

CITY OF LOS ANGELES

CALIFORNIA



HOLLYWOOD HILLS WEST NEIGHBORHOOD COUNCIL OFFICERS

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HOLLYWOOD HILLS WEST NEIGHBORHOOD COUNCIL

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HOLLYWOOD HILLS WEST NEIGHBORHOOD COUNCIL

BOARD MEETING

November 20, 2019

6:00 pm

**Will and Ariel Durant Library Branch
7140 Sunset Blvd, Los Angeles, CA 90046**

Directions: East of N. Fairfax Ave and West of N. La Brea Ave of Hollywood Blvd. Building is accessible and free parking is available behind the building.

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. 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, www.empowerla.org.

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 at our website at 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.

As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability and upon request, will provide reasonable accommodation to ensure equal access to its programs, services, and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or services may be provided upon request. To ensure availability of services, please make your request at least 3 business days (72 hours) prior to the meeting you wish to attend by contacting Lorenzo Briceno at lorenzo.briceno@lacity.org or (213) 878-2551.

ALL ITEMS LISTED ON THIS AGENDA ARE SUBJECT TO: POSSIBLE ACTION, INCLUDING A BOARD MOTION AND VOTING ON THE MOTION.

PROCESS FOR RECONSIDERATION: The Board may reconsider and amend its action on items listed on the agenda if that reconsideration takes place immediately following the original action or at the next regular meeting. The Board, on either of these two days, shall: (1) Make a Motion for Reconsideration and, if approved, (2) hear the matter and Take an Action. If the motion to reconsider an action is to be scheduled at the next meeting following the original action, then two items shall be placed on the agenda for that meeting: (1) A Motion for Reconsideration on the described matter and (2) a Proposed Action should the motion to reconsider be approved. A motion for reconsideration can only be made by a Board member who has previously voted on the prevailing side of the original action taken. If a motion for reconsideration is not made on the date the action was taken, then a Board member on the prevailing side of the action must submit a memorandum to the Secretary identifying the matter to be reconsidered and a brief description of the reason(s) for requesting reconsideration at the next regular meeting. The aforesaid shall all be in compliance with the Ralph M. Brown Act.

DRAFT AGENDA

1. Call to order by President, Anastasia Mann

2. Roll Call by Secretary, Britta Engstrom

3. Approval of minutes

4. Election of Outreach Chair

Candidate: Mihail Kyle Naumovski

5. Public Official Reports

- a) CD4 –Field Deputy, Madelynn Taras, Office of Councilmember David Ryu
- b) CD13 – Sean Starkey, Office of Councilman Mitch O’Farrell
- c) Mayor’s Office, Central Area NC Rep, Angie Aramayo
- d) 46th Assembly District, Stephanie Mkhlian, Office of Assemblymember Adrin Nazarian
- e) 43rd Assembly District, Seamus Garrity from the Office of Assemblymember Laura Friedman
- f) 50th Assembly District- Josh Kurpies, Office of Assemblyman Richard Bloom
- g) 25th Senatorial District, Vickere Murphy, District Representative, Office of Anthony Portantino
- h) 3rd Supervisorial District, Fernando Morales, Office of Supervisor Sheila Kuehl
- i) 26th Senate State District, Allison Towle, Office of Senator Ben Allen
- j) 24th Senate State District, Baydsar Thomasian, Office of Senator Maria Elena Durazo
- k) Neighborhood Prosecutor, Hollywood Division, Ethan Weaver
- l) Department of Neighborhood Empowerment, Lorenzo Briceno
- m) Los Angeles Department of Recreation and Parks, Joe Losorelli
- n) Hollywood Bowl/Stratiscopes, Angela Babcock
- o) LAPD – Hollywood & North Hollywood Divisions
- p) LAFD
- q) LADWP
- r) LADOT

6. President’s Report (Anastasia Mann)

- a) Introduction of the new General Manager of the Department of Neighborhood Empowerment Raquel Beltran. Ms. Beltran has initiated a listening tour among the 99 neighborhood councils and the alliances in order to share her initial goals and strategy for the first 100 days.
- b) Confirm next meeting date: November 20, 2019 (Dark in December)

7. First Vice-President’s Report (Orrin Feldman)

- a) 8150 W. Sunset Boulevard - is the site on which Townscape Partners has obtained the City's approval to build five Frank Gehry designed buildings. The last remaining discretionary entitlement issue is whether the City should approve Townscape's proposal to vacate the turning lane for traffic going Eastbound on Sunset Boulevard to turn south on to Crescent Heights Blvd. The Bureau of Engineering recommended that the City approve the application, and the City Council's Public Works Committee has approved the proposal, which is expected to be heard at the full City Council in December, 2019. The City Council file no. is 16-1011-S4. The Bureau of Engineering case no. is VAC-E140-1351.

The PLUM Committee re-considered the proposal at its November 4, 2019 meeting.

Following a presentation from Townscape's attorney, traffic consultant and lobbyists, and a

lengthy discussion, the PLUM Committee voted (5 to 0) to recommend the following motion to the Board:

Proposed Motion - HHWNC opposes (i) the proposed vacation of the turning lane, and (ii) moving the bus stop, which currently is adjacent to the site, to two blocks to the East in front of 8000 W. Sunset Boulevard's Crate & Barrel 2 store.

8. Treasurer's Report (Matt Shichtman)

- a) Approve October Monthly Expenditure Report

Motion: The Board of the Hollywood Hills West NC approves the October 2019 Monthly Expenditure Report submitted by Treasurer Matt Shichtman.

- b) Approve Funding Request Forms

Possible motion and vote.

- c) Discuss NC inventory

Possible motion and vote.

9. Second Vice President's Report (Jane Crockett)

10. Secretary's Report (Britta Engstrom)

11. Committee Reports

- a) **Area 2 (Chandan St Clare)**

- i. Update on the Ventura-Cahuenga Blvd. Corridor Specific Plan Amendment Process by Delia Esmeralda Arriaga, Planning Assistant for LA City Planning

- b) **Business (Oren Katz)**

- i. Budget Advocates Recommend Increased Transparency (see attachment)

Proposed Motion & Vote for CIS

- c) **Area 9 (Stefan Siegel)**

- i. Presentation re: Fitzpatrick-Leland (Schindler house - Historic Landmark) - 8078 Woodrow Wilson Drive, Hollywood Hills - MAK Center's "Change of Use" Application by Priscilla Fraser, MAK Center Director. Q&A including Board & Stakeholder public comments.

Possible motion and board vote.

Note: Area 9 Chair Siegel will recuse due to living within 500 ft. of property in question. President Mann will conduct the discussion.

- d) **Parks & Open Space (Jeffery Masino)**

- i. Update on HHWNC and LA Rec & Parks efforts to honor long-time Park Ranger Captain Albert Torres, who passed away October 12th, in connection to his duties patrolling the recent Saddleridge fire.

Possible motion, discussion, and vote.

- ii. Update on Dixon Resources Report for Runyon Canyon Park: October 23rd meeting of Health, Education, Neighborhoods, Parks, Arts, and River Committee where a motion passed 15-0 to direct RAP, DOT, LA Sanitation and other relevant departments to review each of the Dixon ideas and report back ideas/recommendations at a future date.

e) **Transportation (Jeff Straebler)**

- i. LAX Rideshare Pick Up Policies/Taxis/Curb Side Passenger Pickups Situation

Motion: HHWNC support instructing the Los Angeles World Airports to allow taxis to resume curbside passenger pickups within the Central Terminal Area of Los Angeles International Airport.

f) **Area 3/Transportation (Brian Dyer & Jeff Straebler)**

- i. Transportation island at Yucca & Las Palmas

Since the original balustrades were installed, more than 1500 units have been built in the area since 2010. Instead of calming traffic, it reduces safety by stakeholders making illegal U-turns to access their residences, or to reverse travel plans when Las Palmas backs up from Hollywood or Franklin during commuter hours, Hollywood Bowl events, and traffic redirection during premieres.

Motion: That the Hollywood Hills West Neighborhood Council request the removal of the traffic island at Yucca and Las Palmas island by the Department of Transportation.

- ii. “In-Lieu” Parking Policy

CD 13 previously commissioned and done a parking study for the historic core of Hollywood to count available spaces and consider parking strategies. To date, nothing has been enacted with the CD13’s parking study.

Motion: That the Hollywood Hills West Neighborhood Council formally request CD13 to commission an economic study analyzing costs and benefits of some type of “in-lieu” parking policy solution in the Hollywood Regional Center.

- iii. Yucca Community Center Winter Festival

Motion: That the Hollywood Hills West Neighborhood Council support Yucca Community Center’s Winter festival in the amount of \$1000.00 In return, Yucca Community Center will provide HHWNC a booth and table for HHWNC’s community outreach.

g) **Area 7/Infrastructure (Lincoln Williamson/Danielle Mead)**

- i. Councilman Paul Koretz (CD5) has implemented a pilot program for sidewalk stencils which inform people that riding scooters on the sidewalk is illegal. At the October 22 Area 7 / Infrastructure joint meeting, the committees agreed that such stencil signage is needed for Sunset Blvd sidewalks and passed a motion requesting David Ryu join CD5’s pilot or establish his own for that street. A scooter company representative has since informed the Transportation and Public Safety committees that CD5’s pilot program has been successful in reducing the number of scooters being ridden on the sidewalks along 3rd Street.

Motion: HHWNC asks Councilman David Ryu to join CD5’s “no scooters” sidewalk stencil pilot program (or establish his own program) for Sunset Blvd between La Brea and Fairfax, so that stencil signage can be installed on the sidewalk near La Brea, Gardner and Fairfax.

h) **Public Safety (Paul Jenkins)**

- i. Lessons learned from the Saturday, Nov. 16th LAFD, practice Fire Evacuation Exercise and Resource fair.

12. **Public Comments** – Comments from the public on agenda items and non-agenda items within the Board's subject matter jurisdiction. Public comments are limited to 2 minutes per speaker.

13. **Adjournment**



SUMMARY

In response to a motion by City Council (Council File 17-1071), the Department of City Planning is preparing an amendment to the Ventura-Cahuenga Boulevard Corridor Specific Plan (Specific Plan). The proposed amendment would update the Specific Plan to modernize zoning regulations and improve efficiencies within the project review process so it may better serve the San Fernando Valley in the future.

BACKGROUND

On February 16, 1991, the Los Angeles City Council adopted Ordinance No. 166,560, establishing the Specific Plan with regulations governing height, parking, landscaping, Project Impact Assessment (PIA) Fees, and the use of collected funds – all to ensure Ventura Boulevard remains viable as the San Fernando Valley's premier commercial corridor. Since its initial adoption, the Department of City Planning amended the Specific Plan in 1996 and 2001.

The Specific Plan corridor spans over 17 miles in length, includes more than 1,200 acres of land, and regulates over 4,300 individual parcels of land. It comprises parcels that front on Ventura Boulevard as well as adjacent boulevards including Topanga Canyon Boulevard, Reseda Boulevard, Sepulveda Boulevard, and Van Nuys Boulevard. The Specific Plan designates these parcels as Regional Commercial, Community Commercial, and Neighborhood Commercial serving land uses, with some segments of the corridor designated as Pedestrian Oriented Area and the easternmost segment designated as a Regionally Impacted Area.

FREQUENTLY ASKED QUESTIONS

What would the proposed amendment to the Ventura-Cahuenga Boulevard Corridor Specific Plan do?

The proposed amendment to the Specific Plan could simplify certain approval processes, expand the use of transportation funds, evaluate parking in lieu fees, and address internal Specific Plan inconsistencies. The amendment could also rezone properties for consistency with the Community Plan Updates by removing zoning inconsistencies, clarifying dual zoning classifications, and updating parking zones.

How would the proposed amendment ordinance affect my property?

There would be no immediate change to any one property. The proposed amendment would update the regulations, processes, and procedures that govern future development applications filed with the City.

City Planning Department, External Affairs Unit | 200 N. Spring Street, Room 532 | Los Angeles, CA 90012

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Will the proposed amendment ordinance increase how much can be built on a property within the Specific Plan area?

No increase in capacity is proposed as a part of this amendment. The proposed amendment ordinance would translate existing land use regulations into the City's comprehensive update to the Zoning Code. New zones will match the Floor Area Ratio (FAR) and density of the existing zones.

What is the required environmental clearance for the proposed amendment ordinance?

Planning staff will complete the required environmental review in compliance with the California Environmental Quality Act (CEQA). An Initial Study will determine the level of environmental clearance required.

How does the proposed amendment to the Specific Plan relate to the ongoing Community Plan Updates in the South Valley?

The proposed amendment ordinance is a separate work program from the Southwest and Southeast Valley Community Plan Updates (CPUs). However, the CPUs and the Specific Plan amendment ordinance will work in tandem to ensure any changes are aligned and compatible, particularly regarding zoning. The CPUs are on a three-year timeline anticipated to be presented at City Planning Commission by the close of 2020 for the Southwest Valley and the close of 2021 for the Southeast Valley. The Specific Plan amendment ordinance is on a two-year timeline anticipated for completion in 2021.

What are the next steps?

The Department of City Planning will host an informational open house for community members and stakeholders.

Who can I contact for more information?

For additional information, contact Delia Arriaga at delia.arriaga@lacity.org or (818) 374-5035. Media inquiries should be directed to Agnes Sibal-von Debschitz at agnes.sibal@lacity.org or (213) 978-1015.

Community Impact Statement
Budget Advocates Recommend Increased Transparency

The Neighborhood Council Budget Advocates recommended that the Mayor present his Proposed Budget on February 1st, 80 days earlier than the charter mandated date of April 20th.

We believe that the development of the Budget must be an open and transparent process where all interested parties, including Budget Advocates, have ample time to review, analyze, and comment. There is not sufficient time under the current timetable.

Unfortunately, the Mayor rejected this recommendation that we made on July 24th and September 3rd, which is why the Budget Advocates are asking the Neighborhood Councils to approve and file the following Community Impact Statement in Council File 19-0600.

Make our voices heard!

**Community Impact Statement from the Hollywood Hills West Neighborhood Council
(Council File 19-0600)**

Whereas, according to the City Charter, “each Neighborhood Council may present to the Mayor and Council an annual list of priorities for the City budget.”

Whereas, on July 24 and September 3, the Neighborhood Council Budget Advocates recommended that the Mayor present his Proposed Budget on February 1st, 80 days earlier than the charter mandated date of April 20th.

Whereas, this recommendation was rejected.

Whereas, the Budget Advocates believe that the development of the Budget must be an open and transparent process where all interested parties, including Budget Advocates, have ample time to review, analyze, and comment upon the budget.

Whereas, the extra 80 days will allow for increased transparency.

Therefore, the Hollywood Hills West Neighborhood Council supports increased transparency into the development of the City’s Budget and finances and strongly recommends that the Mayor present his Proposed Budget on February 1st, 80 days earlier than the charter mandated date of April 20th.

Furthermore, the Neighborhood Council supports the filing of this Community Impact Statement in Council File 19-0600 (Budget Proposal Fiscal Year 2019-20) or subsequent budget file for the Fiscal Year 2020-21.

For your information, here are Budget Advocates’ recommendations to Mayor Eric Garcetti for his consideration when preparing his Fiscal Year 2020-21 Budget Policy and Goals.

<https://www.citywatchla.com/index.php/budget-advocates/18417-la-s-budget-advocates-to-mayor-garcetti-address-structural-and-service-deficits-stop-stealing-from-our-kids>



NEIGHBORHOOD COUNCILS
EMPOWER LA
Department of
NEIGHBORHOOD EMPOWERMENT



Legislative Report

November 1, 2019

Summary of Motions Introduced (*New Legislation*)

Council File 19-1273-S1, LAX and Rideshare Pickup Policies / Taxis / Curbside Passenger Pickups / Central Terminal Area / Los Angeles International Airport (LAX) Introduced on October 29, 2019, and referred to Trade, Travel, and Tourism Committee. Motion is instructing the Los Angeles World Airports to allow taxis to resume curbside passenger pickups within the Central Terminal Area of Los Angeles International Airport.

Take Action:

Has your Neighborhood Council submitted a Community Impact Statement (CIS) on the matter?

If not, click here to log in to submit your CIS

<https://cityclerk.lacity.org/CIS/index.cfm?fa=c.main>

To subscribe to this Council File click [here](#)

OVERVIEW OF PARKING IN-LIEU FEES

Parking in-lieu fee program allow applicants for development projects or conversion of uses to pay a designated fee instead (or “in-lieu”) of providing off-street parking spaces required by the zoning code.¹ The purpose of an in-lieu program is not to impose an additional fee or burden on development, but to provide an alternative for projects having difficulty meeting minimum requirements on-site due to space constraints, financial feasibility, or both. As such, in-lieu fees can be seen as an economic development tool, facilitating otherwise unfeasible projects.

It is important to emphasize that parking in-lieu fee programs are strictly voluntary in nature and should not be considered development impact fees. The fee is voluntary because a developer, property owner, or lessee has a choice to build the required on-site parking or pay the fee instead. As such, courts have not required parking in-lieu fees to meet the legal requirements of the California Mitigation Fee Act (AB 1600, 1987, Gov. Code § 66000)².

In-lieu parking fees have many benefits for both cities and developers. If providing all of the required parking on-site would be prohibitively expensive or difficult given a parcel’s design characteristics, then developers have the option to pay the fee instead, thereby facilitating economic growth. In addition, since the fees can be used to pay for parking spaces in public facilities, in-lieu fees are one of the best mechanisms to facilitate shared parking between uses, thereby maximizing use of existing parking supply and avoiding decentralized surface lots or garages. Finally, revenue generated by in-lieu fees can be utilized to finance other parking management solutions and Transportation Demand Management (TDM) initiatives to further reduce the need for additional parking supply.

Where appropriate, in-lieu fee programs can achieve many beneficial outcomes related to good urban form, economic vitality, and sustainability. These include³:

- **Flexibility:** Developers are given the option to opt out of providing the required minimum amount of parking spaces which may prove to be too difficult or expensive for construction or adaptation of existing uses;
- **Shared Parking and Mobility Improvements:** Revenue generated from in-lieu fees can go towards provision of shared public parking supply, as well as transportation improvement and/or streetscape enhancements that improve both mobility and economic vitality;
- **Park Once:** The opportunity for shared and consolidated parking supply presented by in-lieu fees allows for more drivers to park once and visit multiple sites on foot, reducing vehicle travel and stimulating economic activity for local businesses;
- **Historic Preservation:** Traditional parking requirements can discourage adaptive reuse of older buildings. By removing the mandate to provide all parking spaces on-site, in-lieu fees make it easier to restore historic buildings and revitalize older business districts;
- **Fewer Variances:** Developers often request variances from cities when providing the required amount of off-street parking proves too difficult. These variances weaken general plans, require costly administration, and create an unequal climate for development. By reducing instances of variance requests, in-lieu fees foster a more equitable and efficient environment for development;
- **Better Urban Design:** By eliminating the need for parking lots in front of businesses, in-lieu fees allow for continuous storefronts and building frontages that are not disassociated from the sidewalk by dead space and vehicular movements. In addition, in-lieu fees give developers greater opportunity to undertake infill and redevelopment projects, while architects have greater freedom to design more aesthetically pleasing buildings that consume less land.

