

# Revised Draft 2045 Climate Action Plan and Recirculated Draft Environmental Impact Report

## Comment Letters Received Individuals

1. Chelsea Katan
2. Emmanuel Alcantar

**From:** [Chelsea Katan](#)  
**To:** [DRP EPS Climate](#)  
**Subject:** 2045 Climate Action Plan Comments  
**Date:** Monday, April 10, 2023 10:21:02 PM

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**CAUTION: External Email. Proceed Responsibly.**

Hello,

I live in Pasadena, CA in LA County. I've focused my review on the transportation segments of the document as they are the greatest contributors to climate change by the numbers. There should be more of a focus on dense development and transit infrastructure and the intersection of land use and VMT than I currently see in this document. Is there a way to be alerted to revisions of this document, or meetings reviewing this document?

- Measure T1, p. 99: Please remove the maximum DU cap (quoted below). There should be no limitation to how many dwelling units are built surrounding transit. Increased transit access helps decrease single occupant trips and decrease vehicle miles traveled.
  - "Achieve a minimum of 20 dwelling units (DU) per acre (~~maximum of 30–150 DU per acre~~) for HQTAs. :
- Measure T1: I appreciated the focus on access to public amenities like parks!
- Measure T2, p. 100: This seems to not account for remote work and work from home lives. We're already seeing other downtowns struggle to fill office spaces. It would make more sense to emphasize housing combined with jobs. This also reduces VMT.
- Measure T3: What percentage of bike lanes will be physically protected? Paint is not protection. These need to be safe enough for children to ride to truly increase biking safety.
- Measure T4 - that's an awesome goal to increase transit hours! Short headways make transit way easier to take!
- Measure T4.6 - I love this measure! Increasing affordability of transit helps people use it!
- Measure T4.8 - can't wait to see it here!
- Measure T4.10 - don't let this one become a blocker to making transportation abundant and reliable. Something is better than nothing, even if it's not perfect.
- Measure T5 - love this, let's get rid of parking minimums! Especially near transit!
- I think there's an overfocus on EV's as a solution to climate change.
  - Is the grid system ready and changing to support that load in parallel?
  - How will that grid support EV during extreme temperatures?
  - Studies are starting to show that vehicle tires produce quite a bit of pollution too: <https://www.theguardian.com/environment/2022/jun/03/car-tyres-produce-more-particle-pollution-than-exhausts-tests-show>

Thank you,

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**From:** [Emmanuel Alcantar](#)  
**To:** [DRP EPS Climate](#)  
**Subject:** Climate Action Plan  
**Date:** Thursday, May 11, 2023 1:17:07 PM

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Hello,

My name is Emmanuel Alcantar and I wanted to provide feedback on the County's climate action plan.

Right now, LA County's current plan is to cap housing density near high quality transit at as low as 30 homes/acre. CARB's own scoping plan says that we need 25% reduction in per capita VMT in order for the state to reach its own climate goals and building densely — especially in our transit corridors — is one of the most significant ways we can make progress on that. I do not believe we should be putting any limits on density, height, or floor area near public transit.

I also think we need to re-zone areas near our community colleges (many of which are high quality transit areas) and ensure that they are being used for dense housing, especially since we have so many students who are either severely rent burdened or are unhoused.

Lastly, in a similar vein, I believe the County should reform its parking requirements to allow for easier implementation of SB 9.

Thank you so much for your time.

Best regards,  
Emmanuel Alcantar