

**CONSULTANT'S REPORT SUPPORTING APPEAL OF WINDSOR VILLAGE
HISTORIC PRESERVATION COMMITTEE:**

Report of FRANK PARRELLO [City Planner, Retired]

I have been retained to consult on the pending appeal filed on behalf of the Windsor Village Historic Preservation Committee and to render an expert opinion regarding the appeal.

Consultant's Education, Training and Experience:

The following is a summary of my education, experience and credentials:

I obtained a Master's Degree in Architecture and Planning from University Of Michigan

I have 25 years of work experience with the Los Angeles City Planning Department, having worked in both current and long range planning divisions. My last position with the City was as a Hearing Examiner for the Planning Commission. I also served as the head of a unit serving HPOZ and Specific Plan Boards

I left LA Planning for a position of Director of Planning at Historic Resources Group and I became a Principal and Partner.

I am currently retired but am still working as a consultant under the name of *Frank F. Parrello, Preservation Planning and Development.*

I am currently the President of the Eagle Rock valley Historical Society.

I am currently a Member of the Colorado Boulevard Design Review Board.

I am currently a Community Representative of the National Trust for Historic Preservation Steering Committee on the Southwest Museum Site.

1. CITY PLANNING's Forced Recusal of An HPOZ Member Was Improper

Suzanne Wilton, a Cultural Heritage Commission appointed architect on the local HPOZ Board was “forced” to recuse herself from voting on the Morumbila Project in November 2013 and she was not allowed to participate in discussions about the project at the merits hearing. City Planning’s stated reason for requiring this recusal was that she was “advocating” for the neighborhood. In fact, she was not advocating for the neighborhood: in presenting poster boards of representative architectural samples of the Windsor Village historic contributors; she was complying with her obligations as an HPOZ board member. She resided in Windsor Village and she was providing information for the developer to consider based on her personal knowledge of the Windsor Village HPOZ Survey and Preservation Plan. Ms. Wilton was abiding by the HPOZ Ordinance, Section 12.20.3 of the Los Angeles Municipal Code, Section D, 1,3, and 8:

“1.Establishment and Composition. There is hereby established for each Preservation Zone a Historic Preservation Board. Each Board shall have, as part of its name, words linking it to its area of administration and distinguishing it from all other boards. A Board shall be comprised of five members. At least three members shall be Renters or Owners of property in the Preservation Zone. ...

3. (c) Architect appointed Heritage by Cultural Commission Two members, *one of which shall be an architect licensed by the State of California, shall be appointed by the Cultural Heritage Commission. In the event only one appointment under (a) or (b) above is a Renter or Owner in the Preservation Zone, then at least one of the appointees of the Cultural Heritage Commission shall be a Renter or Owner of property in the Preservation Zone.In predominantly residential Preservation Zones, the Owners or Renters shall also be residents of the Preservation Zone.*

Knowledge of HPOZ survey and Preservation Plan. All members shall have demonstrated a knowledge of, and interest in, the culture, buildings, structures, Historic architecture, history and features of the area encompassed by the Preservation Zone and, to the extent feasible, shall have experience in historic preservation.

8. Power and Duties. When considering any matter under its jurisdiction, the Board shall have the following power and duties:

(d) Evaluate application. To evaluate applications for Certificates of Appropriateness or Certificates of Compatibility and make recommendations to the Director or the Area Planning Commission.

(f) Render advice. In pursuit of the purposes of this section, to render guidance and advice to any Owner or occupant on construction, demolition, Alteration, removal or relocation of any Monument or any building, structure, Landscaping, Natural Feature or lot within the Preservation Zone it administers. This guidance and advice shall be consistent with approved procedures and guidelines, and the Preservation Plan, or in absence of a Plan, the guidance and advice shall be consistent with the Secretary of Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings.”

As expressed in **Exhibits 1A, 1B, 1C and 1D** [attached to the supplemental Report of R.J. STROTZ, dated December 1, 2015] Ms. Wilton was not found to have a Conflict of Interest as defined by the HPOZ ordinance:

*“9. **Conflict of Interest.** No Board member shall discuss with anyone the merits of any matter pending before the Board other than during a duly called meeting of the Board or subcommittee of the Board. No member shall accept professional employment on a case that has been acted upon by the Board in the previous 12 months or is reasonably expected to be acted upon by the Board in the next 12 months. “*

Without any foundation, City Planning staff concluded that,

“Based on indications that prior to the hearing, it was perceived that Ms. Wilton’s involvement in the community and strong position on the outcome of the project would get in the way of hearing the case impartially or with an open mind. Therefore, to ensure a fair public hearing Nora (Dresser) recommended to Ms. Wilton that she recuse herself from voting on this project. This recommendation was based on informal discussions at the staff level and we do not have a written correspondence on this issue.” [See Exhibits 1A- 1D attached to the Strotz December 1, 2015 Report.]

Instead of following the HPOZ ordinance and allowing Ms. Wilton to provide an unbiased review of the project, the city forced Ms. Wilton’s recusal which resulted in a tie vote preventing the HPOZ Board from offering a valid and comprehensive view and recommendation regarding the issuance of a Certificate of Compatibility. This “forced” recusal also prevented Ms. Wilton [who was a well qualified and knowledgeable member of the HPOZ Board, specifically regarding Windsor Village] from sharing her professional expertise as the Board’s appointed architect: she was uniquely possessed with the training, skill and experience to interpret two dimensional architectural drawings as three dimensional forms and to fully understand the relationship of design concepts such as bulk, massing and scale.

The Associate Planner did not have the authority or knowledge to determine that Ms. Wilton had a “Conflict of Interest” and should have consulted the City Attorney and/ or Ethics Commission staff before forcing her to recuse herself based on what staff perceived as “advocating for the community”.

2. *The Revised Morumbila Plans which Were Approved by the Director of City Planning in May, 2014 Should have been Given to the HPOZ Board for Review*

The Planning Department erred in that the revised project should have been sent back to the HPOZ Board for review. The planning staff prejudged Ms. Wilton vote. If she had

been allowed to vote the tie would have been broken and a recommendation for approval or denial by the HPOZ Board would have been sent to the Director of Planning.

Since the revisions to the Morumbila plans were never sent back to the HPOZ Board for consideration, the City Planning Director's May, 2014 decision to approve the revised plans and to issue a Certificate of Compatibility was based solely on the Planning Department's communications with the developer (see **Exhibit 1D** attached to the December 1, 2015 Strotz Report) and resulted in a **larger and less compatible project**.

The Planning Department erred in that the revised project is larger and a significantly different configuration in terms of mass, scale and bulk that it should have been returned to the HPOZ Board for reconsideration:

- While the project approved by the Director of Planning has one less unit it is 1429 square feet in area, approximately the size of a modest single family home, **larger than** the project revised by the HPOZ Board. **It will increase the projects bulk by 14,290 square feet.**
- The project is larger at every floor level with particular concern being at the fourth floor which has now been **extended forward on the south** side next to the contributing duplex.
- The staff report indicated that the changes to the project were primarily the result of modification the interior of the building. These modifications instead of adding additional square footage should have been used to reduce the bulk of the new building which has a calculated Floor Area Ratio (FAR) 1.95 that is 282% larger than .69 FAR of the average contributing structure on the 800 block of Lucerne Boulevard. It is also 39 % greater than the FAR of the largest contributing structure on the Block.
- Since the revised design has substantial differences from that of the one considered by the Board it stands to reason that the Board even if limited to six members may have had a different conclusion and possible agreement as to its compatibility with the HPOZ and the Preservation Plan.

This was a **second fatal procedural error** committed by City Planning: the project plans were dramatically altered, and the project should have been sent back for review by the HPOZ Board. This was yet **another violation of the HPOZ Ordinance**.

Attached to this report as **Attachment A** is my full analysis comparing the November 19, 2013 Morumbila Plans [shown to the HPOZ board for final vote] with the May, 2014 Morumbila Plans which were approved by the Director of City Planning.

The mitigation measures which the 2013 Addendum to the 2005 MND specifically mentioned [that the HPOZ Board review process would serve as a mitigation measure, were not followed:

“The only significant change in the Environmental Setting has been the adoption of the Windsor village Historic Preservation Overlay District (HPOZ) in the area, which

includes the subject site and surrounding properties. The project site is identified in the HPOZ as a Non-contributing Element, meaning that the site itself does not have historic or culturally significant properties. However, **new development on the subject property has the potential to affect the general environment in the area, thus affecting other properties nearby that are contributing elements to the HPOZ. However, because the project is located within the HPOZ and subject to Municipal Code regulations pertaining thereto, the construction of the proposed new building on the site will require review by the Windsor Village HPOZ board and the issuance of a Certificate of Compatibility by the Director of Planning to assure that the construction work is undertaken in a manner that does not impair the essential form and integrity of the historic character of its environment. The requirement of this review and approval process will reduce any potential impacts to the significance of historical resources in the area to a less than significant level.** [June 13, 2013 Addendum to MND Attached as **Exhibit 2A** to the December 1, 2015 Strotz Report]

3. ***The Director's Approval Did Not Consider the Potential Negative Effects of the 2014 Morumbila Project Plan on the Historic Characteristics of WINDSOR VILLAGE, and More Specifically Did Not Consider the Potential Negative Impacts on 865 Lucerne, The Historic Duplex Immediately Adjacent to the Morumbila Project***

The approval process instigated by City Planning did not adequately consider the potential negative affect on the historic characteristics of the HPOZ in general and on the adjacent contributing structure at 865-867 S. Lucerne Boulevard, in particular. The approval process utilized by City Planning was not undertaken in a manner consistent with the 2013 MND Addendum. The result of bypassing the mitigation process [HPOZ Board participation] is an unmitigated impact on the Windsor Village and in particular the adjacent contributing structure.

The Morumbila project considered by the HPOZ Board [November, 2013] and approved by the Director of City Planning [May 2014] is not compatible with the character of the Windsor Village HPOZ, in the following respects:

1. Only one contributing building in the HPOZ is a four story structure [801 Lucerne]. Since there is solely one 4 story historic structure, this does not serve as “precedent” for an infill structure to be 4 stories.
2. The contributing structures in the HPOZ have deep landscaped setbacks including the contributing structures along the west side of Lucerne Boulevard, where this project is located. The Director of Planning erred in using non-contributing structures for a guide in formulating an appropriate setback for this infill project. By definition, non-contributors do not contribute to the historic character of the district to determine a setback (front Yard) for the new building. See **Attachment B** to this Report, where

I compare front yard setbacks of structures on the subject block face.

My review and inspection of Dir-2014-3495 Comp-1a-2a Exhibit I, “Analysis of Front Yard Setbacks” [showing which buildings on lots were used by City Planning to determine the appropriate setback for the new structure] included four buildings that were Non-contributors and whose setbacks of 13 feet, 14 feet, 14 feet and 10 feet were less than the 15 foot front yard required by the Municipal Code in an R3 zone. Because of the non- contributing and non-conforming nature of these properties they should not have been included in the compatibility evaluation.

3. As can be seen in the architectural exhibits presented in the December 1, 2015 Strotz Report, the new building will have an adverse impact on the adjacent contributing structure at 865-867 S. Lucerne Boulevard. The City’s Historic Preservation Overlay Zone Ordinance states under Section 12.20.3A that there are seven associated purposes for the ordinance. The first four are directly relevant to the issues associated with the impact of the proposed project in the HPOZ particularly the adjacent structure.

As stated in the HPOZ Ordinance, the purpose of this section is to:

- 1. Protect and enhance the use of buildings, structures, Natural Features, and areas, which are reminders of the City's history, or which are unique and irreplaceable assets to the City and its neighborhoods, or which are worthy examples of past architectural styles;**
- 2. Develop and maintain the appropriate settings and environment to preserve these buildings, structures, Landscaping, Natural Features, and areas;**
- 3. Enhance property values, stabilize neighborhoods and/or communities, render property eligible for financial benefits, and promote tourist trade and interest;**
- 4. Foster public appreciation of the beauty of the City, of the accomplishments of its past as reflected through its buildings, structures, Landscaping, Natural Features, and Areas.**

Neither the project presented to the HPOZ Board in November, 2013 nor the project approved by the Director of Planning in May, 2015, respected or followed the stated purposes of the HPOZ Ordinance: both projects cause adverse impacts on the adjacent two story historic duplex.

The project which is twice as tall as the historic duplex, at four stories tall, will dwarf the two-story duplex to the south.

The project’s minimum setback of 15 feet will cause the historic structure [with its historic setback of over 30 feet] to exist in a canyon-like atmosphere between the new Morumbila structure and a non-contributing building at 871 Lucerne [that has a non-conforming 10 foot front yard].

The new project calls out generous side yards, but for the most part they are in front of the setback of the historic building. Furthermore, at some time in the past, a portion of lot the

historic duplex is set on was acquired by the infill site leaving a distance of only two and one half feet between the duplex and its side property line instead of the minimum 5 feet. While a standard distance between the two buildings along the side yard should be 12 feet (5 feet for the duplex and 7 for a four story building) for the majority of the length of the duplex it will be less than 10 feet.

The project approved by the Director of Planning in May, 2015 is even less sensitive to the historic duplex-contributor than the project as it existed in November, 2013. It has one less unit but is larger than the earlier design with more square footage and therefore more bulk at each floor. See **Attachment A** to this Report. The large open terrace at the fourth floor has been replaced with substantial smaller front deck that gives some **minimal** relief to the three story non-contributing structure to the north.

Once completed the Morumbila project would have an adverse impact not only on the historic quality of the 865-867 Lucerne Duplex, but contrary to the purpose of the HPOZ ordinance, it will diminish not only its setting but its economic value as an historic resource.

Attached as **Attachment C** is a comparison chart which I compiled listing contributors on the 800 block of Lucerne dividing total floor are by lot area. This presents a bulk comparison that supports the fact that the Morumbila existing building and especially the new construction are not in character with the contributor structures on Lucerne within the Windsor Village HPOZ.

CCR §15064.5(b)(1) states that a substantial adverse change in the significance of a historic resource means “alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired.” There can be no doubt that the Morumbila project, as it existed in November, 2013 and as it exists today causes a **substantial adverse change in the significance of Windsor Village, a historic district, and more specifically on the immediate surrounding (setting)of the adjacent historic duplex.**

The fact that the city zoning laws allow multi-residential structures north of Francis in Windsor Village has no impact on the strength and integrity of the HPOZ Ordinance and the Windsor Village Preservation Plan.

The Director of Planning erred in its findings that the proposed project is consistent with the overall character of the Windsor Village HPOZ and that it will not have a significant effect on the adjacent contributing structure as required by the HPOZ ordinance and to fulfill intent of the Mitigated Negative Declaration given for the project:

- The project approved by the Director of Planning does not satisfy the intent of the Mitigated Negative Declaration that states, “the construction of the proposed new building on the site will require review by the Windsor Village HPOZ board and the issuance of a Certificate of Compatibility by the Director of Planning to assure that the construction work is undertaken in a manner that does not impair the essential form and integrity of the historic character of its

environment . The requirement of this review and approval process will reduce any potential impacts to the significance of historical resources in the area to a less than significant level.”

The Wilshire Community Plan, in setting planning goals and objectives to maintain a community’s distinctive character, bolsters the HPOZ Ordinance by its promotion of “enhancing the positive characteristics of residential neighborhoods... preserving and enhancing the positive characteristics of existing uses which provide the foundation for Community identity, such as scale, height, bulk, setbacks and appearance.”

The Wilshire Community Plan states, in pertinent part:

“Policies

1-1.1 Protect existing stable single family and low density residential neighborhoods from encroachment by higher density residential uses and other uses that are incompatible as to scale and character, or would otherwise diminish quality of life

Policies

1-3.1 Promote architectural compatibility and landscaping for new Multiple Family residential development to protect the character and scale of existing residential neighborhoods.

1-3.2 Support historic preservation goals in neighborhoods of architectural merit and/or historic significance

1-3.3 Promote the preservation and rehabilitation of individual residential buildings of historic significance.

GOAL 17 PRESERVE AND RESTORE CULTURAL RESOURCES, NEIGHBORHOODS AND LANDMARKS WHICH HAVE HISTORICAL AND/OR CULTURAL SIGNIFICANCE.

Objective 17-1 Ensure that the Wilshire Community’s historically significant resources are protected, preserved, and/or enhanced

Policies

17-1.1 Encourage the preservation, maintenance, enhancement and reuse of existing historic buildings and the restoration of original facades.

Objective 17-3

Preserve and enhance neighborhoods having a distinctive and significant historical character.

GOAL AND PURPOSES V-2

In Multiple-Family Residential areas, the emphasis is on the promotion of architectural design that enhances the quality of life, living conditions, and neighborhood pride of the residents.”

CONCLUSION

For all of the reasons stated in this report, I urge the Planning and Land Use Management Committee and City Council, to grant the appeal so that the Morumbila Project be denied a Certificate of Compatibility, and so that the legally mandated process for review and approval be followed.

December 7, 2015

Respectfully submitted
Frank F. Parrello, Preservation Planning and Development

By ORIGINAL IS SIGNED
FRANK F. PARRELLO
frankppnd@roadrunner.com
323-258-1240

City Council File #: 15-0302

Address/Site: 853/859 Lucerne Blvd., Windsor Village HPOZ

CD4

SUPPLEMENTAL REPORT OF R.J. STROTZ, dated

December 7, 2015

In Support of CEQA Appeal Filed by

WINDSOR VILLAGE HISTORIC PRESERVATION COMMITTEE

[Report re Historic Structures in WINDSOR VILLAGE]

PLUM HEARING: 12/8/15

**December 7, 2015 Supplemental Report Regarding Historic Structures in WINDSOR
VILLAGE**

There are ten historic/contributor structures on the same block where the Morumbila condo project is contemplated (Lucerne Boulevard) which are either single family dwellings or multi-family dwellings [see attached Exhibits]:

801 S Lucerne
828 S Lucerne
834 S Lucerne
841 S Lucerne
848 S Lucerne
852 S Lucerne
865 S Lucerne
885 S Lucerne
870 S Lucerne
893 S Lucerne

There are 145 historic single family homes in Windsor Village, 40 of which are one story, 105 of which are two story. There are 50 historic two story multi-residential structures in Windsor Village; there are 2 historic three-story multi-residential structures [4327 Francis and 844 Plymouth]. Attached is a copy of the HPOZ map, identifying the historic contributors in the neighborhood.

http://preservation.lacity.org/files/Windsor_Village_SRVY_102114.pdf
<http://jumphousedesign.com/wva/>

There is one historic four-story multi-residential structure in Windsor Village, however, only 3 stories are residential and the first floor is the parking level [801 Lucerne]. This structure is on a corner at 8th Street and Lucerne.

Attached as exhibits are representative samples of the historic residential structures in Windsor Village. The representations shown in the attached exhibits of the Morumbila infill project show the 2013 plans, which were changed in 2014 to an even more offensive project.

A view of these exhibits shows that the prior and current Morumbila plans do not conform in any fashion with the historic fabric of Windsor Village and that no necessary mitigation measures were taken in regard to preserving and protecting the aesthetics and the historic nature of Windsor Village, and more specifically the historic duplex [865 Lucerne] which is immediately south of the Morumbila infill project.

Dated: 12/7/15

Respectfully submitted,

A handwritten signature in black ink, appearing to read "R.J. Strotz". The signature is written in a cursive, slightly slanted style.

R.J. STROTZ, Esq. for Appellant

CONCLUSION

For all of the reasons stated in this report, I urge the Planning and Land Use Management Committee and City Council, to grant the appeal so that the Morumbila Project be denied a Certificate of Compatibility, and so that the legally mandated process for review and approval be followed.

December 7, 2015

Respectfully submitted
Frank F. Parrello, Preservation Planning and Development

By 

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EXHIBITS

- A Comparison Chart of 2013 and 2014 Morumbila Projects**

- B Relative Setbacks of Structures on 800 Block of Lucerne [west side]**

- C Analysis of Floor Area Ratio of CONTRIBUTORS on east and west
 Sides of 800 Block of Lucerne**

ATTACHMENT A: Comparison Chart of 2013 and 2014 Morumbila Plans

	Plans HPOZ Reviewed 11/19/13	Plans DCP Approved 5/29/14	Compared	Comments
Net Lot Area/permitted units	26,623square feet 33.29	26,623 square feet 33.29	same same	26,589 square feet TT 63468 33
R3-1-HPOZ- Density per unit Number of Units proposed	800 square feet per unit 33	800 square feet per unit 32	same DCP= -1 unit	800 square feet per unit –R3 zone Reduction of 1 unit and reconfiguration of interior spaces should have been used to reduce area and bulk of building.
Buildable Area (151-30)x(176-10)	19,481 sq. ft.	19,481 sq. ft.	same	19,602 sq. ft. 121x162w required yard of 15 & 7 feet.
Building Area 1 st Floor 2 nd Floor 3 rd Floor 4 th Floor Parking	46,516 sq. ft. 14,250 sq. ft. 13,821 sq. ft. 13,765 sq. ft. 4,680 sq. ft. 25,161 sq. ft.	47,945 sq. ft. 14,594 sq. ft. 14,232 sq. ft. 14,232 sq. ft. 4,887 sq. ft. 25,161 sq. ft.	DCP = +1429 sq. ft.=+3.1% +344 sq. ft. -2.4% +411 sq. ft. -2.9% +467 sq. ft. -3.4% +207 sq. ft. -4.5% same	DCP approved building with increase in area of 1429 sf resulted in an increase in bulk of14290 cu. ft. To avoid return to HPOZ Board project should be equal in square footage to project considered by Board. Reducing Building to HPOZ Project would allow for additional south

ATTACHMENT A: Comparison Chart of 2013 and 2014 Morumbila Plans

				side setback of 6 feet for first 100ft. of floors at 3 rd floor and 10 feet at 4 th floor with a reduction of the overall increase in bulk is 3.1% and resulting in less impact on contributing duplex to south.
Buildable Area	58,443 sq. ft.	58,443 sq. ft.	same	58,806 sq. ft.
Front yard New Construction				15 feet-R3 zone
Garage Platform	15 feet	15 feet	same	
1 st Floor	25-8, 21-2&17-6ft.	24, 21&17-6ft.	DCP=-1.8, 0, 0 ft.	
2nd Floor	25-8, 19-5&17-6ft.	24, 17-6 ft.	DCP= -1-8, -2, 0 ft.	
3 rd Floor	25-8, 19-5&17-6ft.	24, 17-6 ft.	DCP= -1-8, -2, 0 ft.	
4th Fl. with deck	65, 25-8&20-9ft.	44 & 34-6ft.	DCP=-21 & +13 ft.	
Existing Building	21 feet	21 feet	same	15 feet- R3 zone
Rear Yard New Construction	15 feet	15 feet	same	15 feet -R3 zone
Existing Building	15 feet	15 feet	same	
Side Yard/Setback New construction				
1 st Floor	30,13,9,11,7 feet	30,11,9,11,7 feet	DCP=0,-2, 0, 0, 0ft.	7 feet LAMC

ATTACHMENT A: Comparison Chart of 2013 and 2014 Morumbila Plans

2 nd Floor	13, 9, 11, 7 feet	13, 9, 10, 7 feet	DCP=0,0,-1,0 feet	
3 rd Floor	13, 9, 11, 7 feet	13, 9, 11, 7 feet	same	
4 th Fl. With deck	81, 11, 7 feet	42, 13, 7 feet	DCP=-39,+2, 0 feet	
Existing building	6 feet	6 feet	same	nonconforming
Passageway Between Buildings	10 feet front 5-5 feet rear	10 feet front 5-5 feet rear	same same	Nonconforming 12.21c.2 LAMC 20feet
Open Space Private Deck 4 th Fl. Court Yard Rear Yard Total	SF/33units 4675 1153 sq. ft. 1811 sq. ft. 1755 sq. ft. 4719 sq. ft.	SF/32units 4550 100 sq. ft. 1819 sq. ft. 2636 sq. ft. 4555 sq. ft.	DCP=-125 Sq. ft. DCP=-1053 sq. ft. DCP =+9 sq. ft. DCP=+871 sq. ft. DCP=-164 sq. ft.	Decease in open space at floor all floor levels, particularly 4 th floor, increases bulk of building. Added sq. ft. at rear is not apparent on drawings.

800 Block Lucerne Blvd.: Setbacks: ATTACHMENT B

Setbacks All address on Lucerne Boulevard west side only	Contributor	Conforms to R3 Zone front yard requirement of 15 foot minimum	Setback (Front Yard) Contributing	Setback (Front yard) Non- Contributing
801	yes	yes	18 feet	
811	no	no		13 feet
817-839	no/no	no		14 feet
841	yes	yes	38 feet	
849-853	no	yes		21 feet (per architectural drawings)
859 (as proposed)	no	yes		15 feet at garage varying setback at floors 17-6 to 25-9 feet. Not built so included in totals. The proposed new building is situated between a noncontributing building on the north setback 21 feet and a contributing building on the south setback 30. The new construction at a minimum should have a setback that transitions from the setbacks of its neighboring properties to be consistent with it

800 Block Lucerne Blvd.: Setbacks: ATTACHMENT B

				intent of the HPOZ
865-867	yes	yes	30 feet	
871	no	no		10 feet
877	yes	yes	20 feet	
883-887	yes	yes	21 feet	
893-895	yes	yes	19 feet	
897-899	yes	yes	20 feet	
Totals	Contributors-7 Non-contrib's-5	Conforming-8 Non-conform.-4	23.7 feet average all contributing buildings meet code required Front Yard.	14 feet average*-4 of 5 buildings do not meet code required Front Yard setback

**Analysis of Existing Floor Area Ratio¹ of Contributing Elements
ATTACHMENT C**

Address-South Lucerne Blvd.	Lot Area ² Square Feet	Total Building Area³ Square Feet	Existing Floor Area Ratio
801	25,284	38,148	1.5
841	11,170	2,883	.27
865-867	7,553	4,964	.66
877	9,066	7,501	.82
883, 885, 887	13,258	7590	.57
893-895	8,225	6,300	.76
897-899	8,585	6,083	.71
870-872 Lucerne /4423 Francis	6,129	5086	.82
852	8966	10,744	1.2
844-848- City Zimas/ Assessor	13,446 3,354	5,758 2000	Void for discrepancy between City chart and ZIMAS
834-840	13,488	16,280	1.2
828	13,443	16,096	1.2
Average F.A.R			.69
Subject Project 853- 859	26,623	47,965	1.8
Existing Building	15,080	25,370	1.68
New Construction	11,543	22,575	1.95

¹ **FLOOR AREA RATIO (FAR).** A ratio establishing relationship between a property and the amount of development permitted for that property, and is expressed as a percentage or a ratio of the Buildable Area or Lot size (example: "3 times the Buildable Area" or "3:1"). (Added by Ord. No. 181,624, Eff. 5/9/11.)

² Los Angeles City Planning Department- DIR -2013-3495-CCMP-1A, Exhibit H

³ ZIMAS- Parcel Assessor Information

DRAFT

Single- and Multi-Family Dwellings on S. Lucerne Boulevard



801 S. Lucerne Contributor



828 S. Lucerne Contributor



834 S. Lucerne Contributor



841 S. Lucerne Contributor



852 S. Lucerne Contributor



848 S. Lucerne Contributor



865 S. Lucerne Contributor



893 S. Lucerne Contributor



885 S. Lucerne Contributor



870 S. Lucerne Contributor

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DRAFT

WINDSOR VILLAGE HISTORIC RESOURCES SURVEY - CITY OF LOS ANGELES

Contributor Status Map (April 2010)



ARCHITECTURAL RESOURCES GROUP, INC.
 Architects, Planners & Conservators

LEGEND

- Contributor
- Contributor-Altered
- Non-Contributor
- Vacant Lot

DRAFT

DRAFT

Single- and Multi-Family Dwellings on S. Lucerne Boulevard



801 S. Lucerne Contributor



828 S. Lucerne Contributor



834 S. Lucerne Contributor



841 S. Lucerne Contributor



852 S. Lucerne Contributor



848 S. Lucerne Contributor



865 S. Lucerne Contributor



893 S. Lucerne Contributor



885 S. Lucerne Contributor



870 S. Lucerne Contributor

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Multi-Family Dwellings in Windsor Village HPOZ



765 S. Windsor

Contributor



844 S. Plymouth

Contributor



824 S. Lorraine

Contributor



763 S. Plymouth

Contributor



805 S. Windsor

Contributor



728 S. Plymouth

Contributor



757 S. Plymouth

Contributor



725 S. Lorraine

Contributor



764 S. Plymouth

Contributor



4327 Francis

Contributor

DRAFT

DRAFT

Multi-Family Dwellings in Windsor Village HPOZ



765 S. Windsor

Contributor



844 S. Plymouth

Contributor



824 S. Lorraine

Contributor



763 S. Plymouth

Contributor



805 S. Windsor

Contributor



728 S. Plymouth

Contributor



757 S. Plymouth

Contributor



725 S. Lorraine

Contributor



764 S. Plymouth

Contributor



4327 Francis

Contributor

DRAFT

DRAFT

Single- and Multi-Family Dwellings on S. Lucerne Boulevard



801 S. Lucerne Contributor



828 S. Lucerne Contributor



834 S. Lucerne Contributor



841 S. Lucerne Contributor



852 S. Lucerne Contributor



848 S. Lucerne Contributor



865 S. Lucerne Contributor



893 S. Lucerne Contributor



885 S. Lucerne Contributor



870 S. Lucerne Contributor

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WINDSOR VILLAGE HISTORIC RESOURCES SURVEY - CITY OF LOS ANGELES

Contributor Status Map (April 2010)



ARCHITECTURAL RESOURCES GROUP, INC.
Architects, Planners & Conservators

LEGEND

- Contributor
- Contributor-Altered
- Non-Contributor
- Vacant Lot

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MORUMBILA CONDOMINIUM PROJECT

Developer's Proposal and Massing Studies



859 S. Lucerne - Existing



Developer's Proposal



Developer's Proposal Study - 4 stories, narrower



Developer's Proposal Study - 3 stories

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MORUMBILA CONDOMINIUM PROJECT

Developer's Proposal



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CEQA REPORT

Morumbila Project
City Council File #15-0302

Presented to Ros Strotz
Law Office of R.J. Strotz

Presented by Daniela Arellano
Environmental Communications Professional
818-970-5627; arellanodaniela@gmail.com

July 14, 2015

Introduction

The purpose of this report is to present CEQA-related information that may be relevant to the Morumbila Project, located at 853 and 859 South Lucerne Boulevard in Windsor Village, California. This information is intended to supplement the pending CEQA appeal (City Council File #15-032), which was filed on behalf of the Windsor Village Preservation Committee.

The report compares the changing environmental conditions in Windsor Village and greater Los Angeles, between 2005 and 2015, in an effort to demonstrate the inadequacy of the Mitigated Negative Declaration (MND) and Addendum to the MND. Environmental issues addressed in this report are related to:

- Water
- Climate Change
- Population
- Air Quality
- Public Safety
- Infrastructure
- Development

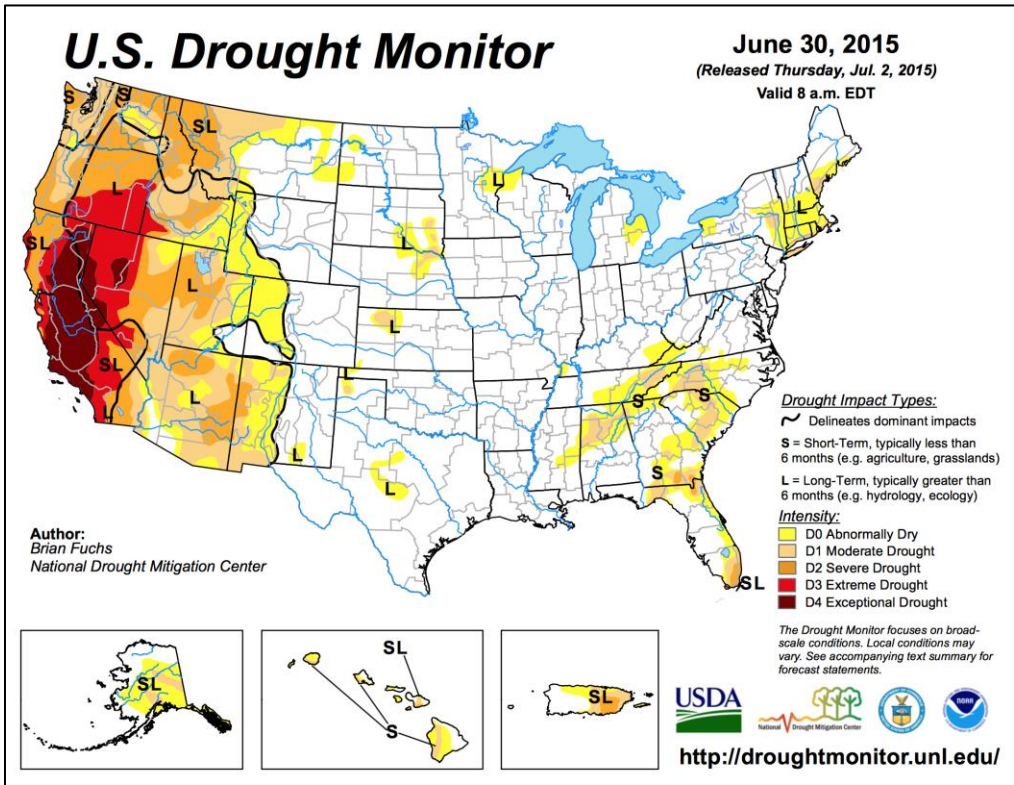
The consultant researched multiple public resources to gather the above information, including resources through the following departments and outlets:

- Los Angeles Department of City Planning
- Los Angeles Department of Public Works
 - Bureau of Sanitation
 - Bureau of Street Lighting
 - Bureau of Street Services
- U.S. Census Bureau
- Los Angeles Department of Water and Power
- Metropolitan Water District of Southern California
- California Department of Water Resources
- Los Angeles Police Department
- Los Angeles Fire Department
- South Coast Air Quality Management District
- National Oceanic and Atmospheric Administration
- Los Angeles Times and Other Local Media Outlets
- University of Southern California
- University of California Los Angeles

Water

California Drought

A significant portion of the western United States is currently experiencing “Abnormally Dry” to “Exceptional Drought” conditions. California is particularly dry as precipitation levels reach historic lows. On January 17, 2014, as California faced the driest year in recorded state history, Governor Jerry Brown declared a State of Emergency, and asked state officials to prepare for drought conditions by requiring that Californians reduce their water use by 20 percent¹.



On April 1, 2015, the snowpack at the Sierra Nevada measured zero for the first time in 75 years. Consequently, Governor Brown declared statewide mandatory water reductions in cities and towns throughout California, requiring that they reduce their water use by 25 percent². In an effort to meet Governor Brown's water reduction goals, the Metropolitan Water District Board approved the nation's largest water conservation program by boosting its district conservation budget from \$350 million to \$450 million over two years. By also modifying the agency's turf removal program, the Metropolitan

¹ <http://water.ca.gov/waterconditions/declaration.cfm>

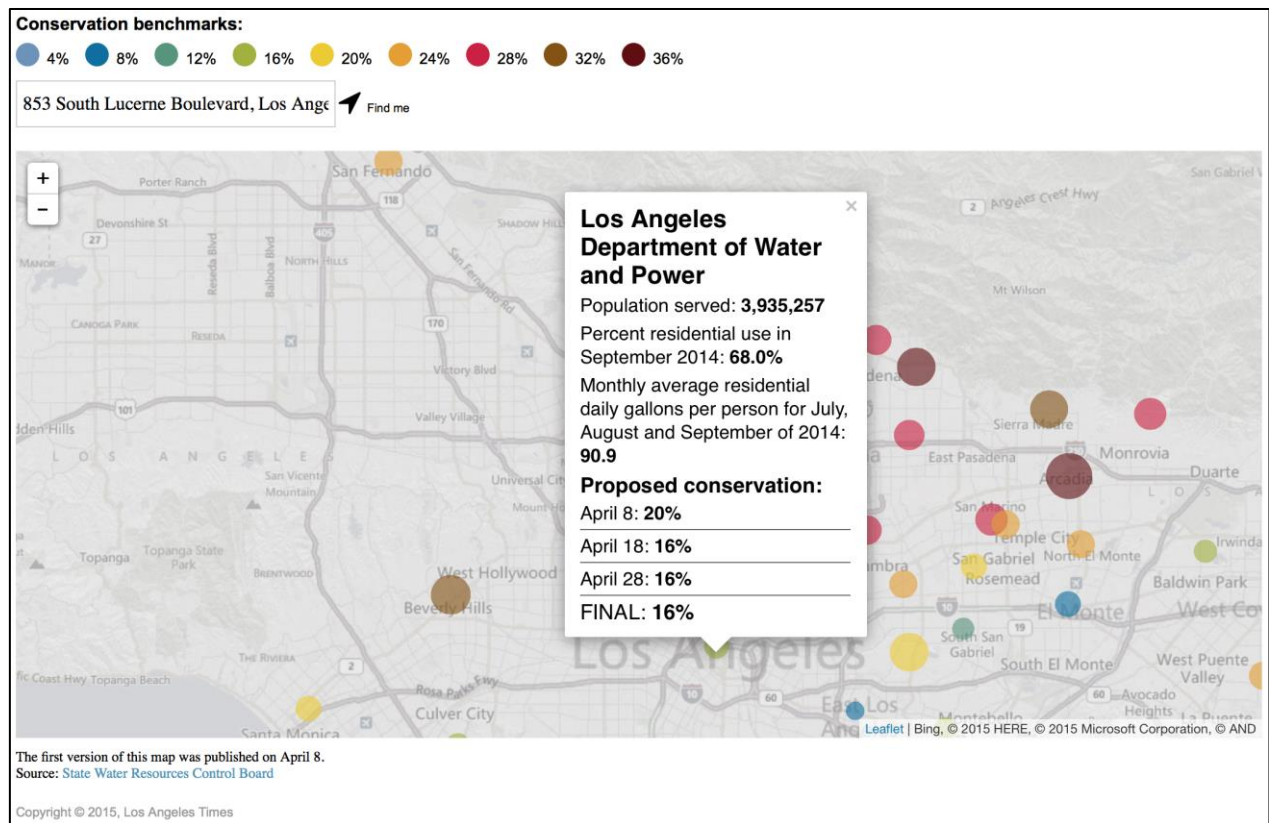
² <http://gov.ca.gov/news.php?id=18910>

Water Board will ensure the availability of water conservation funds to more residents and businesses, as businesses also suffer from the effects of the drought³.

The drought can also have national economic repercussions. The National Climatic Data Center (NCDC) reports that over the past 31 years, there have been 16 droughts that have cost the United States approximately \$195 billion in losses⁴. This can be devastating for a city like Los Angeles, which is slowly recovering from an economic downturn and an unemployment rate of 7.5%, which is well above the national average, of 5.5% (April 2015, U.S. Bureau of Labor Statistics).

Water Conservation in Los Angeles

Governor Brown's conservation order establishes three-month benchmarks that require areas that use more water to accomplish larger cuts in water use. The Los Angeles Department of Water and Power, which supplies water to Windsor Village, must reduce its water consumption by 16 percent⁵. This will require the efforts of residents and businesses alike.



³ http://www.mwdh2o.com/PDF_NewsRoom/Revised_Recordconservationboost.pdf

⁴ http://www.nws.noaa.gov/om/csd/graphics/content/outreach/brochures/FactSheet_Drought.pdf

⁵ <http://www.latimes.com/visuals/graphics/la-me-g-drought-enforcement-20150407-htmistory.html>

Impacts on Constriction of the Morumbila Project

The effects of the California Drought could affect mitigation efforts during construction of the Morumbila Project because of the current water restrictions throughout the City of Los Angeles. The developer is expected to wet construction areas at least twice per day during excavation and construction, to reduce fugitive dust. However, the viability of these mitigation efforts should be reconsidered, with consideration of the current water restrictions.

Impacts on Aesthetics of the Morumbila Project

The developer of the Morumbila Project is expected to mitigate impacts to the character and aesthetics of the neighborhood by providing landscaping and maintenance plans prepared by a licensed landscape architect. As Los Angeles uses half of its drinking water for outdoor lawns and landscaping⁶, the developer should be prohibited from implementing a lawn, and required to use drought tolerant plants. There have been considerable advances in automatic irrigation systems since 2005, so the landscape architect should also consider smart controllers that are most effective at conserving water.

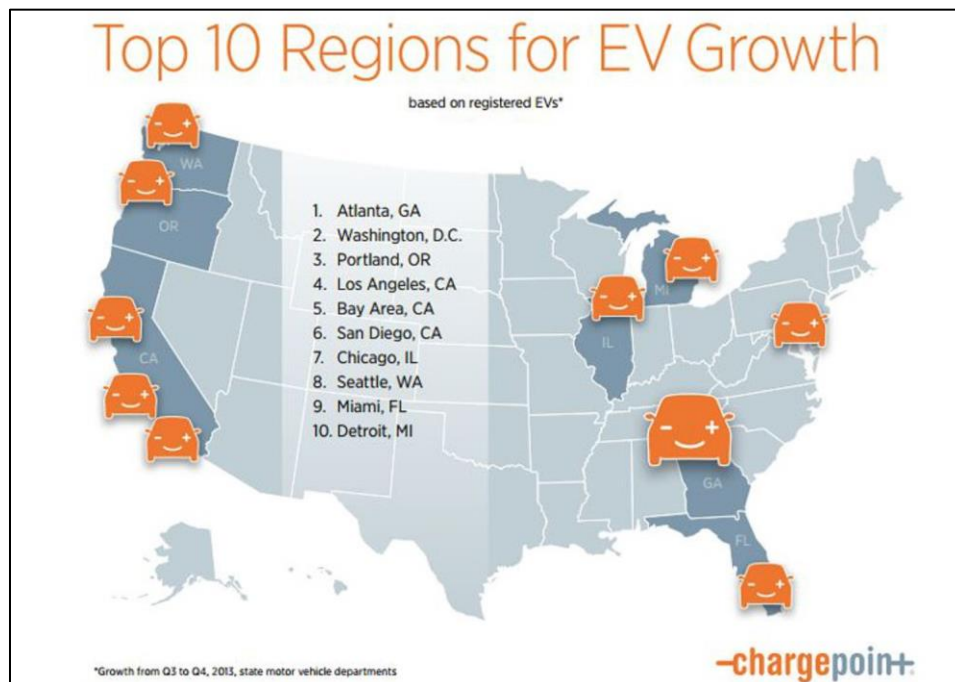
⁶ <http://www.lamayor.org/savethedropla>

Climate Change

Climate Change in Los Angeles

Temperatures in parts of Los Angeles are expected to rise as a result of climate change. The annual average temperature in Downtown Los Angeles was 62°F in 1878, but escalated to 68°F by 2014⁷. C-Change LA estimates that by 2050, Los Angeles County will experience three to four times the number of days of extreme heat (above 95°F). Making this matter worse is the heat caused by urbanization and the development of streets, homes, and commercial buildings, which absorb more heat into the city⁸. The increased heat creates a higher demand for air conditioning, which increases the use of electricity that is often generated by coal-powered plants, which in turn contribute to climate change due to the green house gases they emit.

High demand for electricity in areas like Los Angeles, can strain the power grid, resulting in outages. Power outages cost Americans an average of \$180 billion per year, and potential issues with food safety, increased crime rates, transportation problems, and increased emissions from diesel generators could arise⁹. Furthermore, Los Angeles is the leader in the country's electric car sales, with an estimated 5,000 sales in 2013¹⁰. This is bound to put an additional strain on the city's electric grid as the popularity of electric vehicles continues to grow in environmentally-friendly Los Angeles.



⁷ <http://c-change.la/temperature/>

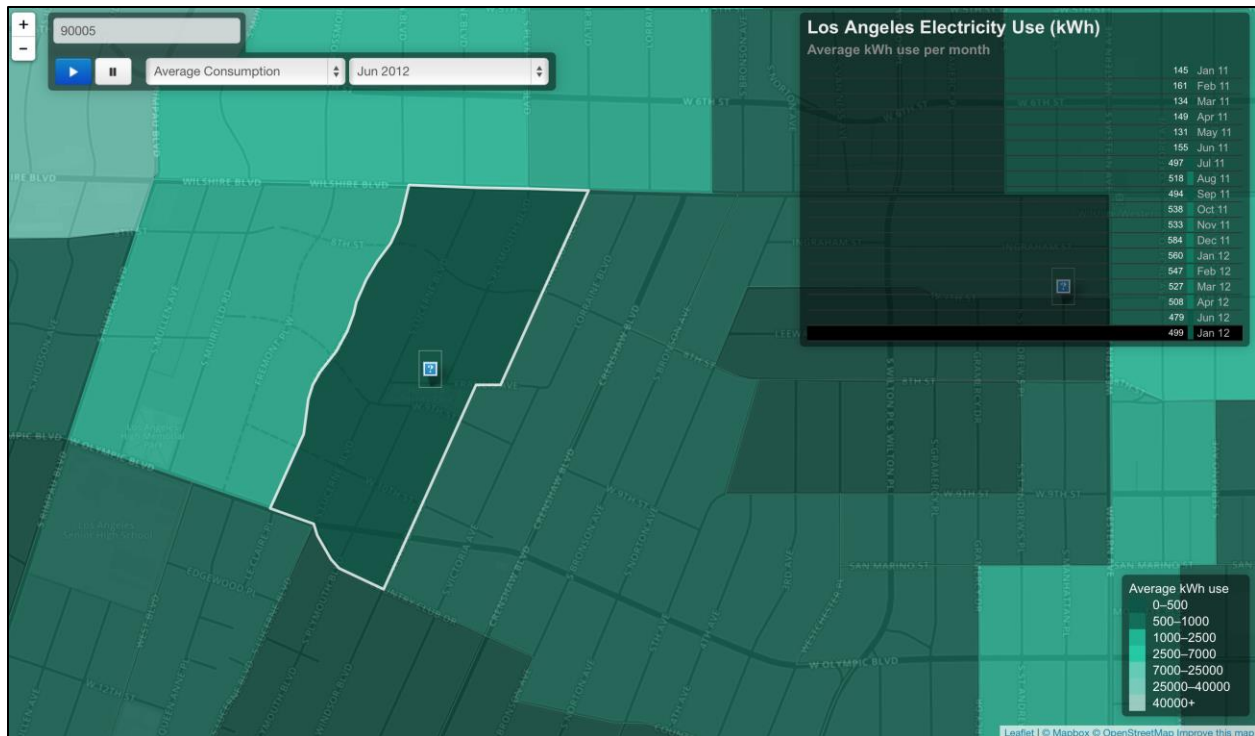
⁸ <http://www.latimes.com/local/california/la-me-extreme-heat-20150514-htmistory.html>

⁹ <http://cleantechnica.com/2014/02/01/power-outages-become-much-common-severe-coming-years-better-start-adapting-now-research-finds/>

¹⁰ <http://www.laweekly.com/news/la-is-americas-electric-car-capital-4462042>

Morumbila Project Impacts on Electricity Demand

The construction of the Morumbila Project will result in a 14-unit condominium building with 48 parking spaces, and the conversion of an existing 18-unit apartment to condominium building with 23 parking spaces in a 26,599 square-foot R3-1 Zoned lot. A considerable increase in energy demand will result from the construction of the Morumbila Project, and from the operations of the building as dozens of new residents move in upon completion. If electric vehicle projections hold true, the energy demand from residents' charging vehicles could result in additional strains on the local electricity system. The map below reveals the already high electricity demand in the areas surrounding Windsor Village¹¹, which could jeopardize the stability of energy reliability for all residents. City of Los Angeles officials should consider reducing the approved size of the project, as a way to reduce the strain placed on the area.



¹¹ <http://sustainablecommunities.environment.ucla.edu/maproom/>

Population

Population growth affects climate change, air quality, drought conditions, and the demand on resources. The City of Los Angeles has seen a steady increase in its population numbers since 2005 and those numbers are expected to continue growing. As the number of Los Angeles residents grows, so will the population density of many urbanized areas, and a strain on local resources such as energy and water.

Population – City of Los Angeles (2005-2014)	
<small>Source: U.S. Census Bureau</small>	
Year	Population (Millions)
2014	3.928
2013	3.884
2012	3.853
2011	3.821
2010	3.796
2009	3.832
2008	3.802
2007	3.779
2006	3.778
2005	3.795

A number of recent residential development projects have been approved on the premise that less parking spaces will promote less vehicle ownership, as the walkability of urban neighborhoods provides alternatives to cars. However, recent studies prove otherwise. According to a UCLA study, higher population density coincides with a high number of vehicles¹². Therefore, increasing density will likely make congestion worse.

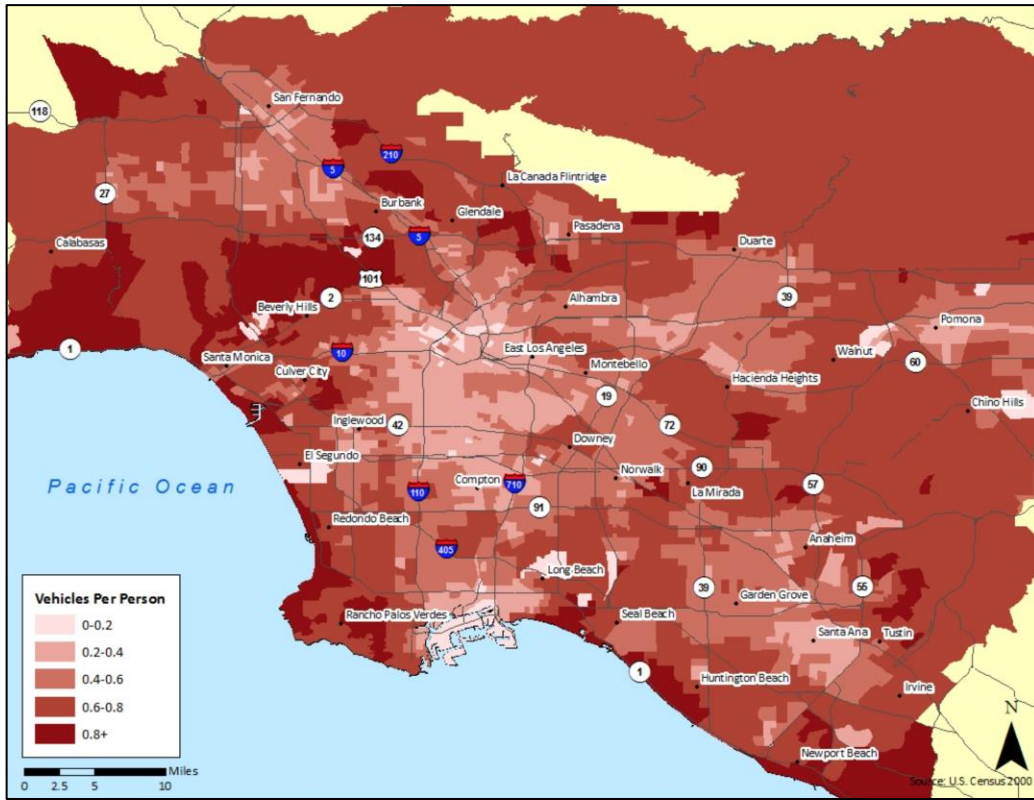
The study also reveals that vehicle ownership per person is higher in some of the wealthier communities of Los Angeles, and that car ownership is associated more with income than progressive transportation ideals.

Effects of the Morumbila Project on Population

There is no proof that the Morumbila Project residents will forego their vehicles to make sure of public transportation, which means that if all the residents of the Morumbila Project have cars, it could result on significant effects on the air quality, parking availability, and congestion of Windsor Village. The two maps below reveal the density of vehicles in the Greater Los Angeles region (per person and per square mile).

¹² <http://la.streetsblog.org/2010/12/13/density-car-ownership-and-what-it-means-for-the-future-of-los-angeles/>

Number of Cars Per Person in Greater Los Angeles



Vehicles Per Square Mile in Greater Los Angeles



Air Quality

California's ongoing drought negatively affects the air quality of Los Angeles. Dry conditions allow vehicles to lift more fugitive dust on roads with dry ground surfaces, and strong winds can also blow loose soil. The fugitive dust can increase concentrations of coarse and fine particulates¹³.

In March 2013, the U.S. EPA revised the annual average PM2.5 standard to 12 micrograms per cubic meter, down from 15 micrograms per cubic meter. While the South Coast Air Quality Management District (SCAQMD) aims to meet the new annual standard, it failed to meet the 24-hour federal PM2.5 standard in 2014, in part because of the drought's effects on the dispersion of pollutants. The SCAQMD is currently developing control measures to help meet the new federal standard deadline in 2015¹⁴.

One of these efforts is the SCAQMD's Tree Planning Partnership. According to the AQMD, trees help reduce criteria and toxic air pollutants along with greenhouse gases¹⁵. However, California's drought has led to the cutting of thousands of trees in many urban parts of Los Angeles. As of July 2015, approximately 14,000 trees have died throughout the city because of insufficient watering¹⁶. Not replacing those trees after they are removed leads to a heat island effect, in which a city becomes significantly warmer due to human activity. Furthermore, the removal of so many trees also affects wildlife that rely on trees for food and shelter.

Dryer conditions, combined with the strong winds of Southern California, increase the intensity of wildfires. The smoke from the fires contains toxic air contaminants that result in high levels of fine particulates. The Santa Ana winds, which are most prominent during the fall and peak in December, can leave destruction behind as they bring in hot, dry, desert-like conditions and can potentially spread dust¹⁷.

Effects of the Morumbila Project on Air Quality

The Morumbila Project will result in increased fugitive dust from the excavation and construction, increased emissions from the hauling and construction trucks, and increased emissions from the idling vehicles that must navigate through the construction zone. If drought conditions continue, these problems will be exacerbated, resulting in poor environmental health conditions for all residents of Windsor Village, as poor air quality is linked to respiratory problems and cancer. The Environmental Justice maps below reveal the link between Windsor Village's traffic proximity and poor air quality.

¹³ California's Progress Toward Clean Air – A Report by the California Air Pollution Control Officers' Association 2015

¹⁴ California's Progress Toward Clean Air – A Report by the California Air Pollution Control Officers' Association 2015

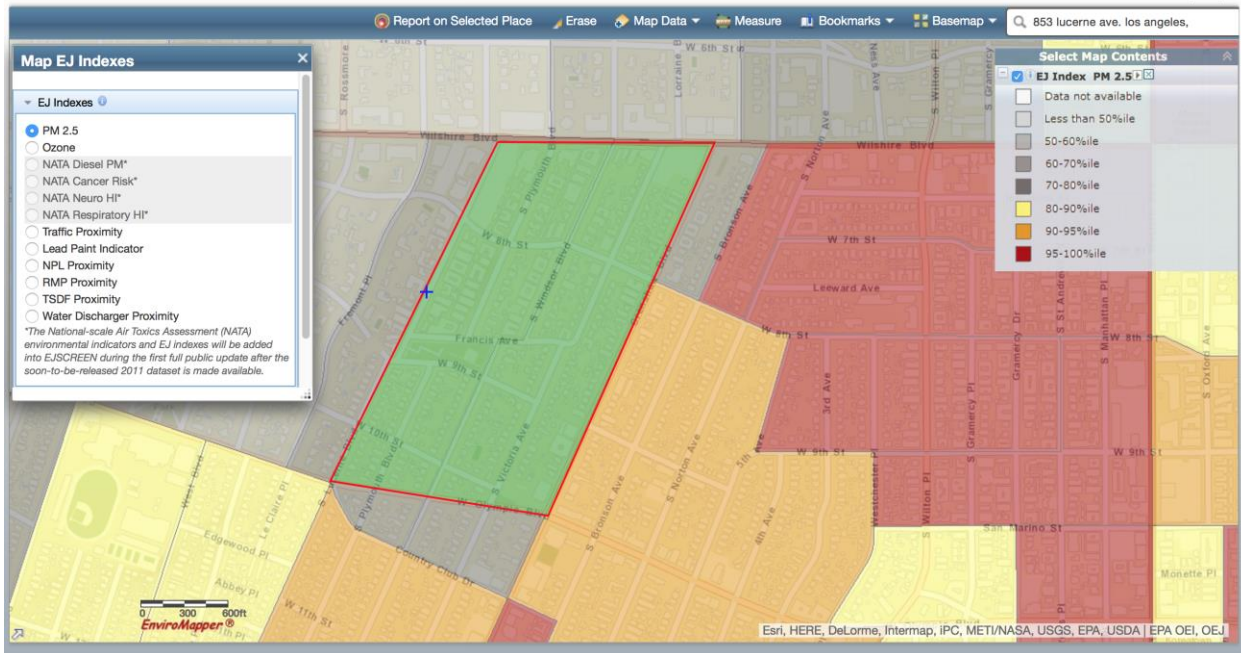
¹⁵ <http://www.aqmd.gov/home/programs/local-government/local-government-detail?title=tree-planting-partnership>

¹⁶ <http://www.reuters.com/video/2015/07/07/drought-leads-to-mass-cutting-of-trees-i?videoid=364850393>

¹⁷ http://www.kcet.org/updaily/social_focus/history/la-as-subject/santa-ana-winds-history.html

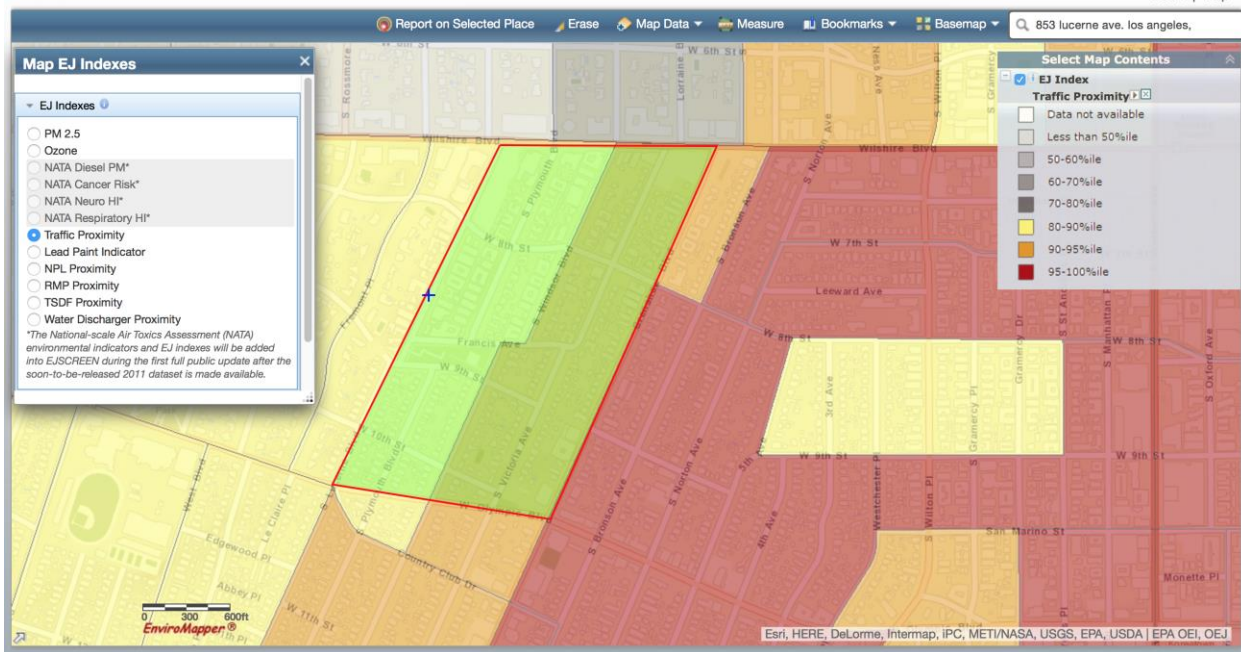
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Home | Help



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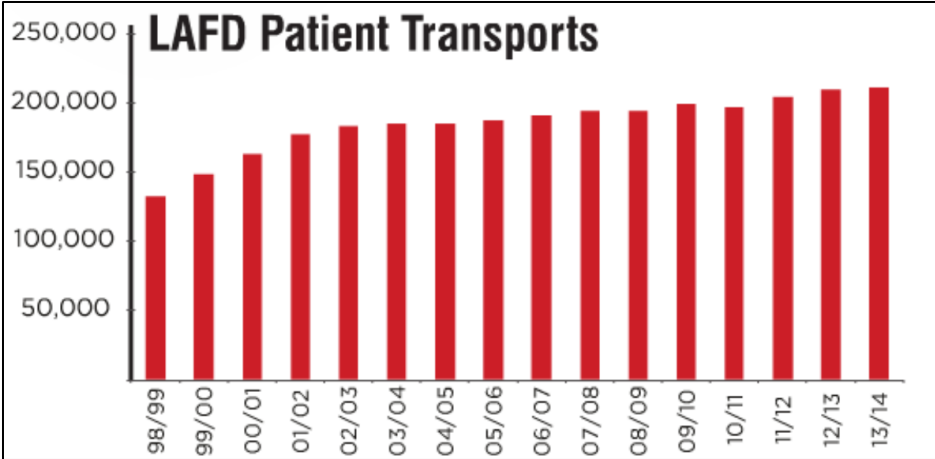
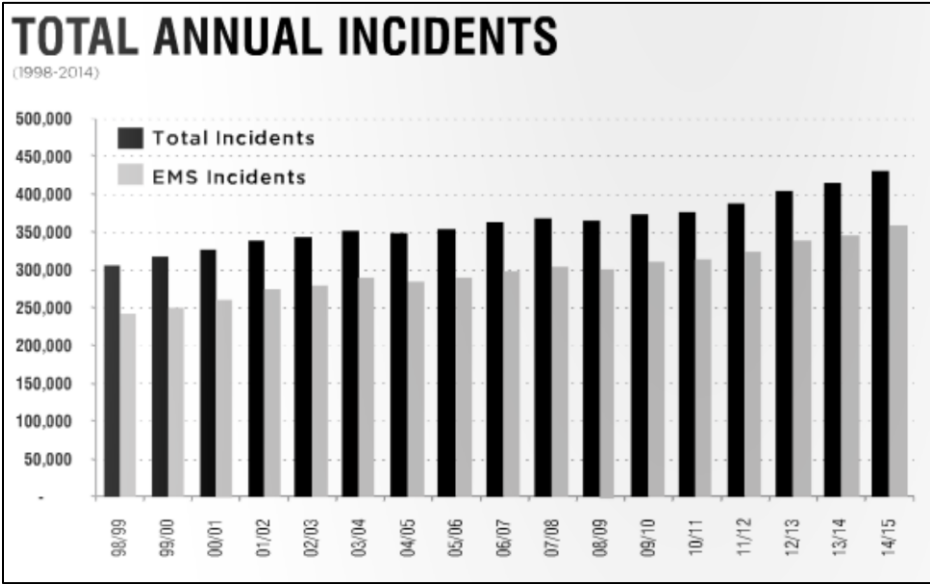
Home | Help



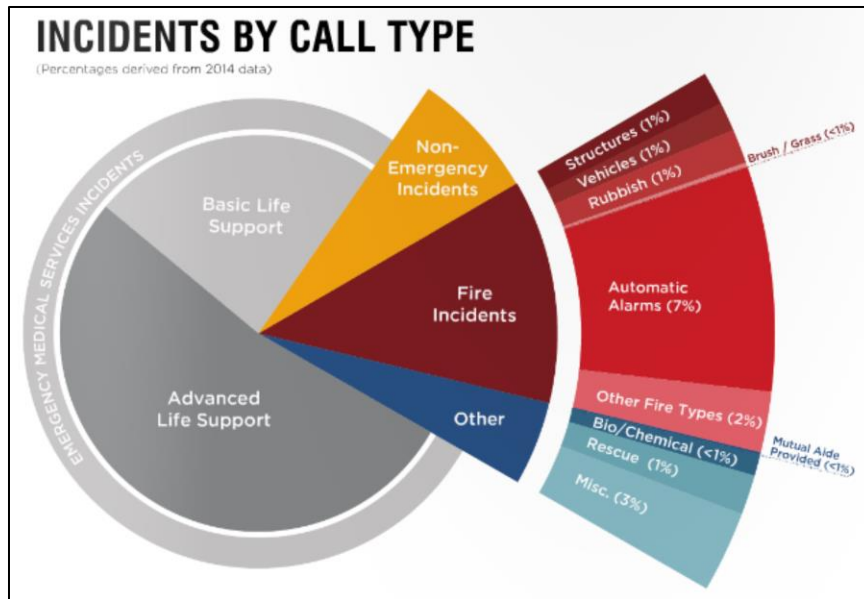
Public Safety

Los Angeles Fire Department

In 2015, the Los Angeles Fire Department (LAFD) released its Strategic Plan 2015-2017, to outline its vision to optimize the LAFD's commitment to safety. Over the years, the LAFD has seen a steady increase in the number of times its ambulances transfer patients from the scene of an accident to a nearby hospital¹⁸. Yet, the implementation of the LAFD's Tiered Dispatch System in 2014 has reduced its call processing times by 14%, resulting in a reduction in response times to emergencies. The following three graphics reveal some recent trends regarding the Los Angeles Fire Department.



¹⁸ <http://issuu.com/lafd/docs/262609736-lafd-strategic-plan-2015-?e=17034503/13744980>



Fire Station 29

Fire Station 29 responds to emergency calls for the Windsor Village area. Located at 4029 West Wilshire Boulevard, Los Angeles, CA 90010, the station is 0.73 miles from the proposed Morumbila Project site, and responds to emergencies that cover a total of 2.72 square miles. The station's team consists of 14 men and three fire trucks and two ambulances, for incidents that are mostly associated with medical issues¹⁹. The response metrics below reflect the average turnout time, average travel time, and incident count from 2014-2015²⁰.

Los Angeles Fire Department

FireStatLA

Fire Station 29
 4029 West Wilshire Boulevard
 Community: Hancock Park
 Area covered: 2.72 square miles.
 Phone: 1-213-485-6229

Fire Station Response Metrics 01/2014 - 12/2015

Month	Average Turnout Time in District				Average Travel Time in District				Incident Count in District			
	Non-EMS		EMS		Non-EMS		EMS		Non-EMS		EMS	
	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015
Jan	1:15	0:55	1:10	1:05	3:17	3:15	4:07	4:00	89	82	312	377
Feb	1:02	1:02	1:12	1:07	3:35	3:33	3:57	3:52	73	68	291	316
Mar	1:13	1:06	1:11	1:07	3:29	3:37	3:52	3:59	85	78	313	362
Apr	1:08	1:05	1:09	1:04	3:34	3:23	3:51	3:56	79	75	367	316
May	1:07	1:03	1:07	1:03	3:08	3:09	3:54	3:59	87	82	321	302
June	1:00	--	1:05	--	3:25	--	3:52	--	78	--	303	--
July	0:54	--	1:00	--	3:11	--	3:45	--	79	--	327	--
Aug	0:58	--	1:01	--	3:18	--	3:47	--	65	--	319	--
Sep	1:03	--	1:00	--	2:58	--	3:45	--	76	--	347	--
Oct	1:05	--	1:04	--	3:12	--	3:58	--	90	--	309	--
Nov	1:02	--	1:08	--	3:02	--	3:57	--	82	--	343	--
Dec	1:06	--	1:08	--	3:43	--	4:01	--	103	--	352	--
Overall	1:05	1:02	1:06	1:05	3:19	3:23	3:54	3:58	986	385	3904	1673

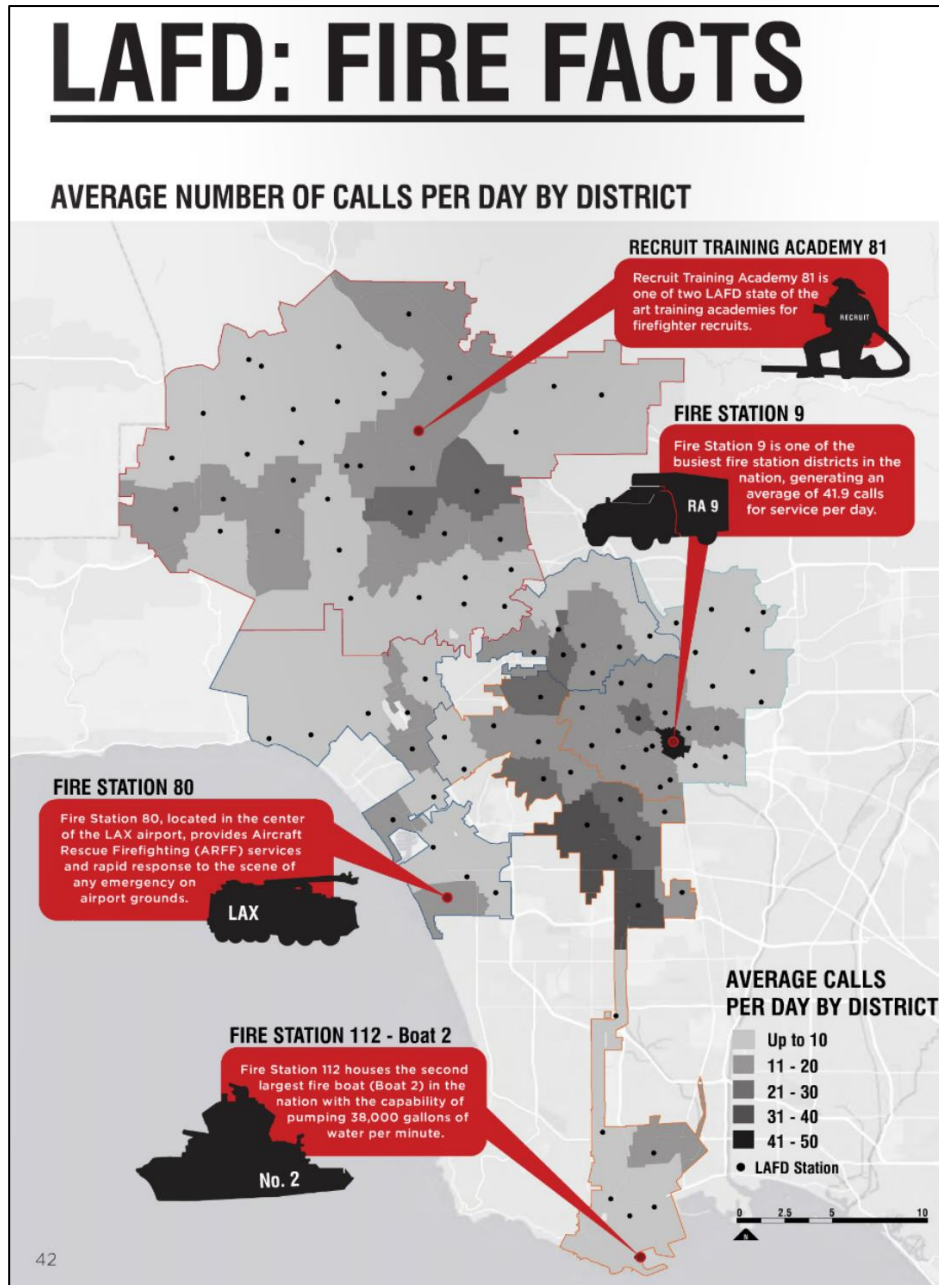
Report generated on 6/11/2015. Powered by Palantir

¹⁹ Interview with station 29 firefighter

²⁰ http://lafd.org/sites/default/files/pdf_files/06-11-2015_Stations.pdf

Morumbila Effects on the Los Angeles Fire Department

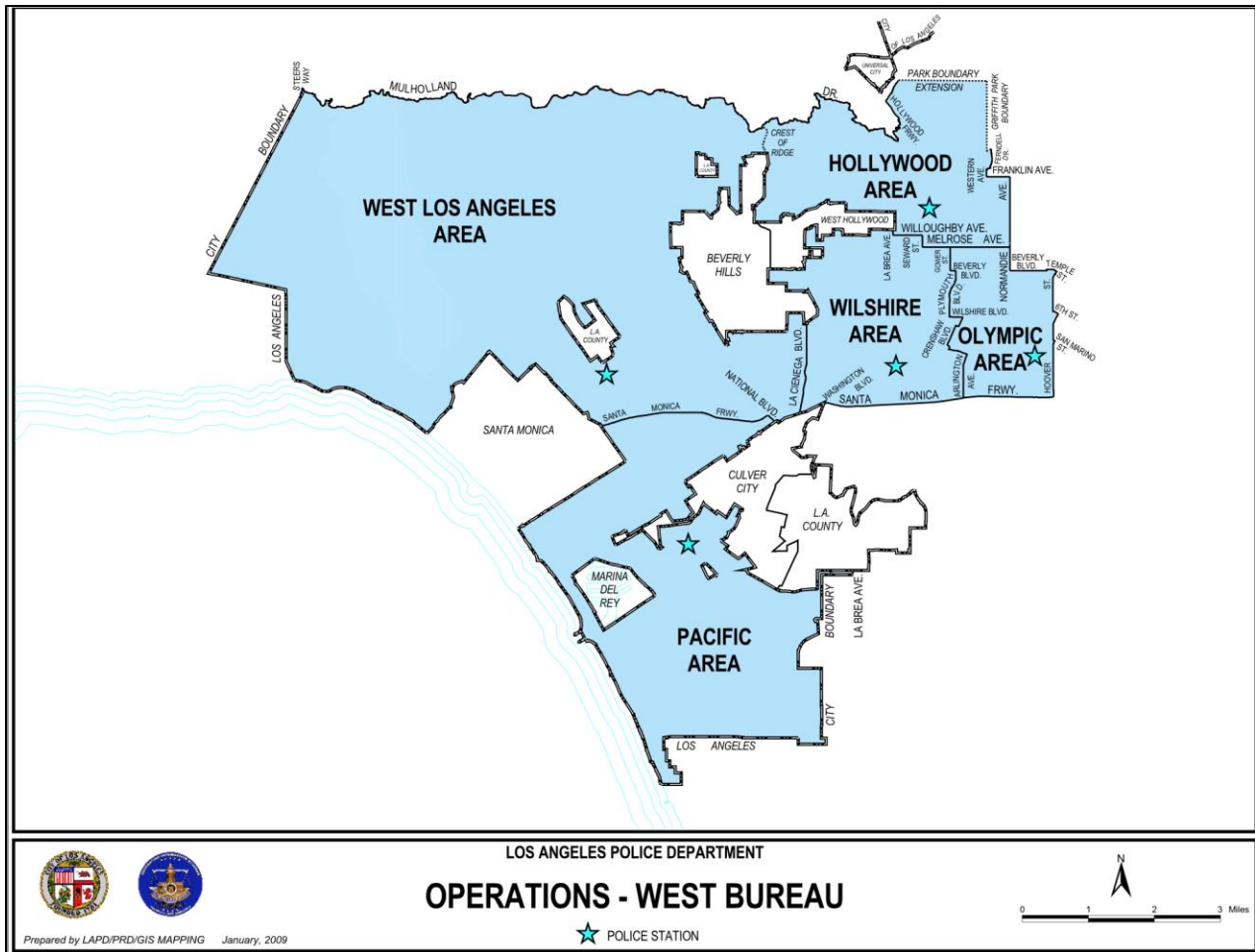
As the population of Windsor Village is expected to grow because of development, the number of people who rely on emergency response systems will also increase. Fire Station 29, which is located within the boundaries of LAFD's Central District, experiences some of the highest number of average calls daily, averaging anywhere from 31-50 calls per day²¹. This already busy fire station can expect to have its numbers further compounded by the potentially higher number of emergency calls that result from an increased population.



²¹ <http://issuu.com/lafd/docs/262609736-lafd-strategic-plan-2015-?e=17034503/13744980>

Los Angeles Police Department

The Los Angeles Police Department West Bureau is made up of 124 square miles and serves approximately 840,400 residents. The West Bureau is bounded by Forest Lawn Drive to the North, Normandie Boulevard to the East, El Segundo Boulevard to the South and Pacific Ocean to the West. Serving the Windsor Village area is the Wilshire Area police station, located at 4861 West Venice Blvd²².



Impact of the Morumbila Project on the Los Angeles Police Department

The crime statistics for the West Bureau reveal violent crimes and property crimes, with a consistent increase in total violent crimes over the past year. As the number of crimes are up, the developer must be required to increase the presence of security guards who can patrol the area and help prevent property crimes in areas near the construction site, where the lack of lighting or human presence could encourage more property theft or damage. The chart below reveals the crime statistics.

²² http://lapdonline.org/west_bureau/content_basic_view/1871



COMPSTAT

Operations - West Bureau Profile

06/07/15 - 07/04/15



**BUREAU
COMMANDING OFFICER:** Beatrice M. Girmala
Rank: DEPUTY CHIEF
Date of Rank: April 5, 2015
Date Assigned Bureau: January 25, 2015
LAPD Appointment Date: July 22, 1985



**ASSISTANT
COMMANDING OFFICER:** Blake Chow
Rank: COMMANDER
Date of Rank: January 3, 2010
Date Assigned Bureau: January 25, 2015
LAPD Appointment Date: April 23, 1990

CRIME STATISTICS for week ending 07/04/15

VIOLENT CRIMES	06/07/15 TO	05/10/15 TO	% Change	05/10/15 TO	04/12/15 TO	% Change	YTD 2015	YTD 2014	% Change	YTD 2015	YTD 2013	% Change
	07/04/15	06/06/15		06/06/15	05/09/15							
HOMICIDE	2	3	-33.3%	3	7	-57.1%	18	17	5.9%	18	12	50.0%
RAPE (121,122)	17	12	41.7%	12	21	-42.9%	132	129	2.3%	132	112	17.9%
RAPE (815,820,821)	11	9	22.2%	9	15	-40.0%	74	51	45.1%	74	31	138.7%
TOTAL RAPE	28	21	33.3%	21	36	-41.7%	206	180	14.4%	206	143	44.1%
ROBBERY	133	142	-6.3%	142	142	0.0%	867	749	15.8%	867	780	11.2%
AGGRAVATED ASSAULTS	191	143	33.6%	143	152	-5.9%	1006	784	28.3%	1006	681	47.7%
TOTAL VIOLENT	354	309	14.6%	309	337	-8.3%	2097	1730	21.2%	2097	1616	29.8%

PROPERTY CRIMES	06/07/15 TO	05/10/15 TO	% Change	05/10/15 TO	04/12/15 TO	% Change	YTD 2015	YTD 2014	% Change	YTD 2015	YTD 2013	% Change
	07/04/15	06/06/15		06/06/15	05/09/15							
BURGLARY	235	315	-25.4%	315	309	1.9%	2048	1874	9.3%	2048	1876	9.2%
MOTOR VEHICLE THEFT	205	199	3.0%	199	180	10.6%	1416	1157	22.4%	1416	1144	23.8%
BTFV	524	583	-10.1%	583	539	8.2%	3688	2962	24.5%	3688	3094	19.2%
PERSONAL/OTHER THEFT	590	629	-6.2%	629	697	-9.8%	4250	3925	8.3%	4250	3865	10.0%
TOTAL PROPERTY	1554	1726	-10.0%	1726	1725	0.1%	11402	9918	15.0%	11402	9979	14.3%
TOTAL PART I	1908	2035	-6.2%	2035	2062	-1.3%	13499	11648	15.9%	13499	11595	16.4%

Child/Spousal Abuse (Part I & II)*	203	166	22.3%	166	170	-2.4%	1161	840	38.2%	1161	822	41.2%
SHOTS FIRED	12	16	-25.0%	16	29	-44.8%	108	105	2.9%	108	71	52.1%
SHOOTING VICTIMS	8	7	14.3%	7	14	-50.0%	51	45	13.3%	51	40	27.5%

ARREST STATISTICS for week ending 07/04/15

ARRESTS	06/07/15 TO	05/10/15 TO	% Change	05/10/15 TO	04/12/15 TO	% Change	YTD 2015	YTD 2014	% Change	YTD 2015	YTD 2013	% Change
	07/04/15	06/06/15		06/06/15	05/09/15							
HOMICIDE	4	4	0.0%	4	4	0.0%	19	15	26.7%	19	20	-5.0%
RAPE	6	6	0.0%	6	10	-40.0%	50	31	61.3%	50	28	78.6%
ROBBERY	41	42	-2.4%	42	47	-10.6%	276	170	62.4%	276	242	14.0%
AGGRAVATED ASSAULT**	164	122	34.4%	122	121	0.8%	890	725	22.8%	890	774	15.0%
BURGLARY	36	43	-16.3%	43	43	0.0%	256	257	-0.4%	256	299	-14.4%
LARCENY	74	80	-7.5%	80	86	-7.0%	559	624	-10.4%	559	775	-27.9%
MOTOR VEHICLE THEFT	29	31	-6.5%	31	32	-3.1%	182	143	27.3%	182	146	24.7%
TOTAL VIOLENT	215	174	23.6%	174	182	-4.4%	1235	941	31.2%	1235	1064	16.1%
TOTAL PART I	354	328	7.9%	328	343	-4.4%	2232	1965	13.6%	2232	2284	-2.3%
TOTAL ALL ARRESTS	2345	2597	-9.7%	2597	2567	1.2%	18179	17117	6.2%	18179	21741	-16.4%

*Part II Child/Spousal Abuse Simple Assaults not included in Part I Aggravated Assaults above to comply with the FBI's Uniform Crime Reporting guidelines.

**Statistics include domestic violence.

N.C. - Not Calculable

Statistics are based on the date the crime or arrest occurred.

Infrastructure

Water Distribution

Through its workforce of 10,000 employees, the Los Angeles Department of Water and Power (LADWP) provides water to an estimated 674,000 active service connections throughout an area of 469 square miles²³, which includes Windsor Village. Established in

1902, the LADWP has developed and maintained thousands of miles of pipes in its water main network.

However, approximately 20 percent of Los Angeles' water pipes are more than 80 years old, which has proved problematic as water main breaks and water leaks have become common and resulted in millions of dollars in property damage.

Since 2006, there have been an estimated 13,000 leaks throughout Los Angeles (about four leaks per day). Hollywood Hills West, Mid-City, and Hollywood have experienced the largest number of leaks since 2010²⁴. According to the LADWP, the Mid-Wilshire area, which includes Windsor Village, had 82 water leaks since 2010, significantly higher than most of its surrounding communities. These are devastating numbers as Los Angeles faces its worst drought in history. Approximately 64% of the pipes in the Mid-Wilshire area are estimated to be between 75 and 100 years old, revealing an aging water infrastructure that will soon need to be replaced. For Mid-



²³ https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-water/a-w-factandfigures?_adf.ctrl-state=16xwk3zytt_4&_afLoop=1257354951391406

²⁴ <http://graphics.latimes.com/la-aging-water-infrastructure/>

Wilshire, an area that is already congested by traffic and construction, replacing the aging water infrastructure could negatively affect residents' quality of life as pipe replacements could further increase traffic and construction activity in the area. Any type of pipe replacement projects, however, would come at a high cost.

For its water system fiscal year 2014-2015, LADWP has operated on a \$1.5 billion budget, which allocates

- \$422 million for operations and maintenance
- \$722 million for capital projects
- \$343 for purchased water²⁵

To cover the cost of the aging water infrastructure, the LADWP plans to allocate \$1.3 billion to replace 435 miles of deteriorating pipes by 2025, and plans spend \$78 million for water main replacement in 2015²⁶.

Power

The Los Angeles Department of Water and Power (LADWP) provides Angelenos with electricity that powers homes, public streets, highways, and Los Angeles' water system²⁷. Due to the heavy energy demand, power reliability is increasingly jeopardized²⁸.

Strong winds and trees can topple power lines, further causing widespread outages. Natural disasters such as earthquakes, and man made disasters such as fires, can also affect power reliability for Los Angeles neighborhoods by resulting in blackouts. Blackouts can have devastating effects on the safety of a neighborhood, as traffic signals, medical equipment, and security systems are unable to operate²⁹. The chart on the left reveals a rise in the frequency and

Key Performance Indicators	Units	13-14 Final	Current Count FY 14-15	June 30, 2015 14-15 Target
System Average Interruption Frequency Index (SAIFI)	Outages / year	0.48	0.71	0.68
System Average Interruption Duration Index (SAIDI)	Minutes out / year	61.69	83.86	90.00
Priority A Circuits carrying extra load due to failed components	Circuits	42	30	-
Priority B Circuits that have failed components		44	39	-
Priority C Circuits carrying extra load due to field work		63	61	-
Not yet prioritized		0	-	-
Abnormal & Temporary 4.8KV Circuit Backlog - Total of Priority A & B Only		85	70	70
PSRP Poles Replaced and Reinforced	Poles	616	905	1560
Other Poles Replaced and Installed		983	698	1000
Total Poles Replaced, Reinforced, and Installed		1599	1603	2560
PSRP Substructures Replaced and Repaired	Vaults	3	8	7
Other Substructures Replaced and Repaired		38	34	-
Total Substructures Replaced and Repaired		41	42	-
PSRP Distribution Transformers Replaced	Transformers	1018	1412	450
Other Distribution Transformers Replaced and Installed		964	1023	1218
Total Distribution Transformers Replaced and Installed		1982	2435	1668
Underground Transmission Cables replaced	Cables	1	In Design	1 Cable
Length of PSRP underground cables Replaced	Miles	8.0	43.0	38.0
Length of Other underground cables Replaced and Installed		33.1	33.0	13.0
Total Length of underground cables Replaced and Installed		41.1	76.0	51.0
Preventive Maintenance-Receiving, Distribution, Customer Stations		28%	16%	20%

²⁵ https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-water/a-w-factandfigures?_afLoop=781049030065620&_afWindowMode=0&_afWindowId=1hci9ej9u_1#%40%3F_afWindowId%3D1hci9ej9u_1%26_afLoop%3D781049030065620%26_afWindowMode%3D0%26_adf.ctrl-state%3D1hci9ej9u_33

²⁶ <http://graphics.latimes.com/la-aging-water-infrastructure/>

²⁷ https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-power/a-p-pastandpresent?_adf.ctrl-state=rlhz6hv9y_4&_afLoop=790499580827020

²⁸ <http://prp.ladwp.com/Default.aspx>

²⁹ http://www.lapdonline.org/get_informed/content_basic_view/23511

duration of power system interruptions in the Los Angeles area, justifying the need for more reliable systems.

Sidewalks and Roads

The Bureau of Street Services (BSS) is the second largest Bureau within the Department of Public Works. The bureau maintains streets throughout the city, cares for an estimated 300 acres of median islands and parkways, and repairs potholes reported to 311. Los Angeles' street network consists of approximately 6,500 centerline miles of streets and 800 centerline miles of alleys³⁰.

For the 2011 "State of the Streets Report" the BSS conducted a Street Infrastructure Condition Assessment and identified the physical condition of pavements and rated them from A, for streets that were in good condition, to F, for streets that were in failing condition. The Assessment revealed that:

- 21 percent of the street system received an A
- 23 percent of the street system received a B
- 18 percent of the street system received a C
- 13 percent of the street system received a D
- 25 percent of the street system received an F

As a best management practice, it is recommended that the Los Angeles' street system infrastructure be maintained at an average condition level of B or better. This means that more than 50% of the city's streets are not properly maintained.

The report also claims that non-Residential streets should receive major rehabilitation every 15 to 20 years, while residential streets should be rehabilitated every 30-35 years. However, the report recommends that streets receive maintenance before reaching these thresholds, as there can be a financial savings of up to 50%³¹. By improving the condition of streets, the BSS can improve residents' quality of life by improving infrastructure and neighborhood aesthetics, increasing the safety of streets, and reducing traffic congestion.

In April 2015, the City of Los Angeles agreed to allocate \$1.3 billion throughout the next 30 years, to fix broken sidewalks throughout the city³². The agreement came after a lawsuit argued that crumbling impassable sidewalks violated the Americans With Disabilities Act because they prevented people with mobility impairments from accessing public pathways. Accordingly, the city will begin repairing sidewalks around:

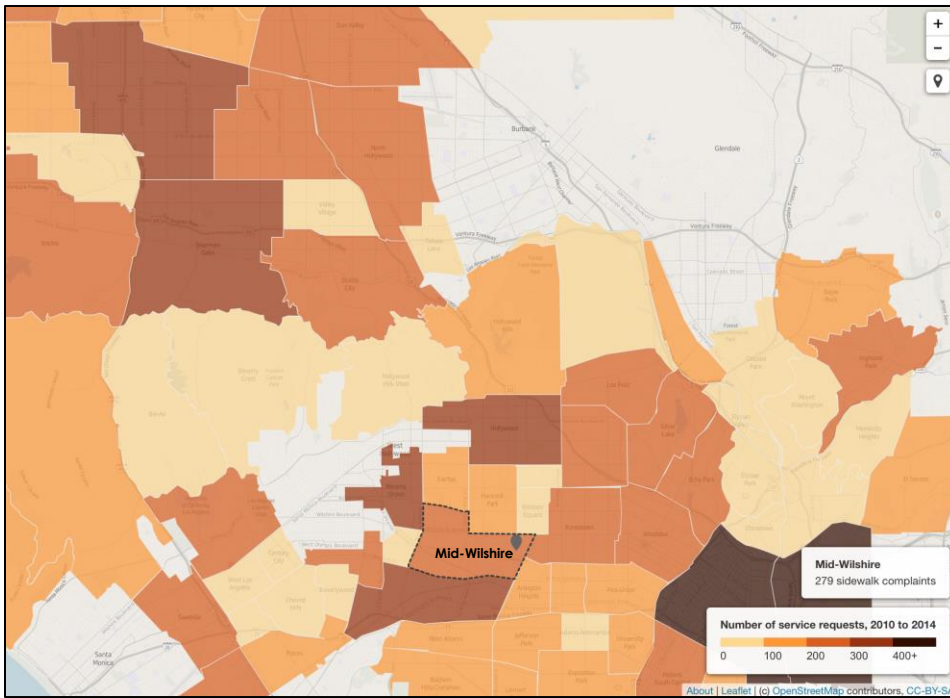
- City facilities
- Parks
- Areas that are heavily trafficked
- Areas close to hospitals
- Areas requested by people with mobility challenges, including those alongside homes

³⁰ <http://bss.lacity.org/PDFs/2011%20SOTS%20published.pdf>

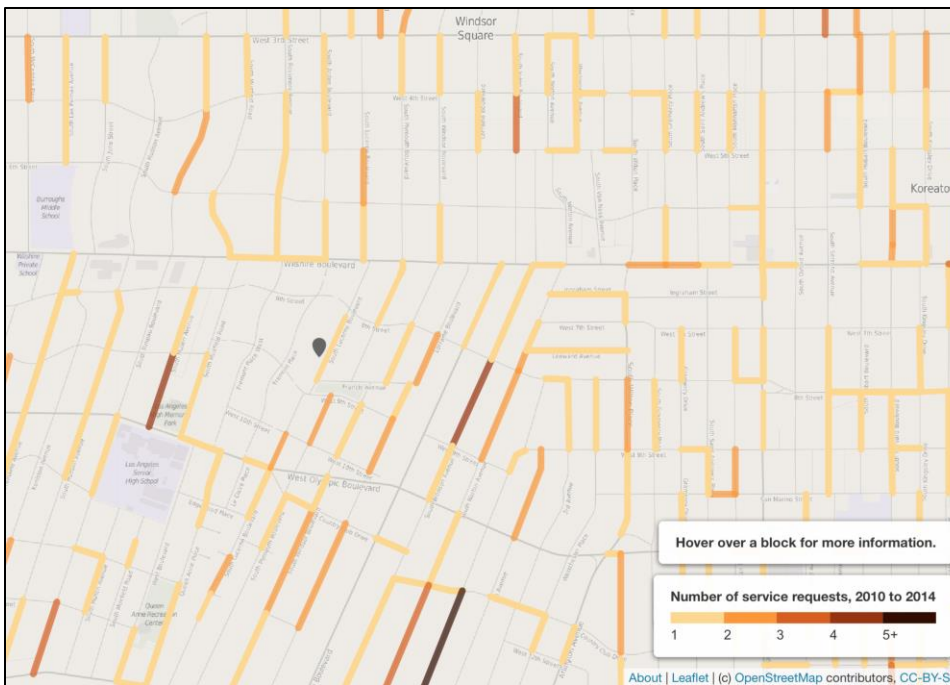
³¹ <http://bss.lacity.org/PDFs/2011%20SOTS%20published.pdf>

³² <http://www.latimes.com/local/lanow/la-me-ln-lawsuit-broken-sidewalks-20150331-story.html#page=1>

Between 2010 and 2014, the Mid-Wilshire area of which Windsor Village is a part of, filed 279 sidewalk complaints³³.



Windsor Village specifically, filed 14 sidewalk service requests



³³ http://la.curbed.com/archives/2015/06/los_angeles_worst_sidewalks.php

Street	Specific Location	Sidewalk Service Requests Filed
Lucerne Blvd.	From south of 8 th St. to Francis Ave.	1
	From 10 th St. to Olympic Blvd.	2
Plymouth Blvd.	From Wilshire Blvd. to 8 th St.	1
	From 9 th St. to 10 th St.	2
Windsor Blvd.	From 8 th St. to Francis Av.	1
	From 9 th St. to 10 th St.	1
Lorraine Blvd.	From 8 th St. to Francis Ave.	2
Victoria Ave.	From Francis Ave. to 9 th St	1
	From 9 th St. to 10 th St.	2
Crenshaw Blvd.	From Wilshire Blvd. to 8 th St.	1
TOTAL		14

Impact of the Morumbila Project on Infrastructure

Evidence suggests that the Windsor Village neighborhood is in need of a major infrastructure overhaul to address the aging water system, electricity system, and sidewalks and roads. However, infrastructural improvements like these would require extensive street closures, digging, and construction work. This would inevitably place an added strain on the already congested area of Windsor Village, which will soon face construction work from the Morumbila Project among other construction developments happening in the surrounding area. City officials must reconsider the construction timeline for the Morumbila Project, so infrastructure issues can be addressed before construction on the project begins. Failure to reevaluate a timeline that incorporates infrastructural improvements could result in millions of dollars in losses for the City of Los Angeles.

Housing

The General Plan for the City of Los Angeles Department of City Planning, provides a foundation for land use decisions. There are seven elements in the General Plan, which are approved by the City Planning Commission and adopted by the L.A. City Council³⁴. One of those elements is housing.

The rate of homeowners dropped 0.5% between 2000 and 2012. The number of renters on the other hand, increased by 0.5% during that same time. In 2012, Los Angeles had 1,418,581 housing units, of which, 45.4% were for single-family homes, and 53.9% were multi-family homes.

By 2014, Los Angeles was expected to have 1,432,553 housing units, of which 44.9% would be single-family units, while 54.3% would be multi family housing. Multi-family housing with at least five units was the most common housing type³⁵. While 36% of L.A.'s housing was built between 1970-2012, 63% of housing was built before 1970.

TABLE 3. Total Housing Units Trends 2000-2014, By Area Planning Commission					
	2000 Census ¹	2010 Census ²	2014 Estimate ³	2000-2010 % Change	2000-2014 % Change
Central LA	273,756	300,149	307,376	9.6%	12.3%
East LA	127,301	130,390	130,915	2.4%	2.8%
West LA	185,548	197,025	198,341	6.2%	6.9%
South LA	213,551	217,413	219,234	1.8%	2.7%
Harbor	64,908	67,557	67,614	4.1%	4.2%
South Valley	276,903	292,586	295,415	5.7%	6.7%
North Valley	195,267	208,877	210,918	7.0%	8.0%
Citywide	1,337,234	1,413,995	1,429,813	5.7%	6.9%

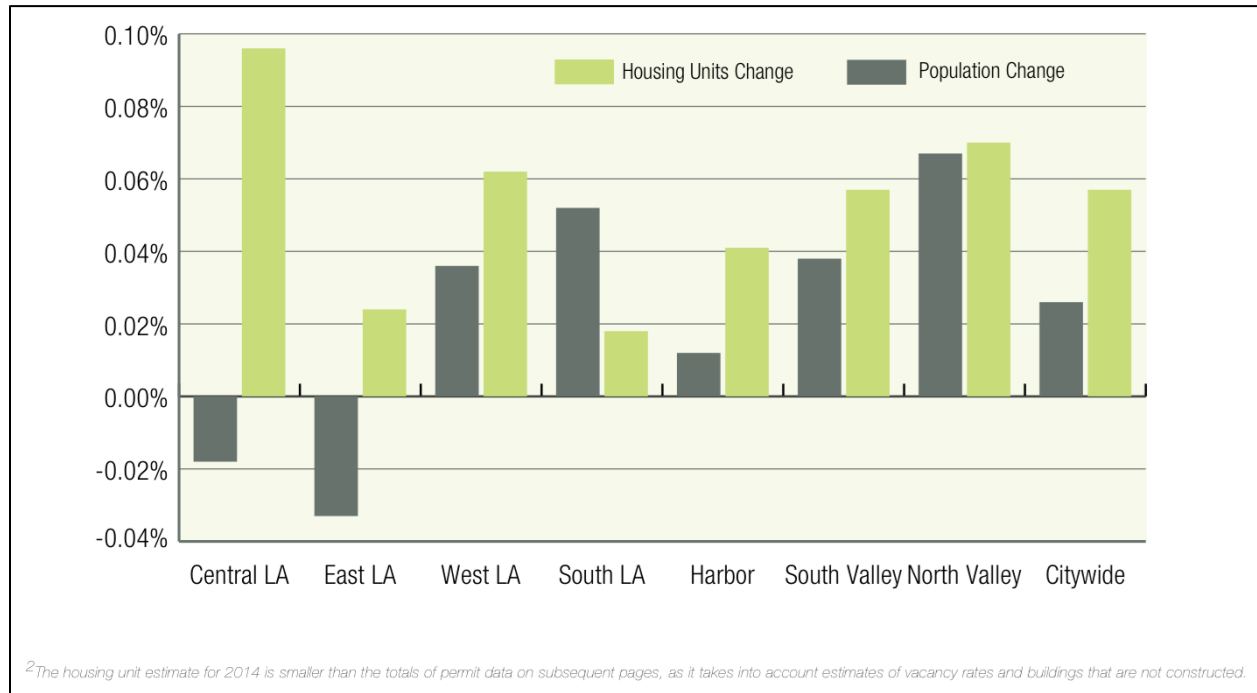
¹Bureau of Census, Decennial Census 2000, SF1
²Bureau of Census, Decennial Census 2010, SF1
³Department of City Planning, DRU, Population/Housing Estimate 07/01/2014
 Note: Rounding may cause the summation not to equal

In contrast to population growth, the increase in housing units occurred largely between 2000 and 2010. About 76,000 units were added from 2000 to 2010, while just under 16,000 have been added since then. In terms of housing units, the fastest growth during both periods has occurred in Central Los Angeles, followed by the North Valley. South Los Angeles and East Los Angeles have seen the smallest increase in housing.

According to the Growth and Infrastructure Report published by the Los Angeles Department of City Planning, Central Los Angeles, of which Windsor Village is a part of, saw the biggest increase in total housing units between 2000-2014, compared to other

³⁴ <http://planning.lacity.org>
³⁵ Growth and Infrastructure Report 2014

communities including East Los Angeles, West Los Angeles, South Los Angeles, Harbor Area, South Valley, and North Valley³⁶. The Growth and Infrastructure Report also compares the growth in population to housing units, to identify the areas where the supply does not match the demand.



The chart reveals that between 2000-2010, the population in the Central Los Angeles area dropped, while the housing unit availability skyrocketed – significantly more than any other area.

Impact of the Morumbila Project on Housing

The Morumbila Project will offer 32 units in the Windsor Village area. This is in addition to the many apartment complexes that already exist, are currently under construction, have already been approved, or are awaiting approval. If the information holds true, there will soon be a surplus in housing, relative to the actual demand.

³⁶ http://planning.lacity.org/PolicyInitiatives/GrowthandInfrastructure/GIReport_2014.pdf

Existing Condominiums and Apartments in Windsor Village

Street: Crenshaw Boulevard					
Number	Year Built	Status	Type	Units (Zimas)	Parking
701	1939	5D3 – Contributor	HP03 – Multiple Family Property	9	
707	1940	5D3-Contributor – Altered	HP03 – Multiple Family Property	10	Y
711	1964	6L – Non-Contributor	HP03 – Multiple Family Property	12	
727	1923	5D3-Contributor- Altered	HP03 – Multiple Family Property	3	Y
731	1920	6L- NonContributor	HP03 – Multiple Family Property	1	
737	1933	5D3-Contributor	HP03 – Multiple Family Property	9	
803	1954	5D3-Contributor	HP03 – Multiple Family Property	20	Y
811	1968	6L-Non-Contributor	HP03 – Multiple Family Property	16	
829	1940	5D3-Contributor	HP03 – Multiple Family Property	6	
837	2006	6L-Non-Contributor	HP03 – Multiple Family Property	1	
845	2006	6L-Non-Contributor	HP03 – Multiple	4	

			Family Property		
851	1921	5D3-Contributor-Altered	HP03 – Multiple Family Property	3	
857	1957	6L Non-Contributor	HP03 – Multiple Family Property	8	
871	2005	6L-Non-Contributor	HP03 – Multiple Family Property	1	
887	1924	6L-Non-Contributor	HP03 – Multiple Family Property	2	

Street: Francis Avenue

Number	Year Built	Status	Type	Units	Parking
4327	1937	5D3 – Contributor	HP03 – Multiple Family Property	6	
4407	1973	6L-Non-Contributor	HP03 – Multiple Family Property	1	

Street: S. Lorraine Boulevard

Number	Year Built	Status	Type	Units	Parking
715	1923	5D3-Contributor	HP03 – Multiple Family Property	2	
719	1928	5D3-Contributor	HP03 – Multiple Family Property	2	
725	1928	5D3-Contributor	HP03 – Multiple Family Property	3	
732	1964	6L-Non-Contributor	HP03 – Multiple Family Property	5	
739	1994	6L-Non-	HP03 –	1	

		Contributor	Multiple Family Property		
801	1989	6L-Non-Contributor	HP03 – Multiple Family Property	1	
815	1920	6L-Non-Contributor	HP03 – Multiple Family Property		
824	1939	5D3-Contributor-Altered	HP03 – Multiple Family Property		
852	1959	5D3-Contributor	HP03 – Multiple Family Property		
853	1955	5D3-Contributor	HP03 – Multiple Family Property		

Street: S. Lucerne Boulevard

Number	Year Built	Status	Type	Units	Parking
801	1962	5D3-Contributor	HP03 – Multiple Family Property		
806	1974	6L-Non-Contributor	HP03 – Multiple Family Property		
810	1989	6L-Non-Contributor	HP03 – Multiple Family Property		
811	1992	6L-Non-Contributor	HP03 – Multiple Family Property		
818	1965	6L-Non-Contributor	HP03 – Multiple Family Property		
828	1957	5D3-Contributor	HP03 – Multiple		

			Family Property		
834	1958	5D3-Contributor	HP03 – Multiple Family Property		
835	1980	6L-Non-Contributor	HP03 – Multiple Family Property		
848	1926	5D3-Contributor	HP03 – Multiple Family Property		
852	1957	5D3-Contributor	HP03 – Multiple Family Property		
853	1961	6L-Non-Contributor	HP03 – Multiple Family Property		
860	1989	6L-Non-Contributor	HP03 – Multiple Family Property		
865	1935	5D3-Contributor-Altered	HP03 – Multiple Family Property		
870	1932	5D3-Contributor-Altered	HP03 – Multiple Family Property		
871	1986	6L-Non-Contributor	HP03 – Multiple Family Property		
877	1955	5D3-Contributor	HP03 – Multiple Family Property		
885	1940	5D3-Contributor	HP03 – Multiple Family Property		
893	1937	5D3-	HP03 –		

		Contributor	Multiple Family Property		
897	1937	5D3-Contributor	HP03 – Multiple Family Property		
900	1922	5D3-Contributor	HP03 – Multiple Family Property		
901	1922	5D3-Contributor	HP03 – Multiple Family Property		
908	1922	5D3-Contributor-Altered	HP03 – Multiple Family Property		
909	1923	5D3-Contributor	HP03 – Multiple Family Property		
913	1923	6L-Non-Contributor	HP03 – Multiple Family Property		
927	1922	6L-Non-Contributor	HP03 – Multiple Family Property		
931	1922	5D3-Contributor-Altered	HP03 – Multiple Family Property		
932	1921	6L-Non-Contributor	HP03 – Multiple Family Property		
936	1922	5D3-Contributor-Altered	HP03 – Multiple Family Property		
939	1922	5D3-Contributor-Altered	HP03 – Multiple Family Property		

942	1923	6L-Non-Contributor	HP03 – Multiple Family Property		
945	1921	5D3-Contributor	HP03 – Multiple Family Property		
951	1921	5D3-Contributor	HP03 – Multiple Family Property		

Street: S. Plymouth Boulevard

Number	Year Built	Status	Type	Units	Parking
720	1955	5D3-Contributor	HP03 – Multiple Family Property		
728	1928	5D3-Contributor	HP03 – Multiple Family Property		
732	1939	5D3-Contributor-Altered	HP03 – Multiple Family Property		
737	1937	5D3-Contributor-Altered	HP03 – Multiple Family Property		
742	1954	5D3-Contributor	HP03 – Multiple Family Property		
746	1951	5D3-Contributor	HP03 – Multiple Family Property		
747	1954	5D3-Contributor	HP03 – Multiple Family Property		
756	1952	5D3-Contributor	HP03 – Multiple Family Property		
757	1928	5D3-	HP03 –		

		Contributor	Multiple Family Property		
763	1937	5D3-Contributor	HP03 – Multiple Family Property		
764	1941	5D3-Contributor	HP03 – Multiple Family Property		
801	1975	6L-Non-Contributor	HP03 – Multiple Family Property		
815	1955	5D3-Contributor-Altered	HP03 – Multiple Family Property		
823	1957	5D3-Contributor	HP03 – Multiple Family Property		
826	1938	5D3-Contributor	HP03 – Multiple Family Property		
833	1959	6L-Non-Contributor	HP03 – Multiple Family Property		
839	1959	6L-Non-Contributor	HP03 – Multiple Family Property		
844	1936	5D3-Contributor	HP03 – Multiple Family Property		
845	1995	6L-Non-Contributor	HP03 – Multiple Family Property		
849	1958	5D3-Contributor	HP03 – Multiple Family Property		

850	1950	5D3-Contributor	HP03 – Multiple Family Property		
857	1990	6L-Non-Contributor	HP03 – Multiple Family Property		
1004	1921	6L-Non-Contributor	HP03 – Multiple Family Property		
1010	2006	6L-Non-Contributor	HP03 – Multiple Family Property		
1015	1924	5D3-Contributor	HP03 – Multiple Family Property		
1019	1922	5D3-Contributor-Altered	HP03 – Multiple Family Property		
1020	1922	6L-Non-Contributor	HP03 – Multiple Family Property		

Street: S. Windsor Boulevard

Number	Year Built	Status	Type	Units	Parking
722	2005	6L-Non-Contributor	HP03 – Multiple Family Property		
729	1960	5D3-Contributor	HP03 – Multiple Family Property		
737	1991	6L-Non-Contributor	HP03 – Multiple Family Property		
744	1957	5D3-Contributor-Altered	HP03 – Multiple Family Property		
750	1965	6L-Non-	HP03 –		

		Contributor	Multiple Family Property		
754	1961	5D3-Contributor-Altered	HP03 – Multiple Family Property		
765	1960	5D3-Contributor	HP03 – Multiple Family Property		
770	1925	5D3-Contributor	HP03 – Multiple Family Property		
805	1935	5D3-Contributor	HP03 – Multiple Family Property		
817	1953	5D3-Contributor	HP03 – Multiple Family Property		
822	1972	6L-Non-Contributor	HP03 – Multiple Family Property		
825	1957	5D3-Contributor	HP03 – Multiple Family Property		
837	1963	6L-Non-Contributor	HP03 – Multiple Family Property		
845	1960	5D3-Contributor	HP03 – Multiple Family Property		
855	1958	5D3-Contributor	HP03 – Multiple Family Property		
861	1992	6L-Non-Contributor	HP03 – Multiple Family Property		

