18, 2022 8:52:09 AM

CAUTION: External Email. Proceed Responsibly.

Hi, my name is Roberto reyes, I am a local carpenters union member who lives and works in Los Angeles County. We would like to see Labor Standards and or a Community Wealth Policy included in this Climate Action Plan. In future projects under this plan, the County should explicitly incorporate language requiring family supporting wages, skills training and job access to the community members rather than simply accepting projects founded on low costs and low wages. Specifically:

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We believe all Los Angeles County residents deserve an innovative economic solution that puts them on the path to build better careers, increase access to family healthcare, and enrich the community at large.

Los Angeles County Carpenters Union Member,

Roberto reyes

From: [Rody Stephenson](#)
To: [DRP EPS Climate](#)
Subject: A few initial comments
Date: Wednesday, May 11, 2022 6:11:27 PM

CAUTION: External Email. Proceed Responsibly.

Great presentation and breakout.

1. Can you send me a link to the slides.
2. I suggest you set GHG goals for every five years – 2025, 2030, 2035, 2040, 2045, and 2050. Not just the years covered by external rules.
3. Please send the name of the contractor who helped you. CSA?
4. It is important to start immediately and not wait a year for BOS final approval. Have annual goals and measure annual progress.
5. Don't get waylaid by the net metering controversy. Let the State and PUC and Energy Commission sort that out.
6. Be aware that if you signing up for 100% renewable from SCE or CPA that it is not 100% renewable. Where do you think the electrons come from at night? It won't be 100% renewable until they get a lot of storage.
7. As I said in the breakout, PWP says that rooftop solar is four times more expensive than utility scale solar. You need to look into this.
8. Distinguish between where the electricity is generated versus where it is consumed.

I will probably have more comments on the CAP later.

Rhoads

R. Rhoads (Rody) Stephenson

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: [Rody Stephenson](#)
To: [DRP EPS Climate](#)
Subject: More CAP comments
Date: Thursday, May 12, 2022 4:11:23 AM
Importance: High

CAUTION: External Email. Proceed Responsibly.

1. The CAP should go out to 2050. Change document name from “2045 CAP” to “2050 CAP.” The UN, the IPCC, and COP26 signatories are all using that end date. It is great that the Governor has moved up that date by 5 years – but the plan should still go to 2050. And don’t call that date an “aspirational goal.” You should have a real plan that gets there.
2. It is essential that you include a plan that meets your final goal of net-zero by 2045. Many people have pointed out that a plan to get to 100% may be quite different from a plan to get to 80%. You may need to make different fundamental choices and some of the things you do early may not lead you to the end goal and be “wasted.” I think that point is made by Bill Gates in “How to avoid a climate disaster” and John Doerr in “Speed and Scale.” These are both good books for your team to read – if you haven’t already done so. I have also heard that comment from prominent Professors at Caltech.

Rhoads

R. Rhoads (Rody) Stephenson
4455 Rockland Place, Unit 10
La Canada, CA 91011
(818) 248-7472
(818) 279-4667 (Cell)

Comments:

1. Please add projections and targets for years 2025, 2040. and 2050.
2. Add a plan to get carbon neutrality by 2045. Not an aspirational goal, but a real plan. A 50% reduction is not nearly enough. It should be net zero.
3. The reduction targets should not be based on 2015 emissions. Many are using 1990 as a basepoint. See pdf page 56. The State laws use 1990 as the reference point.
4. The total emission of 5.2 MT CO₂e seems low. The whole state is about 450 MT.
5. All landfill emissions should be included in the inventory – whether they have gas capture or not. Install landfill capture in all landfills that do not currently have it.
6. Cap and seal all abandoned oil and gas wells.
7. Ban oil and gas extraction from within the County. No new wells starting now. Close existing wells by 2030.
8. Add “ocean acidification” to the list of climate impacts.
9. PDF page 46. Instead of smart growth, we should limit growth and have a target of “no growth.”
10. It would be helpful if each action had an associated schedule. Perhaps in a separate document. Some milestones could be: draft regulation, approval of the regulation, effective date, and then the implementation phase-in. And then the growing emissions reductions over time.
11. Distinguish between where the electricity is generated versus where it is consumed.
12. Be aware that if you signing up for 100% renewables from SCE or CPA that it is not 100% renewable. Where do you think the electrons come from at night? It won't be 100% renewable until they get a lot of storage.

Questions

1. How can the county influence the emissions from incorporated parts of the County?
Countywide is better than just County.

Minor comments:

1. Figure ES-2. Remove three zeros after the decimal point.
2. Table 1-1. The 1975 CAFE legislation established emission limits for light duty vehicles.

Iris Chi

From: [REDACTED] on behalf of Ryan Rubin
Sent: Monday, July 11, 2022 5:20 PM
To: DRP EPS Climate
Subject: Support if amended - Draft LA County 2045 Climate Action Plan

CAUTION: External Email. Proceed Responsibly.

Dear Supervising Regional Planner Thuy Hua,

I am grateful for your work on the 2045 CAP and would be proud to support the plan if it were amended to address my concerns. The plan should be more ambitious and seek more opportunities to reduce greenhouse gas emissions via housing-related policies.

52% of the County's emissions come from transportation and the CAP relies heavily on zero-emission vehicles (ZEVs) to reduce these emissions. This strategy (Measure T6) accounts for the largest share of GHG emissions reductions at 31.5%. However, transitioning to ZEVs is largely beyond the County's control. While the County can play a role in providing charging infrastructure and purchasing ZEVs for its own fleets, it is primarily federal and state policies that determine County residents' abilities to switch to ZEVs.

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Strategy 3 includes measures to enhance the bikeway network, but is not clear on where the proposed upgrades would occur or the quality of the infrastructure. These are important factors to consider. For example, protected bike lanes encourage cycling much more than painted bike lanes or sharrows.

Measure T9 proposes decarbonizing construction equipment, but seems unsure of the feasibility of doing so. While this goal is worthwhile, we also have to ensure that the dense, infill, transit-oriented housing can be built at a reasonable cost.

Personally sent by Ryan Rubin using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is a grassroots pro-housing organization.

Sincerely,
Ryan Rubin



From: [REDACTED] on behalf of [Samuel Shapiro-Kline](#)
To: [DRP EPS Climate](#)
Subject: Support if amended - Draft LA County 2045 Climate Action Plan
Date: Tuesday, July 12, 2022 9:35:56 AM

CAUTION: External Email. Proceed Responsibly.

Dear Supervising Regional Planner Thuy Hua,

I am grateful for your work on the 2045 CAP and would be proud to support the plan if it were amended to address my concerns. The plan should be more ambitious and seek more opportunities to reduce greenhouse gas emissions via housing-related policies.

52% of the County's emissions come from transportation and the CAP relies heavily on zero-emission vehicles (ZEVs) to reduce these emissions. This strategy (Measure T6) accounts for the largest share of GHG emissions reductions at 31.5%. However, transitioning to ZEVs is largely beyond the County's control. While the County can play a role in providing charging infrastructure and purchasing ZEVs for its own fleets, it is primarily federal and state policies that determine County residents' abilities to switch to ZEVs.

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Measure T9 proposes decarbonizing construction equipment, but seems unsure of the feasibility of doing so. While this goal is worthwhile, we also have to ensure that the dense, infill, transit-oriented housing can be built at a reasonable cost.

Personally sent by Samuel Shapiro-Kline using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is a grassroots pro-housing organization.

Sincerely,
Samuel Shapiro-Kline



From: [REDACTED] on behalf of [Sarah Nathan](#)
To: [DRP EPS Climate](#)
Subject: Support if amended - Draft LA County 2045 Climate Action Plan
Date: Sunday, July 17, 2022 8:30:52 PM

CAUTION: External Email. Proceed Responsibly.

Dear Supervising Regional Planner Thuy Hua,

Thank you for your support of the draft climate action plan. I am glad that the county is taking climate action seriously. I wanted to provide input on one part, Measure T4, which commits to doubling transit service hours by 2030. While this is important, the County should commit to increasing the percentage of hours County-operated transit will have frequent services every 15 minutes or better. My husband and I share a single car, and we often drop each other off or pick each other up when we have different destinations. Transit often runs where we want it to go, but so infrequently that the trip would be prohibitively long. If we could count on transit running frequently when we need it would make it possible for us to shift a number of trips from extra miles in the car to transit, and it would allow us more flexibility in our lives.

Sincerely,
Sarah Nathan

[REDACTED]

From: [REDACTED]
To: [DRP EPS Climate](#)
Date: Monday, July 18, 2022 9:00:18 AM

CAUTION: External Email. Proceed Responsibly.

Hi, my name is Shoamy flores, I am a local carpenters union member who lives and works in Los Angeles County. We would like to see Labor Standards and or a Community Wealth Policy included in this Climate Action Plan. In future projects under this plan, the County should explicitly incorporate language requiring family supporting wages, skills training and job access to the community members rather than simply accepting projects founded on low costs and low wages. Specifically:

The construction workforce should require;

- Full family health plans
- All contractors must participate must either participate in a state-approved apprenticeship program or request dispatches of apprentices from a program
- Paid sick leave. Pension, and vacation-holiday pay.
- Local Hire

High quality responsible bidder standards should be established to ensure high quality construction performance;

- Construction contractors at every level comply with labor law and have no history of fraudulent or grossly negligent business practices.
- General Contractors should be required to self perform a Minimum of 5% of all construction craft work for which they are responsible.

We believe all Los Angeles County residents deserve an innovative economic solution that puts them on the path to build better careers, increase access to family healthcare, and enrich the community at large.

Los Angeles County Carpenters Union Member,

Shoamy Flores

Sent via the Samsung Galaxy Note10+, an AT&T 5G Evolution capable smartphone

From: [sun.yu](#)
To: [DRP_EPS Climate](#)
Subject: LA County Climate Action Plan
Date: Monday, July 18, 2022 11:08:41 AM

CAUTION: External Email. Proceed Responsibly.

Hello Ms Thuy Hua,

My name is Sun Yu, I work as an RN, commute by bicycle and I thank you for allowing me to provide feedback on CAP.

From the perspective as a worker living in this expensive city, one way I manage is by commuting by bicycle instead of driving. I am able bike to work because I live 2 miles away in an older working class neighborhood made up of mostly 4-8 unit apartment buildings along with some duplexes and a few single family homes.

We have local bus lines on the main streets, access to two subways that are 1.5-2 miles away but no bicycling infrastructure. Commuting by bicycle without proper bicycling infrastructure is a harrowing experience everytime.

I ask that CAP please focus and put investment in Transportation and Housing. Instead of relying on technology that doesn't exist yet, will be slow to implement (once tech is developed, will still have to be beta tested and reworked) and will be very expensive. please implement changes that are "low hanging fruit"- Avoid/reduce carbon emissions which is more cost effective with proven existing methods that can be implemented quickly to affect change. In addition, these changes have been proven and utilized around the world.

Please invest in building safe, separated, protected and connected network of bicycle lanes throughout Los Angeles that will make it easier, safer, faster to get around the city locally and in conjunction with public transportation (for longer distances) than by single occupant car driving. Single occupant car driving is the cause of traffic, major contributor to carbon emission, brake dust, global warming, general air pollution in addition to an ever increasing number of pedestrian/cyclist being killed and maimed every year.

Separated protected connected bike lanes can be made quickly and inexpensively with temporary pop up lanes while permanent infrastructure is constructed. Get more people to choose bike/bus by making it easier and faster to bike/bus over single occupant car driving. Make bicycle infrastructure protected and safe so that children/seniors will be able to practice mobility independence no matter their age. Make bicycle infrastructure connected so that people can choose the bicycle as their preferred mode of transportation and bicycle with dignity and safely, no matter their economic status.

Cars not only contribute to carbon emissions and over 40k people killed every year, they are expensive to buy (loan with interest) and maintain (fuel, insurance, maintenance, parking) putting more working class folks in debt for a depreciating asset, straining limited finances and easily tipping many into mental/financial stress and homelessness when emergencies (car repair) pop up.

Bicycles (including electric bicycles) are very inexpensive compared to the cost of a car, making it a truly accessible mode of transport for all no matter their finances or age.

Cars also take a huge amount of public space as roads/streets/highways/street parking. A significant part of that public space could be taken back for the public benefit of all over the few (car drivers who are the main cause of carbon emissions). These spaces can be repurposed to build parks, mid/high density housing (for all economic levels) with local amenities within walking distance, public transit, separated/protected/connected bike lanes so that biking/walking/public transit is the easier/safer/faster default mode of local transportation over single occupant car driving.

Cars will always exist and have their uses but too much public space have been given over to them causing the terrible environmental/financial/public safety issues we have now. We need to carve out more space for public use for the benefit (environmental/financial/public safety) of all to address, mitigate and solve this climate disaster upon us. We need increased housing density WITH robust bus only lanes, separated/protected/connected bike lane, zoning changes to allow car free/light neighborhoods with walkable amenities.

Protected, separated, connected bicycling infrastructure is the fastest, accessible and least expensive direct action to take to address climate action now.

From: [REDACTED]
To: [DRP EPS Climate](#)
Subject: Email Subject: Los Angeles County 2045 climate action plan Hi, my name is _Teno mendez _am a local carpenters union member who lives and works in Los Angeles County. We would like to see Labor Standards and or a Community Wealth Policy included in this...
Date: Monday, July 18, 2022 9:04:05 AM

CAUTION: External Email. Proceed Responsibly.

Enviado desde mi iPhone

From: [REDACTED] behalf of [Thomas S Irwin](#)
To: [DRP EPS Climate](#)
Subject: Support if amended - Draft LA County 2045 Climate Action Plan
Date: Thursday, July 14, 2022 10:03:04 AM

CAUTION: External Email. Proceed Responsibly.

Dear Supervising Regional Planner Thuy Hua,

I am grateful for your work on the 2045 CAP and would be proud to support the plan if it were amended to address my concerns. The plan should be more ambitious and seek more opportunities to reduce greenhouse gas emissions via housing-related policies.

52% of the County's emissions come from transportation and the CAP relies heavily on zero-emission vehicles (ZEVs) to reduce these emissions. This strategy (Measure T6) accounts for the largest share of GHG emissions reductions at 31.5%. However, transitioning to ZEVs is largely beyond the County's control. While the County can play a role in providing charging infrastructure and purchasing ZEVs for its own fleets, it is primarily federal and state policies that determine County residents' abilities to switch to ZEVs.

There are actions to take that are much more firmly within the County's jurisdiction, including improving transit quality, eliminating parking requirements, and allowing higher density, particularly near transit.

Measure T4 commits to doubling transit service hours by 2030. However, longer service hours is not the same as convenient service. The County should commit to increasing the percentage of hours County-operated transit will have frequent services every 15 minutes or better.

Measure T5 commits to removing minimum parking requirements for new residential developments but implies that they would remain for existing residential uses. Elsewhere, the plan states that the Department of Regional Planning is merely studying reducing parking requirements. These add up to a muddled commitment, even though parking requirements increase driving, greenhouse gas emissions, and force non-drivers to subsidize parking for car owners.

Measure T1 aims to increase density near high-quality transit areas, targeting a range of 20-50 dwelling units per acre. This density target could easily be doubled. Denser residential development near transit allows people to be less reliant on cars and also reduces development pressure on greenfields, saving natural habitats which are carbon sinks.

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Measure T9 proposes decarbonizing construction equipment, but seems unsure of the feasibility of doing so. While this goal is worthwhile, we also have to ensure that the dense, infill, transit-oriented housing can be built at a reasonable cost.

Personally sent by Thomas S Irwin using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is a grassroots pro-housing organization.

Sincerely,
Thomas S Irwin

A large black rectangular redaction box covering the signature area.

From: [REDACTED] on behalf of [Toby Muresianu](#)
To: [DRP EPS Climate](#)
Subject: Support if amended - Draft LA County 2045 Climate Action Plan
Date: Wednesday, July 13, 2022 10:11:21 AM

CAUTION: External Email. Proceed Responsibly.

Dear Supervising Regional Planner Thuy Hua,

I am grateful for your work on the 2045 CAP and would be proud to support the plan if it were amended to address my concerns. The plan should be more ambitious and seek more opportunities to reduce greenhouse gas emissions via housing-related policies.

52% of the County's emissions come from transportation and the CAP relies heavily on zero-emission vehicles (ZEVs) to reduce these emissions. This strategy (Measure T6) accounts for the largest share of GHG emissions reductions at 31.5%. However, transitioning to ZEVs is largely beyond the County's control. While the County can play a role in providing charging infrastructure and purchasing ZEVs for its own fleets, it is primarily federal and state policies that determine County residents' abilities to switch to ZEVs.

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Measure T9 proposes decarbonizing construction equipment, but seems unsure of the feasibility of doing so. While this goal is worthwhile, we also have to ensure that the dense, infill, transit-oriented housing can be built at a reasonable cost.

Personally sent by Toby Muresianu using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is a grassroots pro-housing organization.

Sincerely,
Toby Muresianu



From: [WordPress](#)
To: [Iris Chi](#)
Subject: [Climate Action] Please moderate: "Los Angeles County Kicks Off Draft 2045 Climate Action Plan"
Date: Wednesday, June 29, 2022 4:52:14 PM

A new comment on the post "Los Angeles County Kicks Off Draft 2045 Climate Action Plan" is waiting for your approval

<https://planning.lacounty.gov/site/climate/los-angeles-county-kicks-off-draft-2045-climate-action-plan/>

Author: Tom Reilly ([REDACTED])

Email: [REDACTED]

URL:

Comment:

Climate Action Plan

P1-2, Figure 1-1 Add USFS boundary to provide jurisdictional context of the planning area and the location of unincorporated areas bordering federal lands.

Approve it: <https://planning.lacounty.gov/site/climate/wp-admin/comment.php?action=approve&c=532#wpbody-content>

Trash it: <https://planning.lacounty.gov/site/climate/wp-admin/comment.php?action=trash&c=532#wpbody-content>

Spam it: <https://planning.lacounty.gov/site/climate/wp-admin/comment.php?action=spam&c=532#wpbody-content>

Currently 15 comments are waiting for approval. Please visit the moderation panel:

https://planning.lacounty.gov/site/climate/wp-admin/edit-comments.php?comment_status=moderated#wpbody-content

Iris Chi

From: [REDACTED] on behalf of Twyla Meyer [REDACTED]
Sent: Monday, July 11, 2022 5:22 PM
To: DRP EPS Climate
Subject: Support if amended - Draft LA County 2045 Climate Action Plan

CAUTION: External Email. Proceed Responsibly.

Dear Supervising Regional Planner Thuy Hua,

I am grateful for your work on the 2045 CAP and would be proud to support the plan if it were amended to address my concerns. The plan should be more ambitious and seek more opportunities to reduce greenhouse gas emissions via housing-related policies.

52% of the County's emissions come from transportation and the CAP relies heavily on zero-emission vehicles (ZEVs) to reduce these emissions. This strategy (Measure T6) accounts for the largest share of GHG emissions reductions at 31.5%. However, transitioning to ZEVs is largely beyond the County's control. While the County can play a role in providing charging infrastructure and purchasing ZEVs for its own fleets, it is primarily federal and state policies that determine County residents' abilities to switch to ZEVs.

There are actions to take that are much more firmly within the County's jurisdiction, including improving transit quality, eliminating parking requirements, and allowing higher density, particularly near transit.

Measure T4 commits to doubling transit service hours by 2030. However, longer service hours is not the same as convenient service. The County should commit to increasing the percentage of hours County-operated transit will have frequent services every 15 minutes or better.

Measure T5 commits to removing minimum parking requirements for new residential developments but implies that they would remain for existing residential uses. Elsewhere, the plan states that the Department of Regional Planning is merely studying reducing parking requirements. These add up to a muddled commitment, even though parking requirements increase driving, greenhouse gas emissions, and force non-drivers to subsidize parking for car owners.

Measure T1 aims to increase density near high-quality transit areas, targeting a range of 20-50 dwelling units per acre. This density target could easily be doubled. Denser residential development near transit allows people to be less reliant on cars and also reduces development pressure on greenfields, saving natural habitats which are carbon sinks.

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Personally sent by Twyla Meyer using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is a grassroots pro-housing organization.

Sincerely,
Twyla Meyer

A large black rectangular redaction box covering the signature area.

From: [REDACTED] on behalf of [Tyler Koke](#)
To: [DRP EPS Climate](#)
Subject: Support if amended - Draft LA County 2045 Climate Action Plan
Date: Thursday, July 14, 2022 10:33:16 AM

CAUTION: External Email. Proceed Responsibly.

Dear Supervising Regional Planner Thuy Hua,

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Personally sent by Tyler Koke using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is a grassroots pro-housing organization.

Sincerely,
Tyler Koke



From: [REDACTED] on behalf of [Valerie Morishige](#)
To: [DRP EPS Climate](#)
Subject: Support if amended - Draft LA County 2045 Climate Action Plan
Date: Wednesday, July 13, 2022 1:42:10 PM

CAUTION: External Email. Proceed Responsibly.

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Personally sent by Valerie Morishige using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is a grassroots pro-housing organization.

Sincerely,
Valerie Morishige

