

HOLLYWOOD HILLS WEST NEIGHBORHOOD COUNCIL

Joint Area 5 - Transportation Meeting on Hollywood Community Plan Update 2
(HCPU2)

Monday, Nov. 6th, 2017
6pm - 8pm

Hollywood UMC
6817 Franklin Ave., Hollywood
CA 90028
Tel: 323 874-2104

Agenda is posted for public review: on bulletin boards at the Durant Library Branch, and electronically on the Hollywood Hills West Neighborhood Council website (www.hhwnc.org) and on the Department Of Neighborhood Empowerment website (www.empowerla.org).

The public is requested to fill out a “Speaker Card” to address the Board on any item of the agenda prior to the Board taking action on an item. Comments from the public on non-agenda and agenda items will be heard during the Public Comment Period and, within the discretion of the presiding officer of the Board, when the respective item is being considered. Comments from the public on other matters not appearing on the Agenda that is within the Board’s subject matter jurisdiction will be heard during the Public Comment period. Public comment is limited to 2 minutes per speaker unless waived by the presiding officer of the Board.

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In compliance with Government Code section 54957.5, non-exempt writings that are distributed to a majority or all of the board in advance of a meeting may be viewed on the Hollywood Hills West Neighborhood Council website (www.hhwnc.org) or at the scheduled meeting. In addition, if you would like a copy of any record related to an item on the agenda, please contact the Board Secretary at secretary@hhwnc.org.

1. Sign-in, distribution of speaker cards
2. Introduction by Area 5 Chair, Suzanne Warren
3. Comments on the Proposed Hollywood Community Plan Update 2 (HCPU2). http://www.hcpu2.org/uploads/8/2/8/5/82855984/draft_hollywood_community_plan_may_2017.pdf

1) Area 5 stakeholders in the Outpost Homeowners Association have already reviewed the plan and are circulating the following for public comment:

Policy M1.7 High volume special events. This policy should be modified to not just “manage traffic and circulation needs”, it should also strive to “Reduce the number and frequency of Hollywood Boulevard Street closures.”

Policy M1.9 Residential neighborhoods. This policy should be expanded to include, “Pursue legislation that would make it illegal for navigation systems/apps to direct traffic onto Local streets from arterial streets.”

Policy M1.10 Neighborhood traffic management. Don’t just “consider” NTMPs. Change this policy to say, “Establish neighborhood traffic management plans as part of the implementation program for the Hollywood Community Plan, as well as including NTMPs as a potential mitigation, upon approving a major development project.”

Add Policy: Incompatible Vehicles on Local Streets. Purdue legislation to ban tour buses of all types on local residential streets.

Add Policy: Hollywood Sign Visitors. Create a viewing location for the Hollywood sign that would not require visitors to use residential streets to reach the viewing location.

There are inconsistencies and unacceptable proposals in the discussion of the bicycle network. Figure 6-3 “**Bicycle Network**” is not discussed in the text to describe what Tier 1 - Tier 3 bicycle lanes are. The lanes on Fairfax Avenue are Existing. The lanes on Cahuenga East and West in the Cahuenga Pass are infeasible and should be removed. Policies M5.10 and M5.11 mention 11 bicycle facilities, which are reasonable. Implementation Program P92 lists 36 bicycle facilities to be studied, many of which are infeasible, including the aforementioned Cahuenga East and West lanes. They should be deleted from this list.

Figure 6-1 “**Circulation System**” list Outpost Drive as a Modified Local street. There is no definition for a Modified Local. Outpost Drive should just be designated as a Local street. Why are the streets within Griffith Park not designated Scenic Highways. Even if they are designated as such in the Griffith Park Master Plan, a plan that can be modified, the Hollywood Community Plan should designate them as Scenic Highways to reinforce that as a policy priority.

Figure 6-4 “**Vision Zero and Safe Routes to School**” only shows schools that are designated as the most vulnerable by LAUSD, whatever that means. Gardner Street Elementary, Valley View Elementary, Cheremoya Elementary and others should be added to the figure. Safe routes to ALL schools should be a priority for the City.

Please clarify the number of stories of construction that would be feasible in the 30 foot and 45 foot height districts. We support the lower 30 foot height limit in zone 3:1D as those parcels about the single family homes on the 1800 block of Outpost Drive. We question the advisability of allowing developments to 45 feet in areas 3:1A and 3:1B along Franklin Avenue, as Franklin is already operating at Level of Service F (gridlock) throughout much of the day.

The plan should include some policies designed to discourage party houses and vacation rental houses, particularly in hillside areas where noise travels in canyons.

Add Policy LU 2.6 Protect hillside streets. Discourage the use of hillside streets as cut through routes between the flat areas of the city to the south and the San Fernando Valley to the north.

We understand that a nexus study is being conducted to potentially support the implementation of a traffic impact fee on new developments in Hollywood. We strongly encourage the city to include neighborhood traffic management measure as part of the list of mitigation measures to be funded by such a fee. The impacts of development throughout the Hollywood Community Plan area have direct and secondary impacts on traffic cutting through residential neighborhoods as the arterial streets become overloaded.

Proposed Motion: Area 5 and Transportation recommend to HHWNC that HHWNC include these comments in HHWNC's recommendations to LA Dept of City Planning.

3) Transportation/Mobility Section

4) Comments from the public on HCPU2

Adjournment

AGENDA