

CITY OF LOS ANGELES

CALIFORNIA

**Hollywood Hills West
Neighborhood Council
Governing Board**

Anastasia Mann, President
Stuart Ross, 1st Vice-President
Jane Crockett, 2nd Vice-President
Darnell Tyler, Secretary
Daniel Bernstein, Treasurer



200 N. Spring Street
Los Angeles, CA 90012

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

**Hollywood Hills
West
NEIGHBORHOOD
COUNCIL**

**Special Board Meeting
Agenda**

December 17, 2024

6:00 pm

Zoom Meeting Link <https://us02web.zoom.us/j/84222048690>

Meeting ID 842 2204 8690

Phone Dial in: +1-669-900-6833 Code: 842 2204 8690

Every person wishing to address the Neighborhood Council must dial (669) 900-6833 and enter **842 2204 8690** and then press # to join the meeting. Instructions on how to sign up for public comment will be given to listeners at the start of the meeting.

The public is requested to dial *9 or use the Raise Hand option, when prompted by the presiding officer, to address the Board on any agenda item before the Board takes an action on an item. Press *6 to unmute yourself after you have been called on. 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. Agenda is posted for public review: on bulletin boards at the Durant Library Branch, Community Center, 11243 Empowerment Blvd, Los Angeles, and electronically on the Hollywood Hills West Neighborhood Council website www.hhwnc.org and on the Department Of Neighborhood Empowerment, www.empowerla.org. You can also receive our agendas via email by subscribing to L.A. City's Early Notification System at <https://www.lacity.org/subscriptions>

Public comment cannot be required to be submitted in advance of the meeting; only real-time public comment is required. If there are any broadcasting interruptions that prevent the public from observing or hearing the meeting, the meeting must be recessed or adjourned. If members of the public are unable to provide public comment or be heard due to issues within the Neighborhood Council's control, the meeting must be recessed or adjourned.

Any messaging or virtual background is in the control of the individual board member in their personal capacity and does not reflect any formal position of the Neighborhood Council or the City of Los Angeles.

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.

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 200 N. Spring Street Los Angeles, CA 90012 and at our website: www.empowerla.org or at the scheduled meeting. In

HOLLYWOOD HILLS WEST NEIGHBORHOOD COUNCIL –AGENDA 1

In addition, if you would like a copy of any record related to an item on the agenda, please contact the Department of Neighborhood Empowerment at (213) 978-1551 or email: NCsupport@lacity.org

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 §§ 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

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

- Upper and Lower Runyon Canyon and **Will and Ariel Durant Library, 7140 W. Sunset Blvd Los Angeles, 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 Neighborhood Council Office Space Address (if applicable), 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, email 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

SB 411 Updates:

In the event of a disruption that prevents the eligible legislative body from broadcasting the meeting to members of the public using the call-in option or internet-based service option, or in the event of a disruption within the eligible legislative body's control that prevents members of the public from offering public comments using the call-in option or internet-based service option, the eligible legislative body shall take no further action on items appearing on the meeting agenda until public access to the meeting via the call-in option or internet-based service option is restored. Actions taken on agenda items during a disruption that prevents the eligible legislative body from broadcasting the meeting may be challenged pursuant to Section 54960.1.

(C) The eligible legislative body shall not require public comments to be submitted in advance of the meeting and shall provide an opportunity for the public to address the legislative body and offer comments in real time.

(D) Notwithstanding Section 54953.3, an individual desiring to provide public comment through the use of an internet website, or other online platform, not under the control of the eligible legislative body, that requires registration to log in to a teleconference may be required to register as required by the third-party internet website or online platform to participate.

(E) (i) An eligible legislative body that provides a timed public comment period for each agenda item shall not close the public comment period for the agenda item, or the opportunity to register, pursuant to subparagraph (D), to provide public comment until that timed public comment period has elapsed.

(ii) An eligible legislative body that does not provide a timed public comment period, but takes public comment separately on each agenda item, shall allow a reasonable amount of time per agenda item to allow public members the opportunity to provide public comment, including time for members of the public to register pursuant to subparagraph (D), or otherwise be recognized for the purpose of providing public comment.

(iii) An eligible legislative body that provides a timed general public comment period that does not correspond to a specific agenda item shall not close the public comment period or the opportunity to register, pursuant to subparagraph (D), until the timed general public comment period has elapsed.

- I. **Call to order by President, Anastasia Mann (@ 6 pm). Call to order at 6:05 pm**
- II. **Board Roll Call by Secretary, Darnell Tyler. Quorum established. 21 board members present. Absent:** Area 8 chair Manuela Goren, Environment Chair Cheryl Holland
- III. **Approval of the Minutes of the Regular Meeting 11/20/2024.**

Motion by President Anastasia Mann, 2nd Transportation Chair, Naomi Kobrin. Minutes approved 19-0

IV. **President's Report, by President, Anastasia Mann**

- a. **INTRO:** This Special Meeting is called at the request of Stakeholders within HHWNC borders regarding the plan to alter Forest Lawn Drive's traffic lanes. Forest Lawn Drive is located within HHWNC's Area 1. The "Plan" is being presented by CD4 and DOT followed by comments & questions from the Community & HHWNC board members.

Anastasia Mann shared that the Forest Lawn road diet was brought up at the November 20, 2024 board meeting. Due to the reaction of board members, the public and conversations with CD4, HHWNC decided to hoard a special meeting on the topic to provide transparency and public notice to stakeholders.

1. **FOREST LAWN DRIVE** - Lane Reduction Project, CD4-DOT
DRAFT PLAN,
<https://LADOTLiveablestreets.org/projects/forest-lawn>

Plan Presenters:

1. CD4= Mehmet Berker, Director Transportation & Infrastructure,
(Mehmet.Berker@lacity.org)
J Anderson, Field Deputy, CD4
(Jonathan.Anderson@lacity.org)

Mehmet Berker shared introduced himself and other attendees from CD4 office and presenters from LADOT.

2. **DOT**=Charlie Oh, Transportation Planner I, (charlie.ho@lacity.org)
Lauren Ballard, Transportation Planner II, (Lauren.Ballard@lacity.org)
Miranda Mead-Newton, Transportation Planner Associate II, (miranda.mead-newton@lacity.org)

Charlie Ho shared that the Forest Lawn road diet project had been previously shared with the neighborhood council and in todays presentation they wanted to address some of the questions asked at the presentations. The presentation will include the existing conditions, proposed project redesign and feedback received. The goal of the project is to improve traffic safety and reduce the frequency and severity of collisions on Forest Lawn. They want to encourage safe speeds by

reconfiguring the roadway, including adding a certain turn length and upgrading the existing bike lanes to encourage ridership to more comfortable bike infrastructure, improve active transportation connectivity to Griffith Park and to future projects like the LA Riverway extension and LADWP headworks project. The project is a one mile of Forest Lawn between Memorial Dr and Zoo Dr due to resurfacing in early 2025. This will provide an opportunity to redesign the roadway and enhance safety. Currently the road is in poor condition in both directions separated by a narrow median and existing bike lanes. The high speeds on Forest Lawn does not make is as comfortable or safe as they would like it to be. IN the past 10 years that have been 95 collisions and 3 people were either severely injured or killed. Pedestrian and bicyclist fatality rates increase at higher speeds according to a AAA foundation study. One out of two people walking or biking are killed when struck by a car traveling at 42 miles per hour. Based on a speed survey on Forest Lawn, 74% of vehicles are driving at 42 miles per hour or higher. The proposed redesign will reconfigure one of the vehicle travel lanes to upgrade the bike lane to protect it separated with bollards and adding a center turn lane wherever feasible. There are two through lanes from Memorial Drive through Mt Sinai Dr to just west of Zoo Dr. As it approaches Zoo Dr it separates into one through Lande. In the proposed redesign, they will keep two lanes in each direction and at Zoo Dr it will continue as one through lane and one right turn only. Just past Jr Achievement, the lane merge will be complete and it will go down to one eastbound through Mt. Sinai Dr and continues on to zoo Dr and it opens back up to one through land and one right turn only lane. In the westbound direction will remain one through land through Mt. Sinai and opens up just before Memorial Dr. intersection to 2 lanes. Data collection and reaching out to institutional stakeholders, including neighborhood government agencies, Forest Lawn, Mt Sinai, Warner Brothers and NBC was done in the summer of 2023. Additional data was collected on weekends and traffic analysis was based on this data. In 2024 they presented the findings to the neighborhood councils and stakeholders. They just had an open house where they shared their findings and design with the public and will continue to take any additional comments and meet with neighborhood councils until January 10, 2025. Design completion is going to be February 2025 and implementation and resurfacing will be March 2025. The initial survey conducted in 2023 was distributed through LADOT and CD4 newsletters. They received 728 survey responses. There were over 300 respondents that use Forest Lawn Dr once a week or more. 83% say that cars are too close to cyclist and 82% say that driving speeds are too high. After the latest round of engagement, from November through December, the city has received over 250 comments and the 180 e-mails were sent to LADOT and CD4. They received 53 comments at the Open House. There were 13 comments received through the Google Ford on the project page and 11 comments through the website. 78% of the comments supported the protected bike lanes along the corridor, 70% of the respondents advocated for reducing speed along the corridor by implementing the project design and 15% brought up concerns about potential travel delay on Forest Lawn and 5% showed concern for how the project will impact the cemeteries and access to the cemeteries. This reconfiguration projects have been shown to encourage

drivers to slow down by narrowing the roadway and reallocating space. These projects create a visual and physical environment that signals to drivers to reduce their speed. Lane reconfiguration can lead to reduced vehicle speeds, lower crash rates and safer road conditions. Protected bike lanes provide physical separation from vehicle traffic, reduce potential conflict between motorist and cyclist and therefore increase safety. These enhancements reduce potential conflicts by providing designated space for turning vehicles, minimizing certain stops or lane changes. The design promotes smoother traffic flow and reduced likelihood of rear end collisions. The LADOT guideline for reconfiguration shows that the proposed project shows less than 2 min per mile increase in travel time proceed with the project. If time increases between 2-5 minutes proceed with the project with caution. If the time increased is greater than 5 minutes per mile the project will only proceed under special circumstances. For this project they are anticipating an increase of 1.6 minutes which isn't significant and under the 2-minute LADOT guideline. This increase happened on weekends and probably a result of people going to the memorial park. The current turn pocket at Memorial Dr is 120 feet and accommodates about 6 cars and is shorter at Mt. Sinai. When left turn demand is high, there is limited storage and can spill over into the adjacent through lane and blocking one of the 2 existing through lanes. The proposed redesign will add a center turn lane at these intersection that will increase the vehicle storage to approximately 40 vehicles at each intersection and reducing the likelihood of blocking through traffic. LADOT seeks to work further with Forest Lawn and Mt. Sinai to better understand traffic operations during funeral processions and other major events. Feedback from both entities will continue to help inform the final decision.

Board / Public Comment: Anastasia Mann, Brian Dyer, Mehmet Berker, Charlie Ho, Paul Jenkins, Daniel Bernstein, Naomi Kobrin, Oren Katz, Rebecca Neuren, Graham Rossmore, Stuart Ross, Kyle Naumovski, Daniel Savage, Shane Nguyen, Charlie Coker, Jason Walker, Richard Klug

3. Forest Lawn Drive Major-Stakeholder Speakers (5 min each):

Darin Drabing - President & CEO, Forest Lawn Memorial Parks,
(ddrabing@forestlawn.com)

Randy Schwab - GM Mount Sinai Memorial Parks, (rschwab@mountsinaiparks.org)

www.saveforestlawndrive.com

Daren Daring shared that he believes the Forest Lawn Road Diets is an ill-conceived and disastrous plan for those who use both Forest Lawn and Mt Sinai. Forest Lawn is a not-for-profit organization that serves a variety of religions and cultures. They are over 400 acres and one of the largest cemeteries in LA. They serve hundreds of families a week and draw over 2 million people to their organization and parks annually. The biggest concern is they have only one way to get into Forest Lawn and Mt. Sinai. There aren't any cross streets to get into these facilities so they are

dependent on this one artery. Forest Lawn is the only way to get to their location for the families that they serve on a daily basis. There are 20,000 vehicles a day and 8 million vehicles annually. This corridor not only provides access to Forest Lawn and Mt. Sinai but to the studios, Griffith Park, LA Zoo, the headworks but to all the businesses between Toluca Lake, Burbank and Glendale. This is also a main thoroughfare to Hollywood and the Hollywood Bowl. He knows that bikes use the roadway as he's a cyclist. The problem is there are currently bike lanes there that he would like to see made safe as possible but finds it unbelievable that a 50% reduction in motor vehicle traffic to create additional safety for bikes that use this thoroughfare. The only place this road diet takes effect is in front of two cemeteries, starting at Mt. Sinai and ending in front of Forest Lawn. Forest Lawn has 20,000 car per day being squeezed into two lanes, will impede access for mourners and fails to account for lengthy funeral processions multiple times per day. Currently, there are ample lanes on either side for vehicles to get around processions and this will not be the case if reduced to one lane. The traffic study was performed between 7 am to 10 am and 3 pm to 6 pm. They don't do many funerals in the morning between 7 am and 9 am or after 3 pm to 6 pm. There is concern whether the traffic count takes into consideration the activities of both memorial parks. There is also concern about emergency services. They have thousands of people daily and whether it's heat related, illness, stress or trip and fall, medical personnel are at the location several times a week. They're concerned that backups will exacerbate the situation. There are backups during the holidays with the existing conditions. They have a 1200 seat auditorium and have graduations, public events and concerts for the Burbank Orchestra. Forest Lawn is a level one road with two striped lanes for bikes on either side. You should be able to make them more prominent and more secure. They hope LADOT have the ingenuity to solve that problem without punishing those that are using the cemeteries. I hope the neighborhood council will stand with Forest Lawn and Mt Sinai to stop this project.

Randy Schwab shared that Mt Sinai has served the LA Jewish community for more than 70 years. They are the largest Jewish cemetery in California and serve as the final resting place for generations. Like Forest Lawn, Mt. Sinai hosts dozens of memorial services every week. Access for services, visitation for families coming to do unveilings and participate in memorial services is part of what we do in the Jewish faith. Randy is total agreement with what Darren has shared. This city proposal is not only catastrophic for the Memorial Park, it's probably more catastrophic because they have a very, very short throat to get their cars off of Forest Lawn dr. Only two cars can come into their park at the guard gate. Unfortunately given the need to screen people coming into a Jewish cemetery and need to stop cars prior to their coming into the cemetery. Narrowing the travel lanes from 4 to 2, they can't imagine how they will continue to fulfill the mission and serve their community. There are 8 million vehicles on Forest Lawn annually and in contrast, relatively low bicycle activity. With all the engineering that can be done, why isn't there a better opportunity to protect bicyclist rather than with only

option which reduces vehicle traffic by 50%? He's worried about the backups that will happen that will trigger a chain reaction that will add to traffic congestion. Randy attended the public meetings. They met over a year ago with LADOT and CD4 and expressed their concerns. One of the things brought up at the meeting was the traffic accidents demonstrated all occurred at intersections. Why not have left turn signals because the entrance into Mt. Sinai is a blind curve. He also shared that he lives near Playa del Rey which Mehmet Berker shared as an example, saying the road diet was implemented and then removed a short time later because they didn't do enough study. One day of study on a weekend in November 2023 is not enough. They were surprised that after over a year of not hearing from CD4 or LADOT there were not notified of the project. Randy asked the neighborhood council to oppose the project.

Board / Public Comment: Kyle Naumovski, Dan Bernstein, Charlie Coker, Richard Klug, Darin Drabing, Randy Schwab, Brian Dyer, Mehmet Berker, Hilda Boyadjian,

4. HHWNC board member Speakers (5 min max each) to include:

Hilda Boyadjian- (HousingChair@HHWNC.org)

Naomi Kobrin - (TransportationChair@HHWNC.org)

Daniel Savage- (Area1Chair@HHWNC.org)

Additional Board Members in attendance (3 min max)

Hilda Boyadjian shared that her presentation was put together before the earlier presentations were presented this evening. CD4 and LADOT doesn't believe there will be any increase in traffic overtime and question how they could come to that conclusion. She's sure both office are familiar with the ED1 ordinance and rezoning through Chip which plans to densify these communities and designate them High intensity uses over long term planning which dictates there will be increased traffic. Since CD4 and LADOT mentioned the housing element they should be aware they will have denser communities and higher traffic, regardless of this project. Some of the overarching issues, the project is inaccurately called a resurfacing project. It's deliberately misleading as to the nature of the project which is really to remove one lane from a two-lane road. The project purpose claims to address safety issues and provide safe separate lands for cyclist and pedestrians by resurfacing and reducing to one lane. This project can be justified as a safety issue without studying or addressing the safety issues. The allocation of bicycle lanes for the removal of a vehicular lane is not justified by any sufficient traffic study which has been reiterated throughout the meeting. None of the data presented has been cited to clarify where the data came from and no discussion to verify. Neither LADOT or CD4 can confirm how many cyclists use Forest Lawn per day and by trend throughout the city which is needed. Some questions that have been shared by stakeholders: Is this project being proposed and back by CD4, LADOT or both? Whose idea was this? What is the funding source of this project? Who's paying for it? Why is the city proposing a plan that's inconsistent with the city's mobility plan? There has been some discussion but no clear answers. Has the city attorney's office been consulted on the legality of this change? How is LADOT complying with CEQUA? How will they? How will they receive notice? How is the city decide to

make this change? Only along the frontage of the cemeteries? The question about temporary versus permanence of the project hasn't been answered. Will it be temporary until the larger LA River project is implemented or is it intended to be a permanent design. Why is CD4's office confirming that this project is going through regardless of any action or opposition. This infers that CD4 can implement any project they want without proper traffic study, research and community outreach despite massive opposition and failures of the project. Regarding safety, the project scope has extensive bumps and potholes that require repair beyond resurfacing. The merging of 134 off ramp and Forest Lawn is an issue as CD4 has mentioned. Why can't you wait until you have discussion with Caltrans and collaborate with LADOT. There isn't an issue with pedestrians and it's very minimally used by pedestrians. There's no substantial safety issues to cyclists as presented by CD4. The numbers provided are arbitrary about a few injuries or fatalities over 10 years and no data that justifies this project. They are concerned about cyclists but a safer option is along the LA River bike path that's going to happen without removing a lane from Forest Lawn so why not focus on that project and not impede users of this corridor. If the council office is going to use data points to justify the project, they need to prove the statistical data with proper sources and studies. Three injuries or fatalities in 10 years seems pretty safe for LA Standards. LADOT's study for 3 days for a few hours is pretty minimal. There has been no discussion regarding weekday traffic. The proposed design will exacerbate current traffic impacts and contribute to accidents by impatient drivers trying to make the light. Road pullouts for vendors. There is no data or design information presented on how my cars typically pull over or the additional traffic that would be generated from vehicles that are in line to pull over, which creates road rage issues. Installing bollards but creating spacing for vehicles to pull over is counter productive and creates safety issues for cyclist. One lane traffic requires relief for car breakdowns and emergency vehicles. Has this been considered in the planning. The outreach has not been inclusive of everyday users of the road nor did it include the residential community that will be heavily impacted. The lack of effort is really concerning by a professional planner ethical standard to all professional planners. This isn't consistent with how the city strives to be, which is always claiming to be inclusive and equitable processes. You're operating from a position of complete power and entitlement where the community's participation is just performative. This is a poor example of long-term planning and city spending. The new design would not only increase traffic but pose additional safety hazards. The recommendation is for an actual transportation study be conducted transparently with resources and verifiable data. You need to know year-round traffic patterns, trends and changes including vehicular, bicycle and pedestrian to include vendor. This project needs to be placed on hold.

Board / Public Comment: Oren Katz, Dan Bernstein, Naomi Kobrin, Mehmet Berker, Daniel Savage, Brian Dyer

- b. **PUBLIC COMMENT:** Each speaker is allowed two minutes to comment and/or ask questions re: this project of CD4 and/or DOT.

Board / Public Comment: Angelica, John Kerr, Anonymous caller, Scott Meyers, Carrie R, Graham Rossmore, Lindee Bower, Bri, Jordan Beard, Christophe LaBelle, Lionel

Mares, Bart Reed, Susan Collins, Mary Robinson, Scott Rindenow, John, Monica Downer, Mary, Tyler Peters, Hunter Gibson, Damian Kevitt, Jorge Ramos, Charles Malki, Michael Torres, Kez, Anonymous caller 2, Jeff, Irene, Tyler Barkwill, Randy Schwab, Kez, Damian Kevitt, Hunter Gibson, Carrie R,

c. **Post discussion, the following motions or motion will be voted upon.**

MOTION: HHWNC Opposes the FOREST LAWN DRIVE SAFETY & MOBILITY PROJECT as presented.

Motion by Area 9 Chair Richard Klug, Area 4 Chair, Jason Walker. Approved 14-3
3 Rescued

MOTION: HHWNC Supports the FOREST LAWN DRIVE SAFETY & MOBILITY PROJECT as presented. NOT PRESENTED

Board / Public Comment: Richard Klug, Kyle Naumovski, Dan Bernstein, Charlie Coker, Hilda Boyadjian, Brian Dyer, Eric Rudd, Stuart Ross

XII. GENERAL PUBLIC COMMENT - Comments from the public on non-agenda items within the Board's subject matter jurisdiction. Each speaker will be allowed 2 minute(s).

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.

XIII. ADJOURNMENT

						ROLL CALL Quorum = 12 Board Members		MOTION #1 Brought by: Anastasia Mann Seconded by: Naomi Kobrin		MOTION #2 Brought by: Anastasia Mann Seconded by:	
						Present or Absent?	Arrival Time (If Arriving After Meeting Begins)	Departure Time (If leaving before the meeting adjourns)	Motion: Approval of the Minutes of the Regular Meeting 11/20/2024	MOTION: HHWNC Opposes the FOREST LAWN DRIVE SAFETY & MOBILITY PROJECT as presented.	
Anastasia Mann	President	Yes	Present						Yes (For)	Recused	
Stuart Ross	First Vice President	Yes	Present						Yes (For)	Yes (For)	
Daniel Lee Bernstein	Treasurer	Yes	Present						Yes (For)	No (Against)	
Darnell Tyler	Secretary	Yes	Present						Yes (For)	Recused	
Jane Crockett	Second Vice President	Yes	Present						Yes (For)	Yes (For)	
Daniel Savage	Area 1 Chair	No	Present						Yes (For)	Yes (For)	
Eric Rudd	Area 2 Chair	No	Present						Yes (For)	Yes (For)	
Brian Dyer	Area 3 Chair	No	Present						Yes (For)	Yes (For)	
Jason Walker	Area 4 Chair	No	Present						Yes (For)	Yes (For)	
Charles Coker	Area 5 Chair	No	Present						Yes (For)	Yes (For)	
Joe Kahraman	Area 6 Chair	No	Present						Yes (For)	Yes (For)	
Lincoln Williamson	Area 7 Chair	No	Present						Yes (For)	Yes (For)	
Manuela Goren	Area 8 Chair	No	Absent						Absent	Absent	
Richard Klug	Area 9 Chair	No	Present		19:28				Absent	Yes (For)	
Oren Katz	Business Chair	No	Present						Yes (For)	Yes (For)	
Shane Nguyen	Community Enrichment Chair	No	Present						Yes (For)	Absent	
Cheryl Holland	Environment Chair	No	Absent						Absent	Absent	
Hilda Boyadjian	Housing Chair	No	Present						Yes (For)	Yes (For)	
Rebecca Neuren	Infrastructure Chair	No	Present						Yes (For)	No (Against)	
Kyle (Mihail) Naumovski	Outreach/Public Events Chair	No	Present						Yes (For)	No (Against)	
Graham Rossmore	Parks and Open Space Chair	No	Present						Yes (For)	Recused	
Paul Jenkins	Public Safety Chair	No	Present		18:30				Absent	Yes (For)	
Naomi Kobrin	Transportation Chair	No	Present						Yes (For)	Yes (For)	
TOTAL PRESENT ROLL CALL			21			TOTALS BELOW		19	TOTALS BELOW		
TOTAL	Yes (For)							19	14		
TOTAL	No (Against)							0	3		
TOTAL	Absent		2					4	3		
TOTAL	Abstain							0			
TOTAL	Ineligible							0			
TOTAL	Recused							0	3		