

CITY OF LOS ANGELES
CALIFORNIA

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NEIGHBORHOOD COUNCIL**

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200 N. Spring Street
Los Angeles, CA 90012

Email: NCsupport@lacity.org
Website: www.empowerla.org

**HOLLYWOOD HILLS
WEST NEIGHBORHOOD
COUNCIL**

PLUM COMMITTEE & AREA 1
Thursday, March 14, 2024
6:00 PM

**Regular Committee Meeting
Agenda**

Zoom Meeting Online or By Telephone

<https://us02web.zoom.us/j/88036783712>

Dial +1 669 444 9171 to Join the Meeting

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Every person wishing to address the Board must dial [+1 669 444 9171](tel:+16694449171), and enter [88036783712#](https://us02web.zoom.us/j/88036783712) to join the meeting. When prompted by the presiding officer, to provide public input at the Neighborhood Council meeting the public will be requested to dial *9 or use the Raise Hand option, to address the Board on any agenda item before the Board takes an action on an item. Comments from the public on agenda items will be heard only when the respective item is being considered.

Comments from the public on other matters not appearing on the agenda that are within the Board's jurisdiction will be heard during the General Public Comment period. Please note that under the Brown Act, the Board is prevented from acting on a matter that you bring to its attention during the General Public Comment period; however, the issue raised by a member of the public may become the subject of a future Board meeting. Public comment is limited to **2 minutes** per speaker, unless adjusted by the presiding officer of the Board.

I. **CALL TO ORDER AND BOARD ROLL CALL**

II. **Approval of the Minutes of the PLUM Meeting 02/21/2024**

III. **NEW BUSINESS:**

- a. Discussion and possible motion regarding 3446 Floyd Terrace, which is an ED-1 project, comprised of very low-cost housing with no community oversight. The project proposed is a 68 unit apartment building, on what appears to be a substandard street just off of Barham Blvd.
- b. A summary of the project from Gary Frazier is attached.
 - Invited speakers will be:
 - Gary Frazier, who is the closest neighbor to the property
 - Jeff Galvin – Manor resident and board member of HKCC
 - Naomi Kobrin – Knolls resident and board member of HKCC
 - Maria Pavlou Kalban – Founder, United Neighbors
 - Paul Ramsey – Architect, Knolls resident and board member of HKCC
 - Charles Malki – President of HKCC
 - Jordan Shalom – Developer of the above project

IV. **GENERAL PUBLIC COMMENT** - Comments from the public on non-agenda items within the Board's subject matter jurisdiction. Each speaker will be allowed 2 minutes.

ADJOURNMENT

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 by contacting the Department of Neighborhood Empowerment by calling (213) 978-1551 or email: NCsupport@lacity.org

Public Posting of Agendas -

Neighborhood Council agendas are posted for public review as follows:

- Will & Ariel Durant Branch Library; 7140 W. Sunset Boulevard; Los Angeles, CA 90046
- www.hhwnc.org
- You can also receive our agendas via email by subscribing to L.A. City's [Early Notification System \(ENS\)](#)

Notice to Paid Representatives -

If you are compensated to monitor, attend, or speak at this meeting, City law may require you to register as a lobbyist and report your activity. See Los Angeles Municipal Code Section 48.01 et seq. More information is available at ethics.lacity.org/lobbying. For assistance, please contact the Ethics Commission at (213) 978-1960 or ethics.commission@lacity.org

Public Access of Records -

- 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: 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 Darnell Tyler, Secretary at: secretary@hhwnc.org

Reconsideration and Grievance Process -

For information on the NC's process for board action reconsideration, stakeholder grievance policy, or any other procedural matters related to this Council, please consult the NC Bylaws. The Bylaws are available at our Board meetings and our website www.hhwnc.org

Paul Ramsey's Report (Edited by Jeff Galvin)

Drawings:

Planning Department submittal drawings are not construction documents necessary to submit to the Department of Building and Safety. This development could not get a permit with these drawings; they are missing the necessary structural and other construction details and information necessary to even submit for plan-check.

Substandard Hillside Street:

These drawings show no indication of having been reviewed as a property with a "Substandard Hillside Street" which normally requires a public hearing and notification of the neighbors, nor do they show any of the required Highway Dedications being taken. Floyd Terrace is a substandard hillside street with a Right of Way at only 25 feet and a street paving width of less than 20 feet. The "Right of Way" required now by code for a hillside street is 36 feet and the street paving section required is 28 feet. For reference Lake Hollywood Drive in the Knolls has a ROW of 38 feet.

Highway Dedications:

Generally, what is called a "highway dedication" is taken from these properties applying for a building permit where land is taken by the City to achieve a situation where the property line will be equal to half the ROW width (18 feet) from the centerline of the street. In this case, whereas the street centerline is not always parallel to the property line it appears that a highway dedication of about 5 feet will be necessary on Floyd Terrace.

Also the property generally has to prove that the street has a clear paving width of 20 feet or more from the property along all the streets to the "boundary" of the hillside area, which is not achievable.

The houses on Floyd Terrace were built close together with no front yard, so it will be almost impossible to widen Floyd Terrace or add additional garage parking on other properties. This development design has caused the Manor to already have a severe parking problem with parking on only one side of the street often in a very constricted way, which also restricts fire department access. The property is also in the Very High Fire Severity Zone

The drawings show an undeveloped parkway (the distance between the curb and the property line) and a ROW distance to centerline of Barham of 40 feet which means there should be at least a 10 foot highway dedication along Barham. So essentially the required highway dedications should take about 15 feet total from each street from the depth of the lot and should reduce the lot area to around 9,000 sf from the 10,844 they are claiming.

If a highway dedication is not taken on Barham it would likely prevent a future widening of Barham. Since the proposed plan is only proposing a 5 foot rear yard setback (instead of the required 15 feet by code) the building as proposed would be 5 feet at least into the required Barham Right of Way.

The parking on Floyd actually crosses the property line below grade and seemingly takes all the parkway between the property line and the curb. That is not allowed since the street

utilities like electrical, telephone and cable are in that same space

Proposed Waivers:

The project has proposed waivers for Building Density, Parking, Floor Area Ratio, Setbacks and Height.

Building Density: The project has proposed a 68 unit apartment building whereas in earlier submittals it was determined that only 13 units were allowed by right.

Parking: The Density is 68 units but it proposes on site only 24 parking spaces against what I calculate should have been at least 102 spaces required. Many of those proposed 61 one-bedroom units could have two people - so even more than 102 parking spaces should be required - maybe like 125 or more. Exacerbating that problem is that if the proper highway dedications and front and rear setbacks are adhered to, the width of the structure except below grade (being between roughly 43 feet to 59 feet wide) is too narrow for a double loaded parking aisle with standard residential parking stalls and therefore is not conducive to a efficient parking design or even the normal way of doing a multiple level parking design. It is just too narrow. So it might be very difficult in any case to get a lot of parking on that lot when the code is followed.

Floor Area Ratio: The developer alleges the buildable area of the lot is 7,967 sf using their reduced yards and ignoring highway dedications. So with a total proposed built area 43,366 they get a Floor Area Ratio of 5.44 above an code allowable FAR of 3:1 for R3-1 zoning of the lot. However if one uses the correct highway dedications and minimum setbacks the lot buildable area is something more like 4700 sf so the Floor Area Ratio is really closer to an astronomical 9.3.

The allowed Floor Area Ratio of 3:1 (3 times the buildable area of the lot) is based upon R3-1 zoning given the site by the Planning Department.

Setbacks:

The setbacks are:

- **Front Yard**

Proposed :15 feet from the street property line that should have a 5 foot or so highway dedication

Required: 15 feet with a roughly a 5 foot dedication

Difference: Roughly 5 feet

- **Rear yard –**

Proposed : 5 feet from a property line that should have a ten foot minimum highway dedication taken but has not.

Required: 15 feet from the property line after a minimum 10 foot dedication of property

Difference: 20 feet or more

- **Side Yards**

Proposed : 5 feet

Required for that height: 14 feet

Difference: 9 feet for each side yard setback

Height:

The allowed height limit in the R3-1 zone is normally 45 feet. Height is determined by a distance five feet away from the lowest point of the building to the highest point of the building.

The height of the proposed development by their drawings is 120'-6", which is wholly inappropriate next to a single-family home. The highest point on the lot to the lowest is roughly 69 feet of elevation, with the height from the highest point on the lot to where the rear setback should be is roughly 48 feet so it's possible that even if access was not from Floyd with even a generous fifteen foot height variance the structure would not tower over it's neighbors or block views.

That said however if the required front and rear setbacks and the required highway dedications are followed, it will be very difficult to get those 68 units on this lot without going much higher because the appropriate allowed site building area is about only 60% or less of what they claim. All that said, if access to the property was designed to be from Barham, the highest point of the building without a variance would be about 20 feet below the elevation of Floyd Terrace at the street.

Transit:

The property does not, in fact, front onto a public transportation corridor.

This site is a very difficult site on which to build. Despite the problem of accessing Barham Blvd due to it's really fast moving traffic, it is wholly inappropriate to use the very substandard Hillside street of Floyd Terrace for access. That said, a legal entrance and exit on to Barham makes development of this site very expensive.

Site Challenges:

Much of the structure would have to be supported by multi-story retaining walls that would be enormously expensive, as would be working on such a steep slope.