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December 6, 2011

Objections to the Hollywood Community Plan

To: Mary Richardson, Department of City Planning
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At mary.richardson@lacity.org

Re: The Hollywood Community Plan, its DEIR and its FEIR
City Planning Cases: CPC-2005-6082-CPU, CPC-1997-43-
CPU Council Districts 4, 5, and 13
Environmental Case: ENV-2005-2158-EIR

Attached hereto are my objections to the Hollywood Plan.

With this cover sheet there are a total of twenty-two (22) pages

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Objections to the Hollywood Community Plan

**1. The Hollywood Community Plan is a Fraud and Most Likely
A Criminal Fraud to Fleece the Taxpayers of Los Angeles**

In current parlance, the Hollywood Community Plan along with its DEIR and now its FEIR is an example how the 1% have been stealing from and defrauding the 99% for the past several decades. It is to the shame on all prosecutors including the City Attorney, the District Attorney and the US Attorney that such criminal activity has been allowed to flourish unchecked.

The media, most notably the Los Angeles TIMES, has been complicit by virtue of its *See No Evil, Hear No Evil, Speak No Evil Approach* to the various frauds swirling about City Hall.

2. Criminalization of City Planning:

No one wants to deal with the criminalization of a subject matter which is often fraught with civil disagreement. Where is the line crossed? If the line is cross only with the fraudulent appraisals for the CRA/LA 1601 Vine Project, does that only taint Councilmember Garcetti who oversaw the entire project or is the entire Hollywood Redevelopment Process tarnished. According to all the prosecutors and their See No Evil Mandate from the developers, bankers, and city council, the \$1.4 Million fraud with the real estate appraisal did not merit the raising of an eyebrow.

The public does not know how many times and in how many ways the line into criminal activity has been crossed since all the prosecutors with subpoena power protect the miscreants.

3. Another Example of Criminal Corruption in Hollywood The Hollywood Sign Fraud

When LaBonge and the Trust for Public Land [TPL's] could not convince the public to pay the outrageous price of \$12.5 Million to Fox River Financial, Inc. from Chicago for the 140 acres on Cahuenga Peak, they resorted to a worldwide criminal fraud – with the full approval and ratification of the City Attorney, the District Attorney, and the US Attorney.

The fraud was as old as the hills – a type of Bait and Switch. They draped the Hollywood Sign in huge letters that said, "SAVE the PEAK." Around the world people were misled to believe that the PEAK to be SAVE was the peak with the Hollywood Sign. The TPL's website declared, "Save Cahuenga Peak, home of the Hollywood Sign."

Of course, the Hollywood Sign is on Mt Lee and not on Cahuenga Peak and the Hollywood Sign and the Land around it were in no need of saving. That is the heart of a criminal bait and Switch Scam – tell people they are buying one thing of great value to them but actually sell them something of much less or no value to them.

Who were the Partners in this criminal enterprise?

a. Councilmember Tom LaBonge

Both Mt. Lee and The Cahuenga Peak are within his District [CD #4]

b. City of Los Angeles, Department of Parks and Recreation:

Are we to believe that the City's own department of parks and Recreation does not know the difference between the Hollywood Sign and Cahuenga peak?

c. Los Angeles Parks Foundation

Established as a California not-for-profit to support the objectives of the City of Los Angeles Recreation and Parks Department, the Los Angeles Parks Foundation's mission is to enhance, preserve and expand the recreational opportunities and facilities of our over 400 city parks that serve all the people of Los Angeles. They don't know where the Hollywood sign is located?

d. Hollywood Chamber of Commerce

Formed in October 1921 to replace the old Hollywood Board of Trade, the Hollywood Chamber of Commerce works to promote and enhance the business, cultural and civic well-being of Hollywood. The Chamber consists of owners, managers, presidents and other key representatives from a spectrum of businesses and organizations around the Hollywood community.

They don't know where the Hollywood sign is located? Really?? The own The Hollywood Sign and all attendant rights and we are supposed to believe that they think Cahuenga Peak is the home of the Hollywood Sign?

Who else participated in this criminal fraud?

a. Governor Arnold Schwarzenegger

Standing beneath the Hollywood Sign and Mt Lee, Governor Schwarzenegger tweeted, <http://twitpic.com/1iob8p> - "Great announcement today that we raised necessary funding to preserve the land surrounding the Hollywood sign."

b. Michael Kowalski, Chairman & CEO, Tiffany & Co.

"The Hollywood Sign is an icon of American glamour and ingenuity that not only inspires, but also brings joy to visitors from around the world. On behalf of The Tiffany & Co. Foundation, we are honored to play a leadership role in preserving this important piece of Los Angeles's rich heritage."

Were people around the world deceived?

Apparently, here's the New York Times article from April 26, 2010.

April 26, 2010

Beacon to Hollywood Stays Alive in the Hills

By REBECCA CATHCART

LOS ANGELES — The landmark Hollywood sign will stand, unobscured, on scrub-covered slopes overlooking production studios and palm trees here, thanks to a \$900,000 donation by Hugh Hefner in the ninth inning of a year long effort by conservationists to protect the hilltop around the sign from developers.

The gift from Mr. Hefner, the founder of Playboy magazine, closed the gap in donations to meet the \$12.5 million price that the Trust for Public Land had agreed to pay for the 138-acre parcel on the hilltop, called Cahuenga Peak. Million-dollar donations came from the Tiffany & Company Foundation and Aileen Getty, and hundreds of thousands

of dollars were raised online and at bake sales and lemonade stands. The deadline was the end of this month.

“The sign is Hollywood’s Eiffel Tower,” Mr. Hefner said on Monday, adding, “This sign represents the dreams and aspirations of people around the world.”

This is the second time Mr. Hefner has saved the sign, which is owned by the city. In the late 1970s, he rallied donors to help rebuild it after years of neglect had reduced its letters to skeletal metal and tattered panels.

Fox Rivers Financial Resources, the Chicago investors, bought the land from the Howard Hughes estate and put it on the market two years ago for \$22 million. The Trust for Public Land led the fund-raising effort to add the parcel to an existing park.

“This town never had a good sense of its own history,” Mr. Hefner said, “never had good signs or markers for the sites and streets where so many internationally famous things have occurred.”

In addition, the TPL posted hundreds upon hundreds of tweets from around the world of people shocked that the Hollywood Sign was in danger.

This massive \$12.5 Million fraud, which encompassed the entire world with people from New Zealand, Asia, Europe, all contributing money to save the Hollywood Sign, mislead thousands of people, but also the New York Times. This example is relevant for the manner in which the Hollywood Community Plan has been created – both the Hollywood Sign and the Hollywood Community Plan show that criminal fraud is without social stigma, or prosecution, in Los Angeles.

The worldwide scam around the Hollywood Sign is a pittance compared to the incalculable toll that the Land Use corruption has cost Los Angeles over the decades.

According to its own statistics, the CRA/LA itself has siphoned off over THREE BILLION DOLLARS [\$3 B] in incremental property tax revenue, with about \$1.5 Billion being diverted in the last ten years.

4. Criminality is the Proper Context To Understand The Hollywood Plan, its DEIR and its FEIR

Yes, the charge is drastic, but when followed the facts, one sees that criminal behavior has become so commonplace in Los Angeles that no one notices, as the criminal fraud with the Hollywood Sign shows.

When one compares the 1915 Study of the Street Traffic Condition in the City of Los Angeles [1915 Traffic Study], one sees that the current Hollywood Plan is not a bona fide planning document but a deceptive and misleading propaganda piece for the developers and their minions at City Hall.

5. Lack of Legally Acceptable Statistics

The entire Hollywood Plan is based on unlawful statistics. The law requires the Plan to be based on the current data which is the 2010 Census data. It is not. That invalidates the entire Plan.

For years, residents had been complaining that Garcetti, his fellow traveler Councilmember LaBonge, and the CRA/LA were deteriorating the quality of life in Hollywood and hastening the exodus of residents of higher socio-economic status. Although the 2010 Census verified these observations, the FEIR refuses to take them into account based upon its speculation that people will return to Hollywood.

Focusing Growth:

The Hollywood Community Plan proposes to redirect growth, strategically **increasing capacity in certain areas** in a manner that is consistent with the General Plan and achieves General Plan Framework goals. The General Plan Framework proposes that growth be directed to “targeted growth areas” located in proximity to major rail and bus transit corridors and stations. Objective 3.2 of the General Plan Framework aims for a spatial distribution of development that facilitates a reduction of vehicle trips. *FEIR p. 3-5*

In other words, despite the drastic exodus from Hollywood, which was caused by the increased density of the last decade, the Hollywood Plan, ignores the most current data and insists that it must plan for more density.

6. The Hollywood Plan, The DEIR and The FEIR Failed to Consider the Alternative of Down Zoning For Less Density

Because the 2010 Census shows that even with its current standards, Hollywood is losing population and other statistics are showing the crime is on the rise with residents in the hills attempting to unlawfully gate their streets, traffic congestion is worse than ever, water is rationed, the water mains and sewers are woefully inadequate, the streets are the worse in the nation and the mayor proposes taking 27 years worth on bond improvements and spend it in two years, the sidewalks are in such a state of dangerous disrepair that it will cost \$1.6 Billion to repair, the FEIR had the affirmative duty to study the Alternative of Down Zoning aka Down Sizing allowable projects in Hollywood.

The current land use regulations especially with the threat of SB 1818 are allowing developers to construct in excess of Hollywood's infrastructure capacity and they allow too much density which is turning Hollywood back into

a slum of low socio-economic residents and increased crime. [The atrocious schools are also a factor that drive away the upward mobile.] In 1996, the City adopted Council Motion 96-2362 to cease density increase until the sub-standard infra-structure was rectified. Under Garcetti and LaBonge, the converse has occurred and Hollywood infrastructure is considerably worse now than 15 years ago.

Thus, the DEIR and the FEIR had a duty to study the Alternative of Down Zoning Hollywood by at least 35% to a level which the infrastructure may be able to accommodate.

Some of Los Angeles' best neighborhoods line the Hollywood Hills and The Hollywood of the Film Era is the world's most famous city. No tourist comes to see an ugly mixed-used monstrosity like the northwest corner of Sunset and Vine. We can see from the past decade, that Hollywood is being destroyed and The Hollywood Plan only hastens its destruction to benefit a few wealth people. They are like rapacious loggers who would cut down the last old growth Redwood if they believed they could make a profit. So too in Hollywood. All the film history will be decimated in the rush to Manhattanized Hollywood. Recently, these money hogs have been labeled the "1%."

The threat of the 1% to the community's overall well being is not new. The threat of avarice was well-recognized a century ago.

It is apparent that the matter is entirely a question of public welfare and convenience. The necessarily heavy expenditure either is, or is not, justifiable according to whether the situation admits of no other remedy, or whether, by natural means, it will automatically adjust itself. No expenditure, however great, should be considered disproportionate when used in overcoming otherwise insuperable natural difficulties or hindrances to civic growth; but, on the other hand, **no**

municipality is justified in adopting a policy which would tend to retard the removal of business centers to their natural geographical location. Such a policy would be nothing less than a deliberate exploitation of civic resources for the benefit of the limited number of property owners enjoying abnormal incomes from rental privileges; and at best, could only serve as a palliative, since the final location of the business center of any growing city is regulated entirely by its topography and is altogether beyond individual or corporate control. Such removal; or partial evacuation of territory, involves no municipal loss. Diminution of assessable values in the one case is offset by increase in the other; and individual loss on any particular lot or parcel can only be regarded as the natural subsidence of inflation. [bold added] *1915 Traffic Study, p 30-31*

In 1915 Los Angeles recognized that concentrating business in the downtown area was "nothing but the deliberate exploitation of civic resources for the benefit of the limited number of property owners, i.e the 1%.

Nonetheless, starting with the Bunker Hill Project, Los Angeles created a high dense concentration of office towers requiring mass transit to bring the workers from the suburbs. Without the deliberate exploitation of civic resources through the CRA/LA, Los Angeles would not have experienced its serious traffic problems. As they knew in 1915, traffic was not the problem. Population density is the problem.

Nonetheless, the money to be made by fighting against the natural growth of Los Angeles as a circular city consumed well over Three Billion Dollars by the CRA/LA alone. This was the very *exploitation of civic resources for the benefit of a limited number of property owners.*

This illicit diversion of tax payer dollars was a conscious decision dating back to at least the 1950's to interfere with the natural density of a circular city

in an illicit attempt to force upon Los Angeles the traffic nightmares of a peninsula city like Boston or Manhattan.

7. The 1% Have Turned City Planning on its Head

In 1915, the city knew the mathematics of subways and why they were inappropriate to Los Angeles.

Density of population, then, is a prime necessity for profitable operation of sub-surface transit lines. A city area given over to private dwellings [like Los Angeles], each with its own premises, can not furnish a population sufficient to support a subway unless the ride is short and the rate of fare high. The ride is not apt to be short as realty values in the central part of any city are ordinarily so high that people must go some distance to have separate houses, and if the fare is high the great majority of the inhabitants cannot afford to pay it and are forced to live in crowded quarters and within walking distance. **The great advantage possessed by Los Angeles, or any other city of the radial type, in being an aggregation of one-family houses,** becomes a disadvantage when the development of a costly means of transportation is concerned. [bold added] *1915 Traffic Study, p 22*

As we see in retrospect, Los Angeles is a circular city where by its very nature a subway is never appropriate, despite the fact that corporations grow rich building subways. As the City explained in 1915, the mathematics of subways make them a detriment for a large circular city such as Los Angeles with extensive residential neighborhoods of single family homes.

Although this means that practically every inhabitant enjoys the benefits of abundant living space, it also marks the fact that the number of people who can conveniently patronize any given transportation line is comparatively limited. **Experience has shown that possible passengers will not walk more than ten minutes to reach a car line, if any other means of transit are available.** The average person walks at a pace not exceeding 3 miles

per hour, and a 10 minute walk would therefore mean practically **half a mile** [$\frac{1}{2}$] of distance. Patronage, therefore, would be confined to an area not exceeding one [1] mile in width; and, supposing such line to extend to the city limits, five miles long; a total of five square miles, or less than **one fifteenth** [$\frac{1}{15}$] of the territory to be served. A subway system adequately serving a city of the circular type, supposing such city to be equally inhabited in all sections, would resemble the spokes of a wheel, with the different lines radiating from the business center; involving the necessity of a total mileage whose construction cost would be prohibitive. [bold added] 1915 Traffic Study, p 27-28

8. Subways Do Not Go Where People Go

In 1915 the City knew that due to geography and geometry, subways in large circular cities do not go where people want to go. Nowhere does the Hollywood Community Plan, the DEIR or the FEIR discuss the utter inadequacy of a subway to solve Hollywood's problems, or the fact that the subway itself is a significant problem. To the contrary, the Hollywood Plan deliberately misleads the public about the impact which the Subway has on Hollywood.

Hollywood Today

In 1999, the opening of the metro Red Line subway facilitated the **revitalization of Hollywood**. in 2001, the massive **Hollywood and Highland complex took advantage of this transit hub** and created stores and restaurants that could be served by multiple transportation alternatives. Public transportation corridors will be key components of future development, supporting the growth of Hollywood as a place of residence, entertainment, and tourism. *The 7-15-2010 Hollywood Community Plan Update, p. 34*

a. The Subway did not Revitalize Hollywood

As the 2010 Census figures show, the subway coincides with the exodus

from Hollywood and the lowering of the socio-economic status of the remaining population. That trend is towards slumification, not revitalization.

In addition, the City fails to mention that The Hollywood-Highland Complex costs \$625 Million to construct and a few years later was sold to one of Councilmember Garcetti's favorite developers CIM Group for only \$201 Million. If the subway revitalized this complex, why did its value drop by almost 70% in a few years?

Even then CIM Group found the \$201 Million too high and the City then gave CIM Group an additional \$30 Million dollars.

When one undertakes to provide material information about a significant subject, the intentional omission of contrary material data is fraud. Civil Code, § 1572 (3) The HCP, DEIR and the FEIR had an affirmative duty to explain that the Hollywood-Highland Complex build on top of a subway station was a financial disaster.¹

b. Subways Do Not Support Residential Growth

Subways do not support residential growth in a circular city. Another material fact which the Hollywood Community Plan omits is that one must consider not only the entrance to a subway but also the destinations. Just as the entrance has to be within ½ mile of the subway entrance, the destination

1

The same is true of the Metro Complex built above the subway station at Hollywood and Western where 50% of the retail space is un-rented after 8 years. The story is similar with the W Hotel and its 350 condos which are built above another subway station. Nowhere has the subway brought prosperity, but as the news reports relate, it brings crime to Hollywood and North Hollywood including murders.

station must be within ½ mile of the wherever the patron is going. As the subway covers only about 5% of the City, there is no destination within ½ mile of 95% of the City.

While estimates vary, it would cost about Two Trillion Dollars [\$2 T] in 2010 dollars to construct a subway for Los Angeles.

The omission of these facts and of any bona fide discussion of whether the subway revitalizes or deteriorates Hollywood make the Hollywood Community Plan a fraud on the public.

c. Public Transportation Corridors Harm Quality of Life

Public Transportation Corridors mean that the city plans extremely high density near subway stops. The Hollywood Millennium Project is about one block from the Hollywood-Vine subway entrance and it will be adding One Million Square Feet of residential and office space.

Like Transit Oriented Districts [TOD], Public Transportation Corridors are basically myths. "Lies" would be more appropriate. The inability to rent the condos at the W Hotel and the exodus from Hollywood to which the subway has contributed show TOD's do not work in reality. The City cannot force people to live in substandard conditions which come with excessive density. The failure of TOD's is not a secret in the Land use Community. (*See 2001 San Jose TOD Study*)

Eventually, the law of supply and demand takes over so that the over-built portions of Hollywood attract Default Tenants, i.e. people who cannot afford to live elsewhere. It is likely this phenomenon is contributing to the increased crime near and north of the Hollywood-Western metro station. At the very least, the FEIR had the duty to discuss these issues and not ignore them.

9. Subways Serve One Purpose – to Justify Increased Density

As was noted in 1915, the purpose of subways is to increase the property values of a limited number of commercial property owners to the overall detriment of everyone else.

Subways are *financially viable* only in peninsula type metropolitan areas like New York, Boston and Philadelphia as the population density is very great and cannot expand outwards due to geographic boundaries. Thus, as soon as an expansive circular city constructs a subway, it faces financial problems as the rider ship is too small to pay for the cost of the subway system. The usual remedy is to increase the density along the subway route, but that is a false hope. The subway is not the solution; it is the cause of the problem. When subway allow extra dense construction, people who can afford to flee are soon gone, leaving behind poorer and poorer neighborhoods – just as the 2010 Census shows has been occurring in Hollywood over the last ten years. Already the Metro is depriving bus riders of service in order to cover the costs of the subways which means subways are an overall detriment to transportation.

The Hollywood Community Plans and its DEIR and FEIR do not discuss the extreme problems which subways bring and how subways not only eat up tax revenue, but they also deteriorate the quality of life for current residents.

Subways and mixed-use projects are a con job on the population. The developers claim we need more density to be a modern city, and that creates terrible traffic congestion. Then, they claim we need subways which costs into the trillions of dollars, and then we needs dense rises to pay for the subway operation, which then becomes the justification for more subways. More density always means fewer parks and more mixed-used projects like Councilman LaBonge opposed at Garfield and Hollywood Boulevard. This 1.1 acre parcel, which the city once owned, was sold to a cohort of the

councilman. Even the developer's relatives from Chicago contributed to LaBonge's election campaign, was needed for a park. LaBonge adamantly opposed any park for children claiming it was too expensive, apparently forgetting about the \$12.5 M scam involving the Hollywood sign or the \$52 Million the city gave to Billionaire Eli Broad so her could have a parking garage next to his art collection. So now Hollywood has another mixed-used project with a 3 foot set back.

Looking at corruption in Los Angeles is like tugging at a thread in a sweater; soon the entire garment will unraveling. One goes from the prohibited children park in Hollywood, to the \$12.5 M Hollywood Sign Fraud to the \$52 Million to Eli Broad to the missing \$454 Million on the Hollywood-Highland Complex to the \$1.4 appraisal fraud with 1601 N. Vine to the massive Millennium project to the refusal to do a Transportation Study before the Hollywood Plan is adopted ---- ad infinitum.

10. HCP's Transportation Section of the Hollywood Community Plan Shows The Need to Down Zone Hollywood

The HCP's DEIR, however, did have the honesty to admit that the Plan causes serious traffic problems which cannot be mitigated.

LEVEL OF IMPACT AFTER MITIGATION

The recommended mitigation measures would help to implement the measures identified in the Mobility policies of the Proposed Hollywood Community Plan. **There would still be a significant adverse transportation impact as a result of the Proposed Hollywood Community Plan as compared to 2005 conditions.** The percentage of roadway segments projected to

operate at LOS E or F would be increased, as would the weighted V/C ratio in Hollywood. Total vehicle miles of travel and vehicle hours of travel also would be significantly increased. *DEIR 4.5-30*

Hollywood is served by one freeway, aptly named the Hollywood Freeway aka the 101. The suggestion that the Golden State Freeway [The 5] or the Glendale Freeway [The 2], the 134 Freeway serve Hollywood is materially misleading. The 5 Freeway has one exit at Los Felix Boulevard, one at Glendale, and Zoo drive for the Park. The 2 Freeway dumps into the western portion of Silverlake and the 134 Freeway runs north of Universal City. For all practical purposes, Hollywood has one freeway, the Hollywood Freeway.

The Hollywood Freeway is at maximum capacity and it cannot handle any additional traffic. The surface streets are also maxed out. The Hollywood subway cover only 2% of Los Angeles and the overall system cover only 5%.

Furthermore, by its very nature mass transit, be it bus or subway, is arduous for Angelenos. Angelenos seldom go from work to home without other stops. We go the gym, to the grocery, to the cleaners and many other places between work and home. That is not possible on subways or buses. Even if one were to disembark and walk to the grocery store, how many bundles can one carry?

Unlike Manhattan where your grocery store may be on the first floor of your apartment building and the cleaners next door, Angelenos errands are spread out. Mass transit in Los Angeles is difficult and time consuming and increasingly dangerous.

Not only are errands not feasible on mass transit, subways and buses are slow. One has to walk to the subway and then descend to the platform with the

cars and wait. At one's destination one has to reverse the process. Based on the city's own calculations, the walk can be 10 minutes (who wants to rush and be all sweaty?) to the subway and then 10 minutes upon one's arrival. That alone adds 20 minutes to the travel time.

As the city knew in 1915, when the travel becomes too arduous, people move. That is why Hollywood is experiencing an exodus to less dense areas like Riverside County and other states, leaving behind the lower socio-economic residents.

The reality is that the HCP is preparing for a Hollywood which is considerably poorer than today. The developers know that subways are a significant step backwards for society. They are perhaps the least attractive form of transportation and function only under extreme conditions. People have moved to Los Angeles to escape from the narrow, crowded Eastern cities to a place where they can have a single family home and raise a family without being impacted by crime. The HCP is a plan to turn Hollywood into the most crowded of Eastern cities, i.e. Manhattan. Manhattan is great for Manhattan.

The sole and only reason Garcetti, Labonge and the developers are frantically pushing this high rise construction craze is money. There are billions of dollars to be made in the destruction of Hollywood.

11. The Impending Hollywood Commercial Real Estate Bubble

The excess CRA/LA development in Hollywood appears to be starting another real estate bubble. Increasingly Garcetti is demanding that the council approve more and more concessions to developers whose LLC's or LLP's then go bust, only to sell off their "projects" to other developers, who then want more concessions so that they can flip the property.

As a result, the values in Hollywood are artificially inflated by developers who think that by obtaining 15 or 25 years of guaranteed entitlements, they can then flip the properties and abscond with the up-front loot. Look at the high rise project on Sunset at Gordon or the mixed-use project at Hollywood and Garfield, or the CIM Project at Hollywood and Western.

Flipping single family homes can add value. The flipper knows how to rehab the property and put it back on the market. As a result, the seller of a substandard property does not have to rehab the structure which may be beyond his financial means and know how and the buyers has a newly refurbished property that is move-in ready.

This new type of commercial flipping based upon concessions that developers obtain from their friends at City Hall does not add real value to the land. In fact, the buyers, often developers from New York and Chicago who know nothing about Hollywood, greatly over pay for the projects. If they build, they will be stuck with over-developed properties which they cannot rent or sell. If they cannot build, they face bankruptcy as happened with Clarrett Group at 6200 Hollywood Boulevard.

The FEIR had a duty to discuss the financial situation with the W Hotel and its condos. It had a duty to discuss the flipping of the Spaghetti Factor on Sunset at Gordon, the CBS Project at Sunset and Gower, the Bond Project at Hollywood and Garfield which Bond had for sale while its was asking the city to exempt it from virtually every regulation and SNAP requirement.

The FEIR may not shirk its duty to discuss the harm of Garcetti's and his developer buddies' desire to Manhattanize Central Hollywood. The FEIR had an affirmative duty and without fully exploring these contrary facts and trends, the Plan, the DEIR and the FEIR constitute a fraud on the public.

12. Who Asked for Garcetti's Goal to Turn Hollywood into A Dense Vertical City?

Since the first open house at the Mears Center at the Hollywood Presbyterian Church, almost every Hollywood resident who took the time to attend rejected the so-called vision for Hollywood.

A Vision for Hollywood 2030

The Hollywood Community Plan envisions a **compact city that is growing vertically**, mixing residential, commercial and industrial uses in new and interesting ways. With core industries in entertainment, tourism and health care, this is a Hollywood which supports a strong local and regional economy. A rich, multimodal transit system, an inviting walking environment, and mixed-use housing along transit corridors enable many Hollywood residents to reduce their use of cars. *HCP p 14*

The rejection of this 2030 Vision is nearly universal. The Hollywood United Neighborhood Council [HUNC] rejected the July 15, 2010 draft of the Hollywood Plan. With perhaps one or two exceptions the only people who spoke in favor of this 2030 Visions at the November 2011 airing of the Plan at the Mears Center were a few developers, usually speaking through their attorney. Everyone else strenuously objected to the Plan just as Hollywood residents have opposed densification for years.

This Plan is hated by Hollywoodians and it poses a direct threat to the viability of Hollywood as a liveable community.

13. The Corruption Behind the Downsizing of the 2 Acre Regional Fire Station 82

As The Map 1 for the 7-15-2010 HCP shows, the new 2 acre Hollywood Regional Fire station was to be located a little west of the Hollywood Freeway. That land, however, was prime development land so after the City had selected that location, Garcetti and LaBonge had the council go into closed session Afterwards, the 2 acre fire station was downsized by 75% to one-half [½] acre and relocated it to gridlock Hell at the tri-intersection of Hollywood Boulevard, Van Ness and the Hollywood Freeway.

The Plan, the DEIR and the FEIR fail to discuss what impact the reducing fire station 82 by 75% will have the fire fighting capacity in Hollywood. In 1996, the Council motion 96-2362 called for less construction and more infrastructure. Instead, Hollywood gets more density less infrastructure. The FEIR had an affirmative obligation to discuss all impacts of this drastic downsizing on both the proposed commercial mega-densification and the Hills.

14. Illegal Non-Public Decision Making

Because the city has conducted the entire plan in secret with only ersatz public meetings, Hollywoodians have played no role in The Hollywood Community Plan. We know that all the decisions have been made behind closed doors as almost all Hollywood residents strenuously oppose the Plan. Hence, it clearly is not a community plan.

From The Plan's 2030 Vision to turn Hollywood into a cramped vertical city and from its failure to discuss the terrible impacts this nightmarish vision will have on Hollywood, we see that The Hollywood Plan is the product of Garcetti and the mega-developers who have access to the upper echelons of

decision making from which residents have be assiduously excluded.

15. Conclusion

The Hollywood Plan fails to conform to the legal requirements of a Community Plan and its fails to have a rational discussion of a single vital issue such as traffic, water usage, sewage, the adverse impact of density, the deteriorating socio-economic status which follows the CRA/LA projects, or the effect of the City's giving millions upon millions of dollars to developers like Eli Broad and CIM Group, while making certain children do not get a community park. The HCP is nothing but a corrupt attempt to allow any developer to construct whatever he wants anywhere in Hollywood. This Plan is a blueprint to destroy Hollywood by filling it with high-rise mixed-use complexes.

In almost any other city including Chicago, when so many hundreds of millions of dollars disappears and all the public decisions are made in secret behind closed doors, sooner or later some one would go to prison, but not Los Angeles. L.A.'s *See No Evil, Hear No Evil* prosecutors make certain L.A. is safe for never-ending corruption.