Compatible use, a hallmark of land use and planning, should be employed in Skid Row and a buffer zone around it to restrict bars, liquor stores, marijuana dispensaries, and smoke shops in consideration of those residents in greatest need, for whom the community of services is a lifeline, not a mere recreational pursuit.
Given how little affordable housing has been built in Skid Row, or Downtown Los Angeles, a new model is needed that includes the use of publicly owned land, long vacant structures, and empty warehouses for affordable housing, rather than using zoning to make these more attractive for luxury and market rate housing.
Though many community groups and individuals have stepped in to uplift community voice, Skid Row still needs formal civic representation like a district or something like a Neighborhood Council.
The DTLA 2040 plan should ensure we do not repeat the lessons of urban renewal, which demolished low income and multifamily housing and multiracial neighborhoods, and dismantled public investment in both.
The Plan should maximize rather than diminish neighborhood potential, to serve deeply low to low income women, children and families, as well as the predominantly Black and other community members of Skid Row.