

February 8, 2016

#3

Doug Haines, La Mirada Avenue Neighborhood Association
P.O. Box 93596
Los Angeles, CA 90093-0596

Date 2-9-16
Submitted in PLUM Committed
CPC File No 16-0033

Planning and Land Use Management Committee,
Los Angeles City Council
c/o Office of the City Clerk
City of Los Angeles, City Hall
200 N. Spring Street, Rm. 395
Los Angeles, CA 90012

Communication from Appellant

RE: Council File 16-0033

Case No.: CPC-2015-74-GPA-CUB-SPP-SPR

CEQA No.: ENV-2008-1421-EIR

Project Location: 5500 – 5544 Sunset Blvd., 1417 – 1441 N. Western Ave., 1414 St. Andrews Pl.,
and 5505 – 5545 De Longpre Ave.

Dear Chair Huizar, and Honorable Council members:

Please note the following objections to the City Planning Commission’s November 12, 2015 approval of significant changes to the Vermont/Western Transit Oriented District Specific Plan in order to accommodate the “Target at Sunset and Western” project. The Planning and Land Use Management Committee is tentatively scheduled on February 9, 2016 to hear our neighborhood association’s appeal of the City Planning Commission’s re-approval of the project.

If completed as proposed, the Target development would consist of a structure 74 feet, 4 inches in height, with 194,749 sq. ft. of retail development and 225,286 sq. ft. of above-grade parking spaces in two levels totaling 458 stalls. Total site development is 420,035 sq. ft. The net lot area is 160,678 sq. ft. The primary component of the project would be a 163,862 sq. ft. Target retail store on the third level, with 30,887 sq. ft. of unidentified retail at ground level. The applicant is Target Corporation.

Target seeks to amend the General Plan, the Vermont/Western Transit Oriented Specific Plan, and the Hollywood Community Plan to proceed with its project, which the Courts invalidated in 2014.

I. THE VERMONT/WESTERN TRANSIT ORIENTSPECIFIC PLAN WAS CREATED TO REDUCE VEHICLE TRIPS, NOT PROMOTE A ‘HIGHWAY ORIENTED’ SUBAREA.

In a November 29, 2000 report to the Los Angeles City Council (attached at **Exhibit 1**), City Director of Planning Con Howe described the Vermont/Western Transit Oriented District Specific Plan (also known as the Station Neighborhood Area Plan, or “SNAP”), as “a transit and pedestrian oriented specific plan for a portion of east Hollywood.” Mr. Howe also emphasized that “[t]he Plan is intended to maximize the local economic development and transit ridership potential of the Metro Red Line Subway system.” As further explained by Mr. Howe:

“The Plan reduces air pollution by providing the means for a significant change in travel behavior from high polluting single occupancy automobile use to less polluting or non-polluting travel modes such as transit, walking and bicycle use.”

“The Plan also encourages pedestrian activity with incentives for mixed-use residential and commercial development, and design standards for shared streets in residential areas. These standards create environments that facilitate walking and bicycling over single occupancy vehicle use.”

“The development of the Plan implements the objectives of the Transportation Improvement and Mitigation Program (TIMP), the Southern California Area Governments Regional Mobility Plan and the Congestion Management Program, by reducing traffic congestion.”

“The Framework and the TIMP estimated that integrated land use plans such as this specific plan will reduce 2010 air emissions (ROG, NOX and SOX) by 13% to 705 tons per day. The TIMP estimated that implementation of land use measures like those contained in this Specific Plan will increase citywide transit ridership from 1.1 million daily transit trips in 1990 to 2.9 million daily trips in 2010.”

Mr. Howe stated in his report that **“the guiding principle of the Plan is to reduce vehicle trips, and that SNAP will “increase transit ridership and promote pedestrian orientation in the community through the mechanism of pedestrian oriented design guidelines for articulated building facades...”** This is in stark contrast to Target’s efforts to gut the Design Guidelines by removing language that demotes single-occupancy vehicular use. Note the change in text for the Design Guidelines of a new Highway Oriented Subarea F:

Existing language Subarea C (at page 22 in Exhibit 2):

DESIGN GUIDELINES

1. Urban Form. Implementation of the Plan, Ordinance and Guidelines will begin to transform these commercial streets away from a highway oriented, suburban format into a distinctly urban, pedestrian oriented and enlivened atmosphere. Out door eating areas, and informal gatherings of chairs and benches are encouraged. **These streets should begin to function for the surrounding community like an outdoor public living room. Transparency should exist between what is happening on the street and on the ground floor level of the buildings.**

Note Target’s proposed rewording for Subarea F:

DESIGN GUIDELINES

1. Urban Form. Implementation of the Plan, Ordinance and Guidelines will begin to transform these sites into a distinctly urban, pedestrian oriented and enlivened atmosphere that accommodates large-scale or superstore retail centers. Outdoor eating areas, and informal gatherings of chairs and benches are encouraged.

In enacting SNAP, the City Council also amended the land use designation in the Hollywood Community Plan for areas designated Subarea C (from Highway Oriented to Community Center -- note page 9 of **Exhibit 3**). Yet the City is not proposing an amendment to the Hollywood Community Plan to revert Sunset Blvd. and Western Ave. within SNAP back to its Highway Oriented status prior to the creation of the Specific Plan. Amending the area's designation is required for consistency with the General Plan. Instead, City Planning is merely requesting an amendment to the Hollywood Community Plan to re-designate Sunset Blvd. and Western Ave. adjacent to the subject lot from Major Highways to Modified Major Highways, in order to retain dedication requirements, or as staff contends at page F-1 of the Determination Letter, "only a change in nomenclature." This is improper not only in regards to designation, but in its attempt to designate a 1-block segment of SNAP separate from the rest of Sunset Blvd. and Western Ave.

Additionally, SNAP's 2001 Statement of Overriding Considerations emphasizes that "The Plan reduces air pollution by providing the means for a **significant change in travel behavior from high polluting single occupancy automobile use to less polluting or non-polluting travel modes** such as transit, walking and bicycle use." (See page 3 of **Exhibit 4**). Target's proposed Highway Oriented Subarea F would eliminate this benefit. Target did not prepare an environmental impact report to assess impacts associated with the creation of Subarea F, and subsequently there has not been any revision to the original EIR's Statement of Overriding Considerations. The project is therefore in violation of the California Environmental Quality Act (CEQA).

SNAP's approval in 2001 hinged on its emphasis on reducing single-occupancy vehicle trips. Note at **Exhibit 5** further discussion of this overriding premise as presented in 2000 by Planning Staff to the City Planning Commission.

II. SUBAREA F IS NOT LIMITED TO THE TARGET SITE

Target is proposing the creation of a "Subarea F" to substitute for the multiple entitlements originally granted it by the City (subsequently overturned by the Court). Subarea F constitutes a "free-floating" zone within SNAP. Unlike Subareas A through E, however, Subarea F is not constrained by boundaries. Instead, it is defined by proximity to subway portals and freeway on- and off-ramps, parcel size and development square footage. If Subarea F is enacted by ordinance, then any site meeting the criteria of being: (1) within 1,500 feet of both a subway portal and freeway on- and off-ramps; (2) comprised of 3.5 acres or greater; and (3) including a commercial project exceeding 100,000 sq. ft., automatically qualifies an applicant for greatly enhanced development options and significantly reduced Code constraints.

Attached at **Exhibit 6** please note two maps previously circulated by the Planning Department that identified Subarea F as including the existing Home Depot property immediately west of the Target site, and the Food 4 Less area east of the Target site. The former OSH location north of the Target site would also qualify were more land assembled into a unified lot. Parcels on both Hollywood Blvd. and Vermont Ave. (south of the 101 Freeway) could also qualify as Subarea F, dependent upon the acquisition and demolition of residential and commercial properties to meet lot assemblage goals.

Target claims that any applicant seeking the benefits of Subarea F would be required to amend SNAP in order to change existing boundaries. Yet this claim lacks legal relevance, since Subarea F is not delineated by boundaries, and therefore two subareas can apply to one project site. Subarea F, if approved, would therefore create enormous internal contradictions within SNAP.

Section 11.5.3 of the Los Angeles Municipal Code grants the Director of Planning or other member of Planning Staff to “interpret” such disparities outside of the public hearing process. As stated in the LAMC:

“In addition to the duties set forth in the Charter, the Director of Planning shall have the authority to interpret the meaning of the General Plan and specific plans in instances when there is a lack of clarity in the meaning of those regulations, subject to appellate review. The Director may appoint a designee to act on his her behalf, in which case, references in this article to Director shall include this designee, unless stated otherwise.”

Other parcels that meet the requirements for Subarea F could therefore be approved without – as Planning Staff incorrectly claims – amending the Specific Plan. A designee of the Director of Planning, in this instance a junior level planner, could approve a project as being within Subarea F due to a “lack of clarity” as to the site’s designation. Director of Planning determinations require notification only to abutting properties.

This is especially relevant due to the availability of land for sale adjacent to the Target site. As noted in Exhibit 7, the 7-acre Food –4–Less property across Western Ave. is for sale.

III. NEITHER THE TARGET ENVIRONMENTAL IMPACT REPORT NOR SNAP’S ORIGINAL ENVIRONMENTAL ANALYSIS CONSIDERED A SUBAREA F, AND THEREFORE AN ADDENDUM TO THE TARGET EIR IS INADEQUATE UNDER CEQA

The Target EIR has a 2010 baseline that reviewed a site-specific project requiring eight exceptions to SNAP. The project now before the Council, in contrast, would create an entirely new subarea that is not confined to the Target site, and instead requests amendments not only to SNAP, but also to the General Plan and the Hollywood Community Plan. The prior Target project is therefore not the current Target project either in scope or subject site location, and is not in any manner applicable to the entitlement requests now presented for your review.

As noted by senior planner Blake Lamb in a September 30, 2015 email to Ed Hunt of the Hollywood Studio District Neighborhood Council (attached at Exhibit 8), “*the Specific Plan Amendment proposes to create the new subarea, per 11.5.7.G.10, which requires an Amendment for ‘Other significant policy changes or modifications to specific plan regulations which affect the entire specific plan area or any of its subareas, as determined by the Director.’ The creation of Subarea F falls into this category.*”

By Ms. Lamb’s own acknowledgement, Subarea F affects the “entire specific plan area” and is a “significant policy change” by introducing broad commercial development alterations to SNAP. Under CEQA Guidelines Section 15162(a), re-circulation of an EIR is required if substantial changes are proposed to a project. Subarea F was not studied when SNAP was created in 2001 (never being contemplated for a specific plan whose primary purpose is to promote transit-oriented development, not highway/automobile-oriented development). A re-circulated EIR with a new baseline and accurate, finite project description is therefore required under CEQA to adequately review new Subarea F. To do otherwise is piecemeal environmental review. In the meantime, the project addendum cannot be certified and the new Target entitlements cannot be approved.

The purpose of CEQA is to reveal, rather than hide, potential environmental impacts from the public. CEQA exists “to inform the public and its responsible officials of the environmental consequences of their decisions *before* they are made. Thus, the EIR protects not only the environment but also informed self-government. [T]he ultimate decision of whether to approve a project, be that decision right or wrong, is a nullity if based upon an EIR that does not provide the decision-makers, and the public, with the information about the project that is required by CEQA. The error is prejudicial if the failure to include relevant information precludes informed decision making and informed public participation, thereby thwarting the statutory goals of the EIR process.” Napa Citizens for Honest Government v. Napa County Board of Supervisors (2001) 91 Cal.App.4th 342, 355-356 (italics in original).

Target Corporation has had 18 months to prepare and re-circulate an updated EIR that properly studies both Subarea F and the implications of amending SNAP, the General Plan, and the Hollywood Community Plan. Instead, both Target and City Planning staff offer this Committee gimmicks and slight of hand in a clumsy attempt to legitimize the illegal project approvals previously terminated by the court. If this Committee cares at all about rules and the law, then it will reject Target’s requested entitlements and send this matter back to square one.

IV. THE UPDATED TRAFFIC ANALYSIS OMITTS SEVERAL MAJOR DEVELOPMENTS IN CLOSE PROXIMITY TO THE TARGET SITE.

Under the California Environmental Quality Act, an environmental review must discuss significant cumulative impacts to which a project contributes an incremental amount. (Guidelines, § 15130, subd. (a)). “As defined in Section 15355, a cumulative impact consists of an impact which is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts.” (*ibid.*) “The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.” (*Id.*, § 15355, subd. (b)).

All proposed, recently approved, under construction, or reasonably foreseeable projects that could produce a related or cumulative impact on the local environment when considered in conjunction with the proposed project are required under CEQA to be included in the EIR. However, several key projects are notably absent from the List of Related Projects for the updated traffic analysis. These are: the revised, 253-unit mixed-use development at 1350 N. Western Ave., a half block south of the Target site; a 185-unit proposed residential development at 1325 N. St. Andrews, across from the Target site; a 75-unit residential project at the southeast intersection of Fountain and Western Avenues, two blocks south of the Target site; and a 91-unit mixed use building at 1661 N. Western Ave., two blocks north of the Target site.

- 1) **Western Mixed Use, 1350 N. Western Ave.** Case # DIR 2015-2512.
253 residential units, with 4,060 sq. ft. of ground floor commercial on the approximately 4-acre former Deluxe Labs lot. (See **Exhibit 9**).
- 2) **St. Andrew Apartments, 1325 N. St. Andrews Pl.**
185 residential units (see **Exhibit 10**).

- 3) **1266-1276 N. Western Ave.**
75 residential units (see **Exhibit 11**).
- 4) **The Entrepreneur, 1661 N. Western Ave.**
91 residential units and 15,300 sq. ft. of retail (see **Exhibit 12**).

The failure of the updated Traffic Analysis to accurately account for the cumulative impacts associated with 614 residential units proposed to be constructed in close proximity to the Target site is particularly glaring in light of the significant environmental impacts stemming from the concurrent introduction of so many other massive projects in the Hollywood area. “Proper cumulative impacts analysis is absolutely critical to meaningful environmental review...” Bakersfield Citizens for Local Control v. City of Bakersfield. (2004) 124 Cal.App.4th 1184, 1203, 1217.

Cumulative impacts analysis is particularly important in the urban setting. King County Farm Bureau v. City of Hanford, supra, 221 Cal.App.3d at 720 (“absent meaningful cumulative analysis, there would never be any awareness or control over the speed and manner of downtown development. Without that control, ‘piecemeal development would inevitably cause havoc in virtually every aspect of the urban environment’”) citing San Franciscans for Reasonable Growth v. City and County of San Francisco (1984) 151 Cal.App.3d 61. See also Los Angeles Unified School Dist. v. City of Los Angeles (1997) 58 Cal.App.4th 1019, 1025 (a project’s impacts can assume “threatening dimensions...when considered in light of the other sources with which they interact”).

“The requirement for a cumulative impact analysis must be interpreted so as to afford the fullest protection of the environment within the reasonable scope of the statutory and regulatory language.” Citizens to Preserve the Ojai v. County of Ventura (1985) 176 Cal.App.3d 421, 431-432.

If it is “reasonable and practical” to include other projects in a project’s cumulative impacts analysis, then the lead agency is required to do so.” San Franciscans For Reasonable Growth v. City and County of San Francisco, supra, 151.App.3d at 77. “The Guidelines explain that a discussion of cumulative effects should encompass ‘past, present, and *reasonably anticipated future projects*.’” Laurel Heights Improvement Assn. v. Regents of University of California (1988) 47 Cal.3d 376, 394; citing Guidelines § 15130 (b)(1)(A); italics in original.

For example, Citizens Assn., supra, 172 Cal.App.3d 151, explicitly states that while projects “currently under environmental review unequivocally qualify as probable future projects to be considered in a cumulative analysis...even projects anticipated beyond the near future should be analyzed for their cumulative effect.” Id. at 168.

A project that is under environmental review is a “reasonably foreseeable probable future project” within the meaning of the Guidelines. (Guidelines, § 15355, subd. (b)). This is because once review is begun, a significant investment of time, money and planning has probably occurred. Thus, once environmental review commences, the project is probable rather than merely possible. Friends of the Eel River v. Sonoma County Water Agency, 108 Cal.App.4th at p. 870; San Franciscans for Reasonable Growth v. City and County of San Francisco, supra, 151 Cal.App.3d at pp. 74-75

It is an abuse of discretion to fail to include projects under environmental review if the omission will cause the severity and significance of the impacts to be gravely understated. San Franciscans for Reasonable Growth v. City and County of San Francisco, supra, 151 Cal.App3d at pp. 77-78

“Proper cumulative impacts analysis is absolutely critical to meaningful environmental review...” Bakersfield Citizens for Local Control v. City of Bakersfield (2004) 124 Cal.App.4th 1217. “[Q]uestions concerning...cumulative impacts constitute important issues of broad public interest that are likely to reoccur.” (*Id.* at 1184, 1203).

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The updated Traffic Analysis is inadequate, and must be redone as part of a new EIR.

V. THE APPLICANT HAS OFFERED NO EVIDENCE FOR PUBLIC CONVENIENCE AND NECESSITY TO JUSTIFY ITS REQUEST FOR BEER AND WINE SALES IN A REPORTING DISTRICT OF INCREASING CRIME, AND THE CITY PLANNING COMMISSION HAS ABUSED ITS DESCRETION BY MAKING THE GRANT OF THE CONDITIONAL USE BEVERAGE PERMIT PERMANENT.

1) The subject Reporting District has an extremely high crime rate.

The Target site is located in LAPD Crime Reporting District 668. The Determination Letter acknowledges at page F-27 that RD 668 had a total of 609 Part I and Part II crimes and arrests in 2014, compared to the citywide average of 163 Part I and Part II crimes and arrests, and the high crime reporting district average of 196 Part I and Part II crimes and arrests for the same period. In other words, RD 668 had a 2014 crime rate 380% greater than the citywide average. As stated in the Determination Letter, many of the Part I and Part II crimes and arrests were for alcohol and drug activity.

The high crime rate for the Target project site is particularly troubling since citywide reporting districts have seen a significant reduction in crime since the Target EIR’s Notice of Preparation was issued in 2010, while the project site has conversely experienced a significant crime increase.

RD 668 had a total of 475 Part I and Part II crimes and arrests in the year 2010, with a high level of narcotics arrests and public drunkenness, and the highest number of gambling arrests. Los Angeles' 1,135 Reporting Districts reported 266,457 offenses and arrests for 2010, an average of 235 crimes and arrests per Reporting District. The Project's Reporting District therefore had a 2010 crime rate just over 200% above the citywide average, and has therefore nearly doubled in just five years (see **Exhibit 13**).

RD 668 is surrounded by Reporting Districts 648, 657, 659, 669, 667, and 677. In 2014, while RD 668 had 619 Part I and Part II crimes, the surrounding Reporting Districts had less than half that total (see **Exhibit 14**). Note chart below showing significantly lower crime rates in the surrounding districts:

Reporting District	Part I Crimes	Part II Crimes	Total crimes 2014
648	147	171	318
657	87	182	269
659	94	145	239
667	82	173	255
668	156	453	609
669	106	137	243
677	62	144	206

2) The Commission abused its authority by granting Target an alcohol license in perpetuity.

The number of conditions imposed upon the Applicant for beer and wine sales are significantly less than those imposed on other CUB requests, and the Determination Letter omits the sunset clause included in the 2012 approval by the Central Area Planning Commission. Target therefore has been given a permanent grant of a permit to sell alcohol at its Hollywood store. In 2012, Condition of Approval #99 read as follows:

“The authorization granted herein is for a period of fifteen (15) years from the effective date of this grant. Thereafter, this authorization shall become null and void and the applicant shall be required to file for and obtain approval of a new conditional use grant pursuant to Section 12.24-W.1 of the Municipal Code in order to continue the sale of beer and wine for off-site consumption.”

In contrast, the City Planning Commission's 2015 Determination Letter eliminates the above clause, granting Target an alcohol license in perpetuity, when a 5-year approval for new applicants is standard.

By comparison, in 2010 the Walgreen's at the northeast corner of Sunset Blvd. and Western Ave. received the grant of a Conditional Use Beverage permit for the sale of beer and wine with a **seven-year termination clause** (see Condition of Approval #7 of **Exhibit 15**). Walgreen's, which operates over 7,000 stores nationwide, also voluntarily is conditioned to prohibit the sale of malt liquor or single bottles of beer (Condition of Approval #10), while no such limitations have been imposed upon Target.

There is no excuse for the City to impose stringent conditions on the approval of other CUB requests, while granting extraordinary privileges for Target.

VI. TARGET'S APPEAL HAS NO MERIT

In its appeal, Target challenges the authority of the City Planning Commission to impose a Childcare Facility requirement upon developments within the new Subarea F. Target instead says that it is “willing to compromise” and proposes that it fund “a simple payment system for employees actually needing childcare.”

Clearly, Target doesn't understand that laws are to be obeyed, not negotiated. Establishing “a simple payment system” for employee childcare cannot be verified by the Department of Building and Safety, nor would doing so encourage Target managerial staff to hire women whose need for childcare would create an additional financial impediment to higher store profits.

Similarly, Target has no right to alter the City's standard indemnification clause. The City ultimately has the authority to resolve litigation, not a Real Party.

VII. TARGET CAN DESIGN A SMALLER STORE

Note at **Exhibit 16** that Target is now opening stores of only 25,000 sq. ft. This is in addition to the “Urban Target” stores of 100,000 sq. ft. or less. Also note at **Exhibit 17** that Target is “trying out” home delivery, when Target previously sought an exception from the SNAP requirement.

VIII. CONCLUSION

If you care about rules and the law, then you will reject this proposal for making a mockery of the law.

It would create a new Subarea F for Highway development, in a specific plan created for transit-oriented development, with no environmental review of its impacts to our community and this Plan.

If you don't care about rules and the law, but want good architecture, you'll also reject this proposal, as did the Hollywood Design Review Committee, since this project is the opposite of quality architecture.

If you don't care about rules and the law and good architecture, then perhaps you care about good union jobs over minimum wage part time Target jobs, since Target's grocery component likely will destroy the hundreds of good union jobs at Food 4 Less and Ralph's, just as over a hundred union jobs at the former Farm Fresh Ranch Market were eliminated when Target forced the store out.

Then again, if this City Council doesn't care about rules and the law, good architecture or good jobs, then there's a seat for you with Target and the Planning Department, which is where you belong.

Thank you,

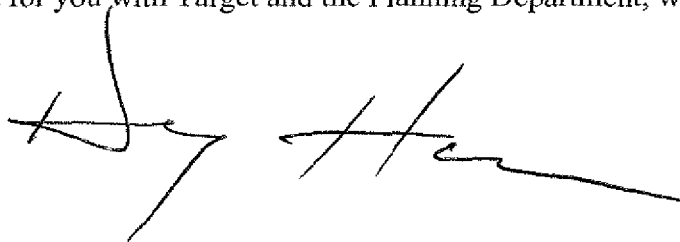
A handwritten signature in black ink, appearing to be a stylized name, possibly "J. H.", written over a horizontal line.

Exhibit 1

DEPARTMENT OF
CITY PLANNING
221 N. FIGUEROA STREET
LOS ANGELES, CA 90012-2601

CITY PLANNING
COMMISSION

PETER M. WEIL
PRESIDENT

JORGE JACKSON
VICE-PRESIDENT

RODGER M. LANDAU
MARNA SCHNABEL
ROBERT L. SCOTT

GABRIELE WILLIAMS
COMMISSION EXECUTIVE ASSISTANT
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RICHARD J. RIORDAN
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NOV 29 2000

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November 29, 2000

City Plan Case No. 00-1976 SP

The Honorable John Ferraro
Councilmember, 4th District
Room 615, City Hall
MS: 160

Attention: John White, Legislative Assistant

Dear Councilmember Ferraro:

**AN ORDINANCE AMENDING ESTABLISHING THE VERMONT/WESTERN STATION
NEIGHBORHOOD AREA PLAN IN THE LOS ANGELES MUNICIPAL CODE**

On August 10, 2000, the City Planning Commission approved an ordinance establishing within the Los Angeles Municipal Code the Vermont/Western Station Neighborhood Plan. On November 14, 2000 the Planning and Land Use Management Committee also approved the ordinance establishing the Vermont/Western Station Neighborhood Plan. You have before you today an ordinance prepared by the City Attorney that is substantially the same as that approved by the Planning Commission and the Planning and Land Use Management Committee, except that minor changes have been made in the technical language for purposes of clarification.

Environmental Impact

The General Plan Framework Element EIR (EIR No. 94-0212) is being used as the EIR for this Plan and Ordinance. The Framework EIR has been referenced in the notification of all public hearings relative to this Ordinance as the environmental document for the Plan and Ordinance and has been made available for public review.

PUBLIC COUNTER & CONSTRUCTION SERVICES CENTER
201 NORTH FIGUEROA STREET, ROOM 300 - (213) 977-6083
VAN NUYS - 6251 VAN NUYS BLVD., 3rd FLOOR, VAN NUYS 91401 - (818) 756-8596

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The City Planning Commission has reviewed and considered the Framework EIR and prepared revised Findings and a new Statement of Overriding Considerations in its determination of approving the proposed Vermont/Western Station Neighborhood Area Plan and Ordinance and transmitted the EIR, Findings and Statement of Overriding Consideration to City Council for consideration and re-certification.

Findings

On the bases of the foregoing, I find:

1. Charter Section 556

That in accordance with Charter Section 556 the proposed Vermont/Western Station Neighborhood Area Plan and Specific Plan Ordinance, and corresponding amendments to the Hollywood and Wilshire Community Plan maps, are in substantial conformance with the purposes, intent and provisions of the General Plan, including "the provisions for an arrangement of land use, circulation and services which will encourage and contribute to the economic, social and physical health, safety, welfare, and convenience of the community within the larger framework of the City." The Vermont/Western Station Neighborhood Area Plan includes amendments to the Hollywood and Wilshire Community Plans maps which designate sufficient land to accommodate the housing, commercial and industrial needs of the Specific Plan area residents while preserving the community's residential character.

2. Charter Section 558 b

That in accordance with Charter Section 558 b the proposed Vermont/Western Station Neighborhood Area Plan, Specific Plan Ordinance and Community Plan Amendments are in substantial conformance with the purposes, intent, and provisions of the General Plan in that they implement Citywide General Plan Framework Element Land Use Objective 3.1, "Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors;" Air Quality Element Policy 4.2.2, "Improve accessibility for the City's residents to places of employment, shopping centers and other establishments;" Housing Element Objective 2.3, "Encourage the location of housing, jobs, and services in mutual proximity;" and Air Quality Element Objective 4.2, "It is the objective of the City of Los Angeles to reduce vehicle trips and vehicle miles traveled associated with land use patterns." The subject ordinance thus reduces both vehicle trips (VT) and vehicle miles traveled (VMT), contributing to improved air quality and furthers the City's efforts to help the region attain federally mandated clean air goals and standards. The proposed ordinance will have no adverse effect upon the General Plan, specific plans, or any other plans being prepared by the Department of City Planning

because it implements Citywide General Plan Framework Element Land Use Goal 3A, "A physically balanced distribution of land uses that contributes towards and facilitates the conservation of existing residential neighborhoods;" and Citywide General Plan Framework Element Land Use Goal 3B, "Preservation of the City's stable single-family residential neighborhoods."

3. Charter Section 558 b

That in accordance with Charter Section 558 b, the proposed Specific Plan, Ordinance and Community Plan Amendments will be in conformity with the public necessity, convenience, general welfare, and good zoning practice, by promoting economic well-being and public convenience, by allocating and distributing lands in sufficient quantities to satisfy the housing, commercial, service, and industrial use. The Vermont/Western Station Neighborhood Area Plan and Specific Plan Ordinance, and the corresponding Hollywood and Wilshire Community Plan Amendments are in response to the need perceived by the Federal Government and echoed by the City Government to coordinate Land Use and Transportation to increase usage of the Vermont/Western Station Neighborhood Area Plan Metro Red Line Subway stations and bus corridors, increase livability in the neighborhood and improve the economic viability of the area.

The Vermont/Western Station Neighborhood Area Plan and Specific Plan Ordinance were prepared in concert with: area residents, property owners, businesses, the Department of City Planning, consultants in the fields of urban design, economics, circulation and parking; public agencies; and elected officials. These groups met in a series of at least fourteen public events, including workshops, economic focus group discussions, bus tours, urban design charrettes, and other public meetings from October 1998, to June 2000.

4. Charter Section 558 b

That in accordance with Charter Section 558 b, the proposed Specific Plan, Ordinance and Community Plan Amendments will be in conformity with the public necessity, convenience, general welfare and good zoning practice by promoting economic well being and public convenience, by allocating and distributing lands to address the open space needs of the community and will provide relief for the current lack of park facilities in the Plan Area by initiation of a Parks First Program, and a Park Fee. The nexus study for the Park Fee is included as an attachment to this document. The Parks First Program is described in the Vermont/Western Station Neighborhood Plan and referenced in the Specific Plan Ordinance and the Vermont/Western Station Neighborhood Plan Area Design Guidelines and Development Standards,

5. Amendments to the Community Plan Texts

That the City Planning Department is revising some of the community plans and updating others to reflect current planning policies and integrate with the General Plan Framework Element. The proposed Community Plan Amendments are formatted to reflect new terminology including new land use designation categories created by the General Plan Framework. The new language and formats complement the Plan Maps in the Specific Plan Ordinance and Community Plans.

6. Amendments to the Community Plan Maps

That amendments to the maps of the Hollywood and Wilshire Community Plans will be undertaken to reflect the Framework Element of the General Plan and the changes approved herein. Accordingly, the current Hollywood and Wilshire Community Plan designations on all parcels located in Subarea B on Map 1 (Attached) will be designated as "Mixed Use Boulevard." Also, the current Hollywood and Wilshire Community Plan designations on all parcels located in Subarea C on Map 1 will be designated "Community Center."

7. General Plan Consistency

That the Plan is in accordance with State General Plan law which requires that all elements and all parts of the General Plan be integrated, internally consistent and compatible (Government Code Section 65300.5). The Framework Element of the City's General Plan provides broad policies and guidelines for preparation of the other elements of the General Plan and Specific Plans. This Vermont/Western Station Neighborhood Area Plan and Specific Plan Ordinance reinforce Community Centers located at the four Metro Red Line Subway Stations, and the Mixed Use Boulevards along Vermont Avenue, Sunset Boulevard and Hollywood Boulevards, and therefore this contributes to internal consistency and compatibility.

8. Fish and Game Code Section 711.2, Title 14

That in accordance with the State law, the Vermont/Western Station Neighborhood Area Plan and Specific Plan Ordinance will not have an individual or cumulative adverse effect on fish and/or wildlife resources as defined by Fish and Game Code Section 711.2.

CALIFORNIA ENVIRONMENTAL QUALITY ACT FINDINGS

1. In accordance with Section 15168 of the State CEQA Guidelines, the General Plan Framework Element Environmental Impact Report (Adopted by City Council December 11, 1996- Council File No. 89-2104), is being used as the program Environmental Impact Report (EIR) for the Vermont/Western Station Neighborhood Area Plan and Specific Plan Ordinance (SNAP). The General Plan Framework Element EIR has been referenced in the notification of Public Hearings held for the SNAP as the environmental document for the Plan and Ordinance, and has been made available for public review in the Citywide Division of the Department of City Planning. The Vermont/Western Station Neighborhood Area Plan is a geographic subset of the City of Los Angeles, and was anticipated by the Framework as a logical part of the chain of governmental actions necessary to implement environmental measures and thereby mitigate the potential traffic and air quality impacts of population, employment and housing growth identified in the City's General Plan Framework Element.

The central objectives of the Framework Element include the following: 1) improve air quality; 2) mitigate traffic impacts of additional growth; 3) improve the City's distribution of land uses and its urban form pattern to protect the character of low-density residential neighborhoods; 4) encourage quality development, pedestrian activity, and transit use; 5) revitalize and improve strip commercial development with mixed use commercial and residential development; 6) improve the City's employment base, especially in economically disinvested neighborhoods; and 7) ensure that infrastructure is adequate in relationship to growth and development.

The Vermont/Western Station Neighborhood Area Plan (Plan), City Planning Case Number 00-1976 SP, is a transit and pedestrian oriented specific plan for a portion of east Hollywood that straddles both the Hollywood and Wilshire Community Plan Areas. The Plan was prepared to make the community more livable, economically viable, and transit friendly. The Plan Area is approximately 1,380 acres or 2.2 square miles, within the City of Los Angeles, Fourth and Thirteenth Council Districts, five miles northwest of downtown Los Angeles. It is estimated that 50,000 people live in this area today, and up to 62,000 people will live there by the year 2020.

The Plan is also intended to maximize the local economic development and transit ridership potential of the Metro Red Line Subway system. There are four subway stations in this neighborhood along Vermont Avenue and Hollywood Boulevard at the intersections of: Vermont Avenue and Beverly Boulevard; Vermont Avenue and Santa Monica Boulevard; Vermont Avenue and Sunset Boulevard; and Western Avenue and Hollywood Boulevard.

2. In accordance with Sections 15162 and 15168 of the State CEQA Guidelines, the SNAP Plan and Ordinance are within the scope of the project covered by the program EIR-the General Plan Element EIR- and no new effects would occur and no new mitigation measures were identified in the background documents prepared for the SNAP Plan and Ordinance. The Plan further implements mitigation measures for potential transportation and air quality impacts of population, employment and housing growth identified in the City's General Plan Framework Element (Adopted by City Council December 11, 1996- Council File No. 89-2104).

The Vermont/Western Station Neighborhood Area Plan is a geographic subset of the City of Los Angeles, and implements the following mitigation measures for potential traffic and air quality impacts of population, employment and housing growth identified in the City's General Plan Framework Element Implementation Program-Transportation Improvement and Mitigation Program, as modified per Council action on December 11, 1996, pages 22 through 24:

* "Develop and adopt appropriate land use measures (e.g. mixed-use development)"-The Ordinance establishes two mixed-use subareas within the Plan Area along transit served corridors and at the four subway stations. The Ordinance also uses zoning incentives to encourage mixed-use development in these subareas, as well as design standards to maintain pedestrian orientation of the streetscapes.

* "Implement urban design which supports and encourages non-Single Occupancy Vehicle dependent transportation modes.."-The Ordinance and Plan include reference to the Design Guidelines and Development Standards which establish both public and private domain criteria for pedestrian and transit oriented building frontages, including signage and landscaping.

* "Develop neighborhood traffic management strategies....to preserve conservation areas by preventing problems associated with neighborhood intrusion by through traffic."-The Plan establishes on the Plan Summary Map and in the text over 30 candidates for shared or green streets. These shared streets are in residential neighborhoods for the purpose of promoting walking, biking and transit use, and to prevent spill-over traffic from the major highways into the neighborhood.

* "Review and revise City parking policies.....with regard to strategies identified as beneficial."-The Plan identified cooperative public parking opportunities, such as for the hospitals, and underneath the 101 Freeway for a park and ride lot to be shared by local businesses and the City College.

* "Decrease parking requirements for centers, districts and mixed-use boulevards ...for

new development and freeze parking supply for existing portions of centers, districts and mixed-use boulevards." The Ordinance freezes parking requirements for existing buildings along transit corridors and reduces parking requirements up to 15% for new construction.

The Plan reduces air pollution by providing the means for a significant change in travel behavior from high polluting single occupancy automobile use to less polluting or non-polluting travel modes such as transit, walking and bicycle use. The land use measures incorporated in this Plan preserve the density and scale of existing residential neighborhoods while encouraging new development to locate along mixed use boulevards and subway station areas that are served by high frequency bus transit as well as heavy rail mass transit on exclusive underground guideways.

The Plan also encourages pedestrian activity with incentives for mixed-use residential and commercial development, and design standards for shared streets in residential areas. These standards create environments that facilitate walking and bicycling over single occupancy vehicle use.

The Plan encourages walking and transit use by promoting local job development of the type that fits the resident labor market. The Plan contains provisions that improve the jobs housing balance so residents may work within walking distance of their homes. The Plan also promotes provision of sufficient schools and parks and other public amenities within walking distance of residential neighborhoods.

The development of this Plan implements the objectives of the Transportation Improvement and Mitigation Program (TIMP), the Southern California Area Governments Regional Mobility Plan and the Congestion Management Program, by reducing traffic congestion. The Plan contains policies that encourage intermodal transit trips, bus and rail use, walking and bicycle use that further the goals of all these documents.

The Framework and the TIMP estimated that integrated land use plans such as this specific plan will reduce 2010 air emissions (ROG, NOX and SOX) by 13% to 705 tons per day. The TIMP estimated that implementation of land use measures like those contained in this Specific Plan will increase citywide transit ridership from 1.1 million daily transit trips in 1990 to 2.9 million daily transit trips in 2010.

There are some mitigation measures listed in the Implementation Program for the Framework Element, Transportation Improvement and Mitigation Program that can not be implemented by the Ordinance or Plan. These implementation measures generally involve

citywide jurisdictional efforts, or funding of additional infrastructure, which while not contradicted by the Plan or Ordinance are not within the purview of these documents:

- * "Collaborate with other local, regional, state and federal agencies to expand Citywide bus service miles.....";
- * "Provide additional express and local bus service along major transit corridors..."-the Plan already is one of the most richly served transit oriented districts in the City;
- * " Provide shuttles and other services that increase access to and within centers...";
- * "Encourage regional agencies to consider ...measures when developing regional TDM programs for work trips..." ;
- * "Implement SMART Corridor programs through out the City.";
- * "Continue to maximize intersection and street carrying capacity."; and
- * "Improve LADOT enforcement of time limits, permit requirements, timed curb zones, etc."

3. The Council of the City of Los Angeles found that even with the imposition of all feasible mitigation measures, the Framework Element has the potential to cause significant adverse impacts on the following areas of the environment (Class I impacts as identified in the Final EIR): Land Use; Urban Form; Air Quality-Particulate Emissions; and Biological Resources. Certain significant adverse impacts will continue to remain for the Vermont/Western Station Neighborhood Area Plan, even with the implementation of the Transportation Element and Framework Element EIR and mitigation measures.

However, implementing the Vermont/Western Station Neighborhoods Plan and Specific Plan Ordinance will help to mitigate the adverse environmental effects of the Framework Element and Transportation Element. The mitigation measures contained in the Plan outweigh any remaining unavoidable environmental effects. The remaining environmental impacts are determined to be "acceptable" due to the following overriding considerations of social, economic or environmental benefit. The approval and implementation of the Plan outweigh the environmental impacts and justify approval for the following reasons:

- A. Approval of the Plan and Specific Plan Ordinance would contribute to the goals and objectives of the Citywide General Plan in that the Plan will address goals and policies of the Hollywood and Wilshire Community Plans, the General Plan

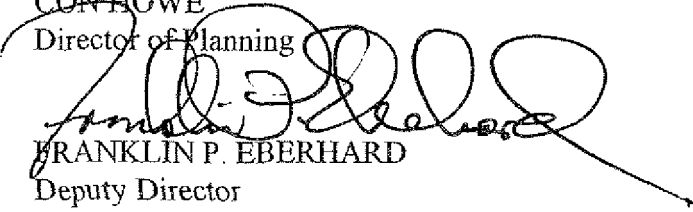
Framework Element, the Transportation Element and the Joint Los Angeles County Metropolitan Transportation Authority (MTA) and City of Los Angeles Land Use Transportation Policy.

- B. Approval of the Plan and Specific Plan Ordinance would provide for adequate distribution of land use designations to accommodate growth and changes within the Plan Area by planning for and encouraging the location of job producing development and housing, including mixed use developments, a hospital medical complex, expansion of student housing near the Los Angeles City College, and an industrial center, in proximity to the four Metro Red Line Subway stations located in the Plan Area.
- C. Approval of the Plan and Specific Plan Ordinance will enhance long term economic growth in the area by providing incentives for business development, including appropriate levels of neighborhood serving retail, special provisions for live/work buildings and small workshops which produce additional jobs and commercial activity.
- D. Approval of the recommended action would provide some relief for the lack of parks and school facilities in the Plan Area by initiation of a park, primary center, and soccer field on a currently owned City of Los Angeles facility at Santa Monica Boulevard just east of Vermont Avenue, establishment of the Parks First Program, including a park linkage fee for new development and Trust Fund, and identification of the opportunity to build a park lid over the 101 Freeway at Vermont Avenue.
- E. Approval of the Plan and Specific Plan Ordinance would provide some relief from traffic congestion and air quality deterioration in that the guiding principle of the Plan is to reduce vehicle trips, increase transit ridership and promote pedestrian orientation in the community through the mechanism of pedestrian oriented design guidelines for articulated building facades, better lighting, fewer curb cuts, parking located behind buildings, and creation of shared streets with expanded facilities for bike paths.
- F. Approval of the Plan and Specific Plan Ordinance would protect the existing scale and character of the residential neighborhoods by regulating yard set backs and transitional height in these neighborhoods, requiring additional open space and higher landscaping standards, and encouraging growth to locate around transit stations and along mixed use boulevards away from existing neighborhoods.

- G. Approval of the recommended action would provide sufficient capacity to accommodate the future housing needs of the City, providing incentives for a variety of different housing types, including incentives to build mixed use residential for a culturally and economically diverse population along transit served corridors, and by creating neighborhood conservation areas for the protection of the existing viable and historically significant housing stock.
- H. Approval of the recommended action would reduce air quality impacts by 13% from what would otherwise occur, through an integrated set of land use and transportation policies, including mixed use development, street furniture, bike racks and pedestrian oriented facade treatments along all the major transit corridors in the Plan Area including Vermont Avenue, Hollywood Boulevard, Sunset Boulevard, Santa Monica Boulevard, and Virgil Avenue, so that single occupancy automobile use is discouraged and use of alternative travel modes including transit, walking, bicycling and ridesharing are encouraged.
- I. Approval of the recommended action would be an environmentally superior alternative to existing land use plans because the Plan Area is the site of a great share of Metro Red Line Subway Stations along the fully operational 18 mile subway route between Union Station Downtown and North Hollywood in the San Fernando Valley, as well as other transit improvements, including streetscape programs along Vermont Avenue and Hollywood Boulevard. This transit infrastructure provides superior opportunities for a mode shift away from private automobiles that does not exist in other areas of the City.
- J. Approval of the recommended action would reduce the cost and environmental destruction of urban sprawl by accommodating additional growth without as substantial and as expensive of infrastructure investments as would be required to provide public services to presently underdeveloped areas of the City.
- K. Approval of the recommended action would reduce open space impacts to the extent that growth is diverted away from desert, agricultural and other open space areas to already urbanized districts.

Sincerely,

CON HOWE
Director of Planning



FRANKLIN P. EBERHARD
Deputy Director

Exhibit 2

VERMONT WESTERN STATION NEIGHBORHOOD
AREA PLAN

DEVELOPMENT STANDARDS AND
DESIGN GUIDELINES

CPC No. 00-1976 SP
Accompany Ordinance #173749

PLANNING

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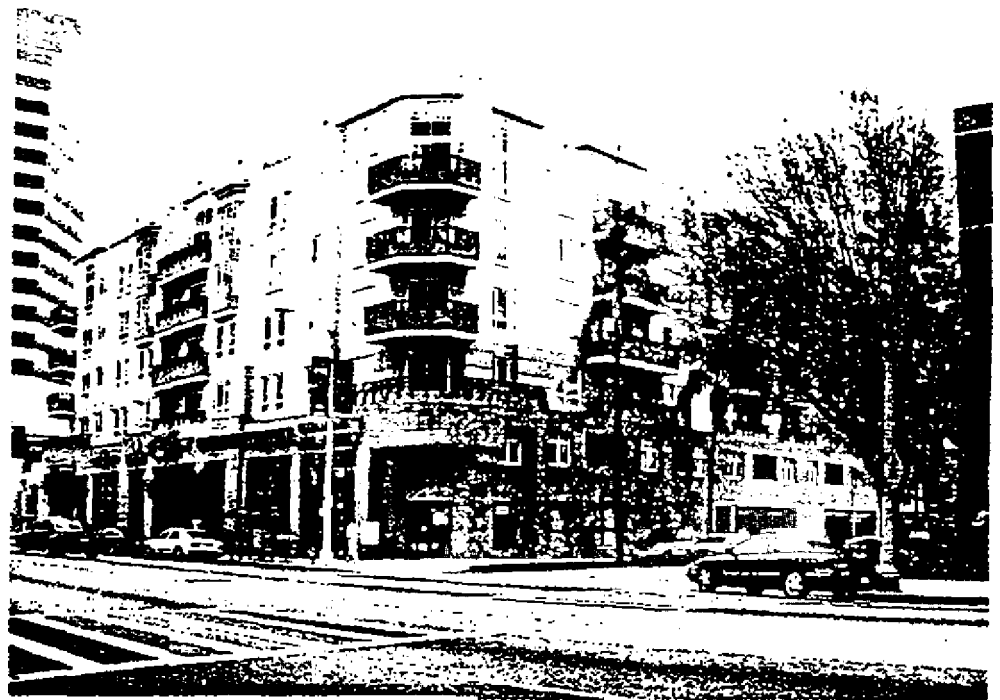
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These mixed-use projects include several stories of apartments or for-sale condominiums above office and retail space.

Retail Space with Apartments Above, Pasadena, CA



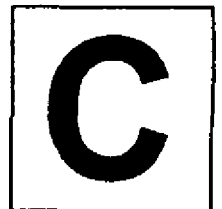
12222 Wilshire Boulevard, Los Angeles, CA

Residential Over Ground Floor

Commercial with 75' Height Limit

Primer Piso para Comerciantes con Pisos

Residenciales Arriba con un Limite de 75' de Altura



Medium Density Mixed Use Community Center

Vermont / Western Stations Neighborhood Area Plan

Area de la Ciudad de las Estaciones Vermont / Western

- a. be at least three feet wide;
- b. contain clinging vines along any adjacent walls or fences with a minimum height of three feet at maturity, and continuous ground cover planted over the entire setback;
- c. contain one twenty-four inch shade box tree, not less than ten feet in height at the time of planting, planted every 20 lineal feet. Shade trees as identified in the Street Tree List of the Bureau of Street Maintenance shall be planted;
- d. include an automated irrigation system; and
- e. be in accordance with a landscape plan prepared by a landscape architect, licensed architect, or licensed landscape contractor.

1. Landscape Plan. All open areas not used for buildings, driveways, parking, recreational facilities, or pedestrian amenities shall be landscaped by shrubs, trees, clinging vines, ground cover, lawns, planter boxes, flowers, fountains, and any practicable combination so that it is dust free and allows convenient outdoor activities, especially for children in mixed use or residential projects. Indigenous plantings are preferred, especially those that can support native species of butterflies and other small insects or animals. All landscaped areas shall be landscaped in accordance with a landscape plan prepared by a licensed landscape architect, licensed architect, or licensed landscape contractor.

2. Usable Open Space. No portion of the required usable open space shall have a slope exceeding 10%. Up to 75% of the usable open space may be provided above the ground floor regardless of the underlying Zone.

Common Usable Open Space. No portion of the required common usable open space shall have a dimension of less than 20 feet or be less than 400 square feet for projects under 10 dwelling units and 600 square feet for projects 10 dwelling units or more.

Private Usable Open Space. Once the standards for the common usable open space referenced in the paragraph above have been met, Projects may provide private usable open space, such as balconies or patios, with a minimum dimension of six feet for balconies and ten feet for patios, thereby reducing the required usable open space directly commensurate with the amount of private open space provided.

3. Streetscape Elements. Any project along Vermont Avenue, Virgil Avenue, Hollywood Boulevard between the Hollywood Freeway and Western, or referred to in the Barnsdall Park Master Plan, shall conform to the standards and design intentions for improvement of the public right of way contained in the Streetscape Plans and other documents prepared for these areas and referenced in Chapter II of these Guidelines. Where those

documents are silent, and for projects along other major and secondary highways without streetscape or landscaping plans, the following provisions shall prevail.

Note that virtually all street furniture requires the issuance of a revocable permit from the Bureau of Street Services in the Department of Public Works, prior to placement in the public right of way.

Some variation in the design of the tree well covers, bike racks, street trees, trash receptacles or public benches may be authorized by the Director of Planning or his /her representative, for aesthetic, consistency or practical purposes. Changes may be made for practical purposes as long as the aesthetic values are maintained.

Street Trees. At least one 36-inch box shade tree shall be planted in the public right of way on-center, or in a pattern satisfactory to the Bureau of Street Maintenance, for every 30 feet of street frontage. Shade trees as identified in the Street Tree List of the Bureau of Street Maintenance shall be planted. An automatic irrigation system shall also be provided within the tree well. Businesses, tenants, and property owners along both block faces of a street are encouraged to collaboratively select a signature tree.

Tree Well Covers. A four foot by eight foot, black, cast iron tree well cover shall be provided for each new and reused street tree in the project area. The design shall meet the Americans With Disabilities Act requirements and minimize trip and fall accidents, and provide a cut out adequate for what ever tree used.

Bike Racks. One bike rack per lot, or 50 feet of lot frontage for lots with more than 50 feet of frontage, shall be required. Bike racks shall be installed three feet from the curb edge or per the City Department of Transportation's requirements. Simple bike racks painted black are required.

Trash Receptacles. One trash receptacle, painted black, per 100 feet of lot frontage along major or secondary highways, to be maintained and emptied by the Project owner, and placed in the public right of way, according to the requirements of the City Department of Public Works.

Public Benches. One public bench, painted black with a backrest, three armrests, and intermediate frame, for every 250 feet of lot frontage on a major or secondary highway shall be required and placed in the public right of way according to the requirements of the City Department of Public

Works.

4. **Pedestrian/Vehicular Circulation.** All structures shall be oriented toward the main commercial street where the parcel is located and shall avoid pedestrian/vehicular conflicts by adhering to the following standards:

Parking Lot Location. Surface parking shall be located to the rear of all structures if vehicular access is available to the rear of the parcel either via an alley or a public street. Where no vehicular access is available from the rear of any lot, parking shall be provided to the rear of a lot via a "flag" parking layout.

Waiver. The Director of Planning or his/her representative may authorize a waiver from the requirement to provide parking in the rear of the lot for mid-block lots that do not have through access to an alley or public street at the rear, and where creation of a flag parking lot results in a total building frontage of 30 feet or less. Applicants requesting a waiver shall submit alternative site plan scenarios with calculations showing total building frontage. Applicants shall incorporate design mitigation measures to ensure the pedestrian oriented streetscape is not undermined.

Curb cuts. Whenever a project must take its access from a major or secondary street, only one curb cut shall be permitted for every 150 feet of street frontage on the main commercial street. Such curb cuts shall be a maximum width of 20 feet, unless otherwise required by the Departments of Public Works, Transportation or Building and Safety.

Pedestrian Entrance. All buildings that front on a major or secondary highway or main commercial street, including parking structures, shall provide a pedestrian entrance at the front of the building, even when rear public entrances are provided. Maximum spacing of entries along commercial frontages for shops, lobbies or arcades is fifty feet.

Design of Entrances. Pedestrian Walkways, mid block throughways, arcades or entrances shall be located in the center of the facade, or symmetrically spaced if there are more than one, or at the corner if in a corner building. Entrances shall be accented by architectural elements such as columns, overhanging roofs, awnings, etc.

Inner Block Pedestrian Walkway. Projects shall provide one pedestrian access, walkway or path for every 250 feet of street frontage. An arcade or through interior pedestrian path or throughway shall be provided from the rear property line or from the parking lot or public alley or street if located to the rear of the project, to the front property line. The building facade facing the pedestrian walk way shall provide windows, doors and signs at ground level oriented to pedestrian traffic. The pedestrian walkway shall be accessible to the public and have a minimum vertical clearance of twelve feet, and a minimum horizontal clearance of ten feet.

Speed Bumps. Whenever a pedestrian walk way and a drive way share the same path for more than 50 lineal feet, speed bumps shall be provided on the driveway at a distance of no more than 20 feet apart.

5. Utilities. When new utility service is installed in conjunction with new development or extensive remodeling, all proposed utilities on the project site shall be placed underground. If underground service is not currently available, then provisions shall be made for future underground service.

6. Building Design. The purpose of the following provisions is to ensure that a project avoids large blank expanses of building walls, is designed in harmony with the surrounding neighborhood, and contributes to a lively pedestrian friendly atmosphere. Accordingly, the following standards shall be met:

Stepbacks. No portion of any structure located in Subareas B or C shall exceed more than 30 feet in height within 15 feet of the front property line. **(See Figure 1)** All buildings with a property line fronting on a major highway, including Hollywood Boulevard, Sunset Boulevard, Santa Monica Boulevard and Vermont Avenue, shall set the second floor back from the first floor frontage at least ten feet.

Transparent Building Elements. Transparent building elements such as windows and doors shall occupy at least fifty percent of the exterior wall surface of the ground floor facades for the front and side elevations. **(See Figure 2)** Transparent building elements shall occupy at least twenty percent of the surface area of the rear elevation of the ground floor portion of any building which has surface parking located to the rear of the structure.

Facade Relief. All exterior building walls shall provide a break in the plane, or a change in material every 20 feet in horizontal length and every 30 feet in vertical length, created by an articulation or architectural detail such as: a change in plane of at least six inches for a distance of not more than 20 feet; recessed entry ways, recessed windows, or pop-out windows; porticos, awnings, terraces, balconies, or trellises; building overhangs, projections or cantilevered designs; horizontal moldings; cornice lines; or other features or building materials that create a visual break. Aluminum framed window or doors that are flush with the plane of the building shall not be included as a change in material or as a break in the plane. Materials such as wood, glass block, brick, adobe and tile are encouraged. Architectural treatments on the building front elevation shall be continued on the sides and back of buildings. **(See Figure 3)**

Building Materials. All buildings shall apply at least two types of complementary building materials to exterior building facades such as

adobe, wood, brick, stone or tile. Transparent building elements shall not be included as a change in material towards this requirement.

Surface Mechanical Equipment. All surface or ground mounted mechanical equipment, including transformers, terminal boxes, pull boxes, air conditioner condensers, gas meters and electric meter cabinets shall be screened from public view and treated to match the materials and colors of the building which they serve.

Roof Lines. All roof lines in excess of forty feet must be broken up through the use of gables, dormers, plant-ons, cutouts or other appropriate means. **(See Figure 4)**

7. Rooftop Appurtenances. All rooftop equipment and building appurtenances shall be screened from public view or architecturally integrated into the design of the building as follows:

Flat Roofs. Building equipment and ducts shall be screened from view from any street, public right of way or adjacent property. The screening shall be solid and match the exterior materials, design and color of the building.

Pitched Roofs. Building equipment and ducts on pitched roofs shall be screened from view from any street, public right of way or adjacent property. The pitched roof shall be designed and constructed to accommodate roof-mounted equipment. A platform shall be constructed and recessed into the roof such that one side of the equipment shall be below the pitch of the roof. The remainder of the equipment and ducts which are above the roof pitch shall be screened from view. The screening shall be solid and match the exterior materials, design and color of the building.

Parapet Roofs. The parapet roof shall be designed and constructed to accommodate roof-mounted equipment. Any portions of the equipment or ducts which are above the parapet shall be screened from view from any street, public right of way or adjacent property. The screening shall be solid and match the exterior building material, design and color.

8. Trash and Recycling Areas. Trash storage bins shall be located within a gated, covered enclosure constructed of materials identical to the exterior wall materials of the building. The trash enclosure shall be minimum six feet high, and shall have a separate area for recyclable materials. **(See Figure 5)**

9. Pavement. Paved areas, excluding parking and driveway areas, shall consist of enhanced paving materials such as stamped concrete, permeable paved surfaces, tile, and/or brick pavers.

10. Freestanding Walls. All freestanding walls shall contain an architectural

element at intervals of no more than 20 feet. All freestanding walls shall be setback from the property line adjacent to a public street with a landscaped buffer. Chain-link, barbed and concertina fences are not permitted. (See Figure 6)

11. Parking Structures-Required Commercial Frontage. All of the building frontage along major or secondary highways, for a parking structure shall be for commercial, community facilities, or other non-residential uses to a minimum depth of 25 feet. (See Figure 7)

12. Parking Structures-Facade treatments. The exterior elevations of all parking structures shall be designed to match the style, materials and color of the main building they serve so there is no notable differentiation between the parking and non-parking structure. (See Figure 8) If the parking structure is not architecturally associated with any one building, the wall at ground level shall be screened by a landscaped buffer. (See Figure 9)

13. Parking Structures Across from Residential Uses. Wherever a parking structure abuts or is directly across an alley or public street from any residential use or zone, the facade facing such residential use or zone shall conform to the following standards: a landscaped buffer in front of a decorative perimeter wall at least three feet six inches in height shall be provided along the sides of any structure which faces any residential use or zone, so that light is blocked and noise deflected; a maximum of 40% of the building facade shall be for openings that allow for natural ventilation; solid panels a minimum of three feet six inches tall shall be installed at the ramps of the structure which are adjacent to residential uses or zones so as to minimize headlight glare; light standards on any uncovered above ground level areas of the structure shall not be higher than the adjacent perimeter walls; and garage floors and ramps shall be constructed with textured surfaces to minimize tire squeal noises.

14. Surface Parking lots. Surface parking lots and driveways shall be paved with portland cement concrete, pervious cement, grass-crete or any other porous surface acceptable to the Department of Building and safety, that reduces heat radiation and/or increases surface absorption. A landscape plan prepared by a licensed landscape architect, licensed architect or licensed landscape contractor shall be required. At least ten percent of a surface parking lot shall be landscaped in accordance with the following standards: One 24-inch box shade tree for every four parking spaces, spaced evenly to create an orchard-like effect; a landscaped buffer around the property line; and a three and a half foot solid decorative masonry wall

shall be provided behind the three foot landscaped buffer. Shade producing trees as identified in the Street Tree List of the Bureau of Street Maintenance shall be planted. The trees shall be located so that an overhead canopy effect is anticipated to cover at least 50 percent of the parking area after ten years of growth. **(See Figure 10)**

15. Surface Parking Abutting Residential. Whenever a surface parking lot abuts or is directly across an alley from an residential use or zone, a decorative wall at least six feet in height shall be erected along the perimeter of the parking area facing such residential lot or use, and a landscaped buffer shall be installed along this wall with one 24-inch box shade tree planted for every 20 feet of landscaped buffer around the property line. A landscape plan prepared by a landscape architect, licensed architect, or licensed landscape contractor is required.

16. On-Site Lighting. On-site lighting shall be installed along all vehicular access ways and pedestrian walkways. Parking areas shall have a minimum of 3/4 foot-candle of flood lighting measured at the pavement. All on-site lighting shall be directed away from adjacent properties. This condition shall not preclude the installation of low-level security lighting.

Lighting Shielded. Sources of illumination shall be shielded from casting light higher than fifteen degrees (15) below the horizontal plane as measured from the light source. They shall not cast light directly into adjacent residential windows.

Light Mounting Height. A maximum mounting height of light sources for ground level illumination shall be fourteen feet, measured from the finished grade of the area to be lit.

Lamp Color. Color corrected ("white") high pressure sodium (HPS), color corrected fluorescent (2,700-3,000 degrees K), metal halide, or incandescent lamps shall be used for ground level illumination. Standard "peach" high pressure sodium, low pressure sodium, standard mercury vapor, and cool white fluorescent shall not be used for ground floor illumination.

17. Security Devices. Security devices shall be screened from public view. Alternative methods such as interior electronic security and fire alarm systems are encouraged. If metal security grills are used, grilles which recess into pockets or overhead cylinders, completely concealed and retractable shall be used and shall be integrated into the design of the building, using the space behind signage to house the gate if possible. Vertical or horizontally folding accordion grills in front of a building are prohibited. All security window bars shall be installed on the inside of the

building.

18. Privacy. Buildings shall be arranged to avoid windows facing windows across property lines, or the private open space of other residential units.

19. Hours of operation. Parking lot cleaning and sweeping, trash collections and deliveries to or from a building shall occur no earlier than 7AM and no later than 8PM, Monday through Friday, and no earlier than 10AM and no later than 4PM on Saturdays and Sundays.

20. Noise Control. Any dwelling unit exterior wall including windows and doors having a line of sight to a public street or alley, shall be constructed so as to provide a Sound Transmission Class of 50 or greater, as defined in the Uniform Building Code Standard No. 35-1, 1979 edition, or latest edition. The developer, as an alternative, may retain an acoustical engineer to submit evidence, along with the application of a building permit, specifying any alternative means of sound insulation sufficient to reduce interior noise levels below 45dBA in any habitable room.

21. Required Ground Floor Uses. For Subarea B, any residential, community facility or commercial use permitted by the Specific Plan Ordinance is allowed on the ground floor. For Subareas C, one hundred percent (100 %) of the street level floor, excluding entrances to upper floors, must be for commercial uses or community facilities up to a depth of 25 feet.

DESIGN GUIDELINES

1. Urban Form. Implementation of the Plan, Ordinance and Guidelines will begin to transform these commercial streets away from a highway oriented, suburban format into a distinctly urban, pedestrian oriented and enlivened atmosphere. Out door eating areas, and informal gatherings of chairs and benches are encouraged. These streets should begin to function for the surrounding community like an outdoor public living room. Transparency should exist between what is happening on the street and on the ground floor level of the buildings. Mid-block pedestrian walkways and access through buildings is encouraged.

2. Building Form. Generally, every building is encouraged to have a clearly defined ground plane, roof expression and middle or shaft that relates the two.

3. Architectural Features. The recommendations for Subareas B and C are similar to the recommendations for Subarea A. Courtyards, balconies, arbors, roof gardens, water features, and trellises are all encouraged. Appropriate visual references to historic building forms -especially Mediterranean traditions-are strongly encouraged in new construction.

4. Building Color. It is recommended, but not required, that building color be simple and limited to three colors: Dominant color, subordinate color and "grace note" color. For example, the main color can be used for the building walls, the secondary color for window and door trim, and the accent color for awnings and signs. Light color paints, roof and building materials are encouraged to reflect more of the sun's energy there by reducing the surface temperature of the walls and roofs. Retention of building materials in their original or natural state, particularly brick, terra cotta and stone is strongly encouraged.

5. Signs. Appropriate signs include: wall signs; small projecting hanging signs; awnings or canopy signs; small directory signs; and permanent window signs. When a building contains two or more businesses, signs should complement one another in color and shape and be located in the same relative position on each storefront. Signs should be designed to coordinate with the building and not dominate or obscure the architectural elements of the building facades, roofs or landscaped areas. Signs may be lighted but the source of illumination should be hidden from view.

5. Window Signs. Open and non-obtrusive views into stores are encouraged. A clear view into the store will provide added security for merchants and attract shoppers into stores. Temporary banner signs create visual clutter and are discouraged. Permanently painted signs or lettering on the inside of windows is encouraged provided it takes up less than ten percent of the total glass surface. Clerestory windows are also encouraged. They are horizontal panels of glass between the ground floor and the second story. They are a traditional main street element, especially in historical buildings. They are good locations for neon or painted window signs.

6. Pole Signs, Off-site Signs, and Roof Signs. Pole signs, off-site signs, or roof signs are not permitted. Individual lettering on the building, or painted lettering on the building are preferred.

7. Awning Signs. Fabric awnings and awning signs are encouraged. Lettering should occur only on the awning valences and not exceed 10 inches. Awning signs above the first floor are not desirable.

8. Painted Lettering. This type of sign is strongly encouraged. Painted murals on the building facade are encouraged provided the lettering is not overly large and is compatible with surrounding signs.

9. Pedestrian Oriented Signs. Hanging signs and permanent banners are readable by pedestrians walking by the facade. They are visible from the sidewalk in both directions and help pedestrians to recognize locations quickly without having to stand back and read signs flat against the building. Hanging signs should be located so they protrude from the top of the first floor, are at least seven feet above the finished grade, and extend no more than four feet from the wall. Hanging signs should be no more than twelve square feet in surface area.

10. Directory signs or kiosks. These are strongly encouraged. Directory signs should be considered for mounting on buildings at sidewalk locations and near arcades, access ways or passages.

11. Portable signs. Portable signs such as menu boards for restaurants are encouraged provided they do not project into the public sidewalk more than 36 inches, are less than 10 square feet in surface area, and are stored indoors after hours of operation.

12. Figurative Signs. Figurative signs shaped to reflect the silhouette of a particular object (e.g. a key, a coffee cup, etc.) are encouraged. These may be portable, wall-mounted or projecting.

13. Canned Signs. Canned signs should not be used. They are internally illuminated plastic panels within a sheet metal box enclosure. They use a limited range of colors and lettering types and tend to have no relationship to the architectural character of the building.

14. Custom-made Neon. Custom-made neon signs are encouraged. They may be either exterior-mounted on a signboard or metal support frame or enclosure, or interior-mounted behind clerestory or display windows.

15. Plant Materials on Facades. Facade plant materials are in addition to permanent landscaping. They should be arranged to express individuality and create a welcoming environment for pedestrians. Plants can be arranged in planters, containers, hanging baskets, flower boxes, etc. They need to be properly maintained so they are fresh and healthy. Drought tolerant, especially indigenous or native California plants are highly recommended. Facade planting should be considered for both first and

second floors of a building. Minimum sidewalk width for placement of planter boxes is 12 feet. Facade plant materials should not extend into the public right of way or side walk more than three feet. Planters should not be more than three feet high. All planters should be secured to the ground-except window boxes-and provide proper drainage. Other furnishings such as tables, chairs and umbrellas may be provided in the pedestrian and open space. Note that virtually all street furniture requires the issuance of a revocable permit from the Bureau of Street Services in the Department of Public Works, prior to placement in the public right of way.

Exhibit 3

LOS ANGELES CITY PLANNING DEPARTMENT
STAFF REPORT TO THE CITY PLANNING COMMISSION

CITY PLAN CASE NO. 00-1976 SP

COMMUNITY PLAN AREA: HOLLYWOOD
AND WILSHIRE COMMUNITIES

COUNCIL DISTRICTS: 4 and 13

COMMISSION MEETING:

Date: July 13, 2000

Time: After 9:30 a.m.

Place: Building and
Safety

9th Floor Hearing Room,
201 North Figueroa Street
Los Angeles, Ca. 90012

ENVIRONMENTAL CLEARANCE: EIR 94-0112 GPF
STATE CLEARINGHOUSE NO. 940071030

PUBLIC HEARING
REQUIRED

TO: HONORABLE CITY PLANNING COMMISSION

FROM: Con Howe
Director of Planning

SUBJECT: VERMONT/WESTERN STATION NEIGHBORHOOD AREA
PLAN

AREA INVOLVED: Two square miles, generally bounded by Franklin Avenue to
the north, Hollywood Freeway on the west, Virgil Street on the
east, and 3rd Street to the south (ATTACHMENT 1-Map).

SUMMARY: The subject Plan and accompanying ordinances, development
standards, design guidelines and related Community Plan
Amendments, make this neighborhood in east Hollywood and
north east Wilshire more pedestrian friendly, transit
accessible, economically viable, and livable.

RECOMMENDATION: STAFF RECOMMENDS THE CITY PLANNING COMMISSION
ADOPT THE FINDINGS, APPROVE THE COMMUNITY PLAN
CHANGES AS PROPOSED, AND THE VERMONT/WESTERN
STATION AREA PLAN WITH ACCOMPANYING
ORDINANCES, DEVELOPMENT STANDARDS AND DESIGN
GUIDELINES.

CONTACT STAFF: Lynn Harper (213) 473-3776
Bridgette Wooten (213) 473-6762

ADVICE TO THE PUBLIC: The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda.

If you challenge this matter in court, you may be limited to raising only those issues you or someone else raised at the public hearing described here, or in written correspondence on the matter(s) delivered to this agency at or prior to the public hearing.

As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability and will provide reasonable accommodations to ensure equal access to its programs services and activities. Sign language interpreters, assistive listening devices or other auxiliary aids and services may be provided upon request. To ensure their availability, please make your request no later than three working days prior to the meeting by calling the person referred to in this notice.

Written communications may be mailed to: City Planning Commission, Room 1600, 221 North Figueroa Street, Los Angeles, CA 90012-2601. It is suggested that letters be received in the Commission office at least 8 days prior to the meeting so that they will be included in the Commissioners' information packets for review.

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ATTACHMENT 3	Proposed Vermont/Western Station Neighborhood Area Specific Plan Ordinance
ATTACHMENT 4	Proposed <u>Vermont/Western Station Neighborhood Area Plan Development Standards and Design Guidelines</u>
ATTACHMENT 5	Proposed Parks First Trust Fund Ordinance
ATTACHMENT 6	Statement of Overriding Considerations
ATTACHMENT 7	Hollywood and Wilshire Community Plan Map Changes

SUMMARY AND RECOMMENDATIONS

The Vermont/ Western Station Neighborhood Area Plan (Plan) is for two square miles of east Hollywood in the Wilshire and Hollywood Community Plan districts, including four newly constructed Metro Red Line subway stations that opened in July of 1999. The Plan Area is approximately 1,380 acres including over 4,000 individual parcels, within the Fourth and Thirteenth Council Districts, five miles northwest of downtown Los Angeles. It is estimated that 50,000 people live in this area today, and up to 62,000 people will live there by the year 2020.

This Plan describes a walkable, transit friendly urban community, with existing residential neighborhoods preserved, future population and commercial growth accommodated in mixed use buildings along transit corridors, and unique activity centers at each of the four subway stations. Public services, especially parks, child care, community police stations, libraries and schools are to be expanded, and placed in sites among the neighborhoods and along the commercial corridors.

Consistency with existing City policy and the General Plan

This Plan is intended to implement the Land Use / Transportation Policy, adopted by both the City Council and the Los Angeles Metropolitan Transportation Agency (MTA) Board in November, 1993; the General Plan Framework Element, adopted December 11, 1996; and the Transportation Element of the General Plan, adopted September 8, 1999. The Station Neighborhood Area Plan, with accompanying ordinances, if adopted, becomes part of the City General Plan Land Use Element (the Wilshire and Hollywood Community Plans), and the City's Zoning Code.

Summary of the Plan Components

The Vermont/Western Station Neighborhood Area Plan consists of:

(1) Neighborhood Vision

There are four components: Additional Public Services; More Local Jobs; Improved Residential Neighborhoods; and An Active Civic Culture.

(2) Goals, Objectives and Policies

The Goals, Objectives and Policies are organized around the four components of the Vision: services, jobs, neighborhoods and civic involvement;

(3) Land Use Strategy

The Land Use Strategy identifies four Opportunity-Sites, and five Subareas-A through E. The Land Use Strategy also includes an Open Space Agenda, a Hospital Expansion Program, a Transit Ridership and Parking Approach, and Local Jobs Incentives; and

(4) Implementation Strategy

Implementation will require adoption of various zoning regulations, design guidelines,

development standards and General Plan Land Use Designation changes. The ordinances, including the Parks First Trust Fund, and development guidelines are the first steps in implementing the Plan, however, most of the Plan will require the cooperation of numerous public and private participants over an extended period of time.

Inventory of the Documents that Accompany the Plan

The Plan is accompanied by three supporting documents:

(1) Vermont/Western Station Neighborhood Area Specific Plan Ordinance.

This ordinance amends the General and Community Plans, and establishes zoning and development regulations implementing the land use portion of the Vision and policy strategies. Traditionally, Specific Plan Ordinances have been designed to restrict uses and add exactions to development for the purpose of visually or functionally improving the area addressed by a Specific Plan.

This Specific Plan Ordinance adds incentives to develop in certain ways. The incentives take the form of plan provisions which loosen regulations, allow a greater range of uses than the underlying zoning would normally permit, or provide bonuses for uses which have been determined to be needed for the better functioning of the community. For example, mixed use projects along transit corridors and around subway stations are given density and height incentives. Community uses, including child care, are not counted toward total floor area calculations. Live/Work buildings and small manufacturing workshops are allowed to foster local entrepreneurs and small business formation.

(2) The Parks First Trust Fund Ordinance.

This ordinance creates an official City account for the Parks First Program. Such an official City account is necessary to receive and hold funding for the open space program identified in the Plan as the Parks First Program. The account would be administered by the Department of Recreation and Parks, and spent for acquiring land and making improvements. The types of monies that will typically go into this account are Quimby Fees, Proposition K and 12 funds, City Capital Improvement Program revenues and charitable or grant funds.

(3) Vermont/Western Station Neighborhood Area Plan Development Standards and Design Guidelines.

This document will control details related to facade treatments, site orientation, building envelopes, landscaping, lighting, street furniture etc. The Development Standards and Design Guidelines are adopted initially by the City Planning Commission, but may be amended following a public hearing, by the Hollywood Area Planning Commission. The purpose of the Guidelines is to make facades and streetscapes more pedestrian friendly.

Major Recommendations of the Plan

(1) The Open Space Agenda

This Agenda includes: a) Long term goals for creation of traditional neighborhood parks, and a short term goal for a Parks First Program containing 50 to 80 small parks and 15 blocks of shared streets distributed widely among the residential neighborhoods; b) Conversion of a City owned facility on Santa Monica Boulevard into a soccer field, Primary Center and Childcare Center; c) A lid over the 101 Freeway right of way at Vermont Avenue to be developed as a forest, garden or park; and d) Open Space requirements for new residential projects allowing more use of roof top gardens and patios, and requiring more landscaping of streets, buildings and parking lots.

(2) The Hospital Expansion Program

This Program is a set of entitlements and conditions for the four hospitals near the intersection of Vermont Avenue and Sunset Boulevard. These hospitals are required by SB 1953-The Alfred E. Alquist Hospital Facilities Seismic Safety Act of 1983, as set forth in the Health and Safety Code Sections 129675, et seq, to seismically upgrade their critical care facilities, no later than 2008. Additional State and Federal standards from the Office of Statewide Health Planning and Development and the Office of Emergency Services also impose more square feet per patient bed, and require every patient room have a window.

These hospitals will consequently have to rebuild their existing critical patient care facilities in order to conform to the new law. The subsequent replacement hospitals, while simply restoring the same number of patient beds, will have more total building mass and be taller than the current hospitals.

The Plan allows hospitals the additional floor area ratio and height they need for this expansion and describes facade treatments, child care, job training and open space considerations softening the impact of the additional building bulk on the community.

The Plan also allows the hospitals additional potential for expansion beyond the new State requirements due to the likely economic benefit to the community, and because they are located near two subway portals. Provision of mass transit will reduce the traffic and parking impacts of the hospitals' expansion thereby allowing the community to take advantage of the job stimulus of hospital-related growth, with out the additional congestion.

CEQA Guideline 15302 creates a categorical exemption for the replacement or reconstruction of existing hospitals to provide earthquake resistant structures which do not increase capacity by more than 50 percent. The provisions of the Plan allow the hospitals to build in-patient replacement facilities up to a 4.5 to 1 floor area ratio, 50 percent above the 3.0 to 1 floor area ratio entitlement currently existing on their parcels. However, for

hospital expansions not required by the Alquist Act, additional CEQA clearance will be needed for the floor area ratios above 3.0 to 1.

The Transit Ridership and Parking Approach

This Approach is a set of policies and conditions regarding the pedestrian orientation of commercial and residential streets and development projects, urban design standards for parking facilities, and parking requirements expressed as both minimum and maximum standards. An additional 15% reduction in parking spaces otherwise required may be taken by projects on parcels within 1,500 feet of a subway portal. Since all transit trips start out as pedestrian trips, it is the premise of this approach that making the neighborhoods more walkable will also make transit more accessible.

Local Jobs Incentives

The Local Jobs Incentives is a set policies and Code enticements or exemptions for both small and larger businesses to come into and remain in the Plan Area. Live/works spaces, and small assembly workshops are allowed to facilitate business start-ups. Existing commercial buildings are allowed lower parking standards in order to attract a wider range of tenants. Policies are also included supporting retention of the manufacturing zoning area in order to provide a site for blue collar enterprises. Density bonuses are allowed for lot assembly in the manufacturing area and along commercial corridors.

Land Use Subareas (Attachment 7)

The Land Use Subareas were created for five types of districts, A through E, each with a separate purpose, scale or character. Subarea A is a Neighborhood Conservation designation which will preserve the current residential neighborhoods at their prevailing density and scale. Subareas B and C are mixed use districts located along transit corridors. They establish a density gradation that generally decreases with the distance from the subway stations. The four Opportunity Areas are also in Subarea C, one around each of the four subway stations. Future growth in population, and commercial development is meant to occur in these mixed use corridors.

Subarea D is the commercial/manufacturing site that has major economic potential as an employment generator. Subarea E is the public facility designation which includes all sites currently zoned public facilities, and some additional sites owned by the City and Caltrans.

All subareas are controlled by development standards requiring pedestrian orientation in facade treatments and building design. Subareas A, B and C include higher landscaping standards for residential uses than is currently required, but are more flexible than current regulations by allowing open space to be provided above the ground floor. Every subarea

has regulations for transitional height so in-fill development cannot overshadow or dominate the surrounding properties.

The proposed amendments to the Hollywood and Wilshire Community Plans are designed to amend the Plan Maps to redesignate certain commercial, and residential properties along the major and secondary highways in the Plan area to "Mixed Use Boulevard" and "Community Center" to conform with the Specific Plan subareas B and C respectively (Attachment 7).

Comparison between the Proposed Plan and the existing Land Use Regulations

The proposed Plan slightly lowers the over all residential entitlements and correlated population build-out potential for the area. The total commercial entitlements and build out potential in the proposed Plan are similar to the current regulations, but some what higher because the floor area ratio and height for some parcels are increased, and expansion of the hospitals is facilitated. The proposed Plan adds incentives to strengthen the likelihood the market will actually respond to the entitlement potentials along the mixed use boulevards, and induces growth towards the transit stations and transit served corridors, away from existing neighborhoods.

Since most of Subarea A-Neighborhood Conservation is already built up, in-fill under any Plan would be limited over the next twenty years. Less than 3% of the Plan area parcels are vacant. Over the last two years (1997 through 1999), only 16 residential unit building permits were granted for market rate (unsubsidized) housing within the Plan Area.

The proposed Plan imposes higher landscaping, setback, transitional height and urban design standards in the Neighborhood Conservation Subarea, thereby reducing the number of units that can fit on a lot. Market analysis done by the economic consultant for the Plan estimated residential units would have to be re-built at a ratio of four to six new units for every existing unit to make redevelopment profitable for an investor. Very few lots in Subarea A -Neighborhood Conservation are vacant or have existing zoning that would allow the site to be redeveloped at a four to one ratio.

The proposed Plan also reduces the total theoretical residential density that can be built along the commercially zoned corridors. Under current regulations the existing commercial zoning along the boulevards can be developed by-right up to R4 and R5 zoning. The proposed Plan will reduce that residential entitlement in Subarea B to R3, and to R4 in Subarea C around the Stations in "Opportunity Areas."

The proposed Plan creates market incentives for mixed use development by allowing more

commercial floor area and height, and by facilitating the permitting of both commercial and residential uses on the same site. Current height restrictions do not allow buildings tall enough to accommodate both residential and commercial uses on one site at a density that is able to attract new investment.

The proposed Plan requires the height district to change in Subareas B and C to Height District II, thereby allowing heights up to 50 feet in Subarea B and up to 75 feet in Subarea C. The actual change in the Height District will occur during the Wilshire and Hollywood Community Plan Revisions.

The proposed Plan also amends the land use designations in the current Community Plans for Subarea B from Highway Oriented and Neighborhood Commercial to Mixed Use Boulevard. Mixed Use Boulevard is a land use designation created by the General Plan Framework Element for use along transit corridors.

The Plan amends the land use designation for Subarea C from Highway Oriented, Community Commercial and Neighborhood Commercial to Community Center. Community Center is a land use designation created by the General Plan Framework Element for use around transit centers or stations.

ACTIONS RECOMMENDED BY THE STAFF

That the City Planning Commission:

ADOPT the staff report as its report on this subject.

APPROVE AND RECOMMEND that the Mayor and City Council adopt the proposed Vermont/Western Station Neighborhood Area Plan (Attachment 2).

APPROVE AND RECOMMEND that the Mayor and City Council adopt the attached Vermont/Western Station Neighborhood Area Specific Plan Ordinance (Attachment 3).

APPROVE The Vermont/Western Station Neighborhood Area Plan Development Standards and Design Guidelines (Attachment 4).

APPROVE AND RECOMMEND that the Mayor and City Council adopt the Parks First Trust Fund Ordinance (Attachment 5), and authorize the City Controller and the Director of the Department of Recreation and Parks to implement the Parks First Fund and the Parks First Program.

APPROVE AND RECOMMEND that the Mayor, City Council and Community Redevelopment Agency adopt the attached Plan, and Specific Plan Ordinance and incorporate these changes in the Hollywood Community Redevelopment Plan and the Wilshire Center/Korea Town Redevelopment Plan.

APPROVE AND RECOMMEND that the Mayor and City Council authorize the Directors of the Department of General Services and Public Works to enter into negotiations regarding the city-owned properties between Madison Boulevard and Virgil Boulevard on Santa Monica Boulevard for purposes of developing these sites into a Primary Center, child care facility and a soccer field.

CERTIFY that the Planning Commission has reviewed and considered the Environmental Impact Report (EIR No. 94-0112 GPF), and Statement of Overriding Considerations (Attachment 6) in its determination of approving the proposed Plan, and transmit the EIR to the City Council for consideration and re-certification.

APPROVE AND RECOMMEND that the City Council re-certify the Environmental Impact Report (EIR No. 94-0112 GPF) for the General Plan Framework Element and the attached Statement of Overriding Considerations (Attachment 6), as adequate for The

Vermont/Western Station Neighborhood Area Plan and Specific Plan Ordinance.

APPROVE amendments to the General Plan Land Use Element which correspond to land use designation changes proposed by the Vermont/Western Station Neighborhood Area Plan as summarized in the Hollywood and Wilshire Community Plan Map Changes (Attachment 7).

AUTHORIZE the Director of Planning to initiate height district zone changes for parcels in Subareas B and C to Height District II during the Hollywood and Wilshire Community Plan Revisions.

AUTHORIZE the Director of Planning to present the Resolution, Plan Text, and Plan Map amendments to the Mayor and City Council, in accordance with Section 96.5 of the City Charter.

RECOMMEND that the Mayor approve and City Council adopt the land use and zoning changes to the Wilshire and Hollywood Community Plans as proposed by the Vermont/Western Station Neighborhood Area Plan.

RECOMMEND to the City Council and Mayor that operating departments of the City be authorized to consult and directed to implement the Plan in the planning, programming and delivery of services.

ADOPT the following findings:

1. Charter Section 96.5 (5)

That in accordance with Charter Section 96.5(5) the proposed Vermont/Western Station Neighborhood Area Plan and Specific Plan Ordinance, and corresponding amendments to the Hollywood and Wilshire Community Plan texts and maps, are in substantial conformance with the purposes, intent and provisions of the General Plan, including "the provisions for an arrangement of land use, circulation and services which will encourage and contribute to the economic, social and physical health, safety, welfare, and convenience of the community within the larger framework of the City." The Vermont/Western Station Neighborhood Area Plan includes amendments to the Hollywood and Wilshire Community Plans text and maps which designate sufficient land to accommodate the housing, commercial and industrial needs of the Specific Plan area residents while preserving the community's residential character.

2. Charter Section 97.2 (1) (a)

That in accordance with Charter Section 97.2 (1) (a) the proposed Vermont/Western Station Neighborhood Area Plan, Specific Plan Ordinance and Community Plan Amendments are in substantial conformance with the purposes, intent, and provisions of the General Plan in that they implement Citywide General Plan Framework Element Land Use Objective 3.1, "Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors;" Air Quality Element Policy 4.2.2, "Improve accessibility for the City's residents to places of employment, shopping centers and other establishments;" Housing Element Objective 2.3, "Encourage the location of housing, jobs, and services in mutual proximity;" and Air Quality Element Objective 4.2, "It is the objective of the City of Los Angeles to reduce vehicle trips and vehicle miles traveled associated with land use patterns." The subject ordinance thus reduces both vehicle trips (VT) and vehicle miles traveled (VMT), contributing to improved air quality and furthers the City's efforts to help the region attain federally mandated clean air goals and standards. The proposed ordinance will have no adverse effect upon the General Plan, specific plans, or any other plans being prepared by the Department of City Planning because it implements Citywide General Plan Framework Element Land Use Goal 3A, "A physically balanced distribution of land uses that contributes towards and facilitates the conservation of existing residential neighborhoods;" and Citywide General Plan Framework Element Land Use Goal 3B, "Preservation of the City's stable single-family residential neighborhoods."

3. Charter Section 97.2 (1) (b)

That in accordance with Charter Section 97.2 (1)(b), the proposed Specific Plan, Ordinance and Community Plan Amendments will be in conformity with the public necessity, convenience, general welfare, and good zoning practice, by promoting economic well-being and public convenience, by allocating and distributing lands in sufficient quantities to satisfy the housing, commercial, service, industrial, and open space needs of the Community. The Vermont/Western Station Neighborhood Area Plan and Specific Plan Ordinance, and the corresponding Hollywood and Wilshire Community Plan Amendments are in response to the need perceived by the Federal Government and echoed by the City Government to coordinate Land Use and Transportation to increase usage of the Vermont/Western Station Neighborhood Area Plan Metro Red Line Subway stations and bus corridors, increase livability in the neighborhood and improve the economic viability of the area. The Vermont/Western Station Neighborhood Area Plan and Specific Plan Ordinance were prepared in concert with: area residents, property owners, businesses, the Department of City Planning, consultants in the fields of urban design, economics, circulation and parking; public agencies; and elected officials. These groups met in a series of public workshops, economic focus group discussions, bus tours, urban design charrettes, and other public meetings from October 1998, to June 2000.

4. Amendments to the Community Plan Texts and Maps

That the City Planning Department is revising some of the community plans and updating others to reflect current planning policies and integrate with the General Plan Framework

Element. The proposed Community Plan Amendments are formatted to reflect new terminology including new land use designation categories created by the General Plan Framework. The new language and formats complement the Plan Maps in the Specific Plan Ordinance and Community Plans.

5. General Plan Consistency

That the Plan is in accordance with State General Plan law which requires that all elements and all parts of the General Plan be integrated, internally consistent and compatible (Government Code Section 65300.5). The Framework Element of the City's General Plan provides broad policies and guidelines for preparation of the other elements of the General Plan and Specific Plans. This Vermont/Western Station Neighborhood Area Plan and Specific Plan Ordinance reinforce Community Centers located at the four Metro Red Line Subway Stations, and the Mixed Use Boulevards along Vermont Avenue, Sunset Boulevard and Hollywood Boulevards, and therefore this contributes to internal consistency and compatibility.

5. Fish and Game, California Government Code Section 711.2, Title 14

That in accordance with the State of California Code, the Vermont/Western Station Neighborhood Area Plan and Specific Plan Ordinance will not have an individual or cumulative adverse effect on fish and/or wildlife resources as defined by Fish and Game Code Section 711.2.

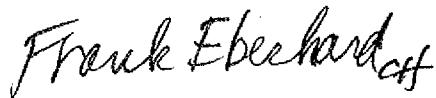
6. California Environmental Quality Act Findings

The EIR (94-0112 GPF) for the General Plan Framework Element prescribes mitigation measures for impacts to the City of Los Angeles which would reduce the impacts to less than significant. This project re-adopts this EIR and makes its own Statement of Overriding Considerations.

Based on the above findings, the recommended Vermont/Western Station Neighborhood Area Plan, Specific Plan Ordinance, Parks First Trust Fund Ordinance, and the Development Standards and Design Guidelines are deemed consistent with the public necessity, convenience, general welfare and good zoning practice.



CON HOWE
Director of Planning

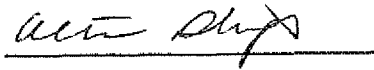


FRANKLIN P. EBERHARD
Deputy Director

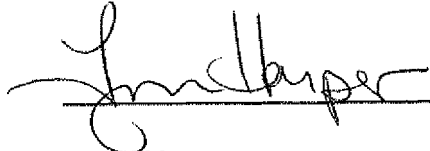
APPROVED BY:

PREPARED BY:

PREPARED BY:



Alta Shigeta
Principal Planner



Lynn Harper
City Planner
Citywide Division



Bridgette Wooten
Planning Assistant
Citywide Division

STAFF REPORT

BACKGROUND

Preparation of this Plan was funded by the City of Los Angeles with assistance from the Intermodal Surface Transportation Efficiency Act (ISTEA), the Federal Transit Administration's Livable Communities Program, and Proposition A and C Local Gasoline Tax Return Accounts, as programmed by the Los Angeles County Metropolitan Transportation Authority (MTA) and administered by the California State Department of Transportation (Caltrans). This funding was obtained through grant applications sponsored by Councilmember Jackie Goldberg and prepared by the Department of City Planning (DCP). The Department of City Planning is the lead agency for these grants.

Funding for legal consultants to help prepare the Ordinances associated with the Plan was provided by the Southern California Association of Governments, subsequent to applications sponsored and prepared by the Department of City Planning. Funding for research into sustainable urban open space options and techniques for this Plan Area, including shared streets, small parks and freeway lids was provided by the California League of Conservation Voters, Education Fund through a grant application sponsored by The Sustainable Cities Program of the University of Southern California.

Relationship to the Metro Red Line Stations

The Plan is also intended to maximize the local economic development potential of the Metro Red Line Subway system. There are four subway stations in this neighborhood along Vermont Avenue and Hollywood Boulevard at the intersections of: Vermont Avenue and Beverly Boulevard; Vermont Avenue and Santa Monica Boulevard; Vermont Avenue and Sunset Boulevard; and Western Avenue and Hollywood Boulevard.

Approximately 3,000 to 9,000 daily on and off passengers will some day patronize each of the four neighborhood stations, depending on station location and evolving economic specialties. These stations were part of the interim Metro Red Line subway operations from Hollywood Boulevard and Vine Street to Union Station until the entire 18 mile subway route between downtown and the Valley opened on June 24, 2000 with the addition of the last three subway stations in North Hollywood, Universal City and Hollywood Boulevard at Highland Avenue.

This Plan retroactively integrates the subway into the City's General and Community Plans. On March 24, 1985 a methane gas fire occurred at the Ross Dress-for-Less Store near Wilshire Boulevard at Third and Ogden Streets. Responding to concerns regarding subsurface methane gas, and a Congressional mandate, the subway was re-routed up Vermont Avenue to avoid the federally defined methane gas field under the original Fairfax Avenue route. The City's existing General and Community Plans did not anticipate a major regional mass transit system would be routed up Vermont Avenue.

This Plan therefore, upon its adoption, amends the Community Plans to reflect an appropriate land use framework for the new mass transit system.

Major Transit Corridors/Proposed Mixed Use Boulevards

Vermont Avenue is a 100' wide street, establishing a north /south corridor in the Plan Area from Third Street to Franklin Avenue. There are four Metro Redline Subway Stations on this street, three within the Plan Area and one just out side the Plan Area boundaries at Vermont Avenue and Wilshire Boulevard. This street is a blend of old and new buildings, predominantly lined with one and two-storey residential and commercial structures. The street is occasionally dotted with three to six storey structures (hospitals, apartment buildings, etc.).

The southern most portion of the street is dominated by neighborhood and strip retail centers, an older automobile dealership, the American Career College, the Cleveland Chiropractic College, and a varied collection of interesting buildings including the Korea Times and Virgil Junior High School. The northern portion of Vermont Avenue is dominated by a cluster of four hospitals, Barnsdall Park, the junior college, medical and dental clinics, and motels.

Hollywood Boulevard, from Vermont Avenue, west to the Hollywood Freeway is a well defined east/west commercial corridor with an approximately 80-foot right of way. It is lined with a mix of old and new, one and two storey commercial buildings. An exception is the Hollywood Hotel located at Hollywood Boulevard near Hobart, which is seven stories tall. Commercial activity consists mostly of storefront eateries or auto-oriented businesses, and relatively newer retail.

Sunset Boulevard and **Santa Monica Boulevard** (Historic Route 66) between Vermont Avenue and the Hollywood Freeway are very similar in their look and type of uses. They are predominantly commercial corridors with an approximate 100-foot right of ways. Most buildings are one or two-storey. The major land uses are medical, motion picture studios, entertainment, small retail centers, single anchor shopping centers and offices. The tallest buildings in the Plan area are located along Sunset Boulevard near Vermont Avenue-the ten storey Smith Research Tower at Childrens' Hospital, and the Kaiser medical building/parking facility.

Virgil Avenue is flanked by predominantly low scale, one and two storey commercial buildings, with 1920 and 1930 single family residents in various architectural styles interspersed among the businesses. There is some mixed use along Virgil, with retail on the ground floor of old apartment buildings and housing above. There are well kept residential streets with both single and multi-family streets on both the east and west sides of Virgil. The Virgil LANI project has made a significant impact on this street, and

now there are bus shelters and benches, banners and street trees. Most businesses have active Latino and Asian immigrant owners. The typical types of businesses are auto repair, ethnic restaurants, and liquor stores. There are seven liquor licences along one 10 block stretch of Virgil Avenue between Melrose Avenue and Santa Monica Boulevard.

Resident and Stakeholders Input for the Plan

The Plan was developed in concert with: area residents, property owners and businesses; City staff; consultants in the fields of urban design, economics, and parking; public agencies; and elected officials. These groups met in a series of public workshops, economic focus group discussions, bus tours, urban design charrettes, and other public meetings from October 1998 through June 2000.

There were two major community workshops at the Los Angeles Community College (LACC), both attended by over 200 people: one in October 1998 and another in September 1999. The mailing inviting the public to the first workshop went to over 60,000 addresses in the Plan Area and surrounding neighborhoods.

Four economic focus group meetings were held over the year between the two workshops. Public bus tours were conducted in February 1999 and June 2000 for all interested residents to local examples of mixed use housing, space saver school sites, pocket parks including art parks, and the freeway park in La Canada-Flintridge. Three questionnaires were mailed, one of general questions regarding residents' visions for the community's future, another regarding the Vermont Avenue Streetscape Project, and an origin and destination survey regarding travel patterns. The first questionnaire was returned by over 1,200 people.

Four additional community meetings were organized by the 13th Council District in order to reach more residents, especially foreign language speakers. Childcare was provided for these meetings and the two public workshops. Simultaneous translation in Spanish, Tagalog, Armenian and Thai was offered at all public meetings, workshops and focus group discussions. Over 800 Preliminary Vermont/Western Station Neighborhood Area Plans, with Ordinances and the draft Development Standards and Design Guidelines have been mailed to people who signed up for a copy at an outreach event or through the questionnaire.

Technical Background Reports and Studies

Technical information came from City staff and consultants who attended public meetings, conducted urban design charrettes and bus tours, chaired focus group discussions, conferred with residents, and wrote reports. Original background research was conducted in the areas of demographics, labor force analysis, market studies,

parking, travel demand, bus service, urban design, sustainable urban parks, freeway lids, computer mapping, etc. During the summer of 1998 a parcel level field survey was made of existing land use. A field survey of every existing public, legal, on or off-street parking space (excluding private residential parking) was also conducted, and utilization rates for these spaces were calculated.

Reports were prepared by Planning staff and consultants in the fields of economics, urban design, architecture, transportation, geography, environmental science, computer mapping and land use law. The results of these studies were made available to the public and decision makers who attended the public workshops, focus group meetings, Council Office sponsored community meetings and the bus tours.

A portion of the original grant for this program was used to prepare the Vermont Streetscape Plan and the Hollywood Boulevard Streetscape Plan. However, both these efforts were developed in separate but coordinated procedures from the Plan. The Specific Plan ordinance and design guidelines require that the physical improvements described in these streetscape plans be honored by public agencies and private developers.

The following is a partial list of some of the background documents prepared for this Plan:

- *Hollywood Travel Demand Survey Results,
- *Vermont/Western Station Neighborhood Area Plan Parking Analysis-Final Report, May 2000,
- *Charrette Defined Urban Form Alternatives,
- *Demographics, Housing, Labor Force and Economic Conditions, Jan. 1999,
- *Report on the First Economic Focus Group Meetings, February, 1999,
- *Revitalization Opportunities Report, May 1999,
- *Implementation Strategies, June 1999,
- *Report on the Second Economic Focus Group Meetings, October 1999,
- *Final Report and Recommended Land Use Alternatives, June 2000, and
- *Sustainable Open Spaces for Metropolitan Areas: A Green Case-Study Collection, May 2000.

Existing Land Use

The Plan Area is located within the Hollywood and Wilshire Community Plans. The Plan Area is approximately 1,300 acres of land, subdivided into 4,130 individual parcels. There is a current inventory of commercial buildings, excluding the hospitals and other institutional uses, of approximately 11 million square feet, located on 200 net acres. There are 19,500 dwelling units on 675 net acres, or an average of 75 housing units per net residentially zoned acre.

The general distribution of land use acreage is similar to the Citywide pattern. However, the Plan Area has slightly more than the Citywide average of land area dedicated to streets, roads and freeways. The Plan Area contains more than fifty acres of Caltrans owned right of way for the 101 or Hollywood Freeway.

<u>Use</u>	<u>Approximate Acreage</u>
Streets, Roads, Freeways	325
Residential	675
Commercial	200
Hospitals/Colleges/Barnsdall	<u>100</u>
TOTAL	1,300

Demographics

The Plan Area (two+ square miles), while being only a portion of the City of Los Angeles (400+ square miles), is none-the-less, the size of a small city. It is larger in population than the cities of West Hollywood, La Puente, La Mirada, Monrovia, Covina, or Culver City.

Approximately 50,000 people reside in 19,500 housing units, averaging 2.6 persons per unit. Population in the year 2020 is projected to be 62,000 persons, representing less than one percent growth rate per annum. The community experienced a growth spurt in the Eighties, then actually lost some population in the early Nineties because of the twin disasters of the 1992 Civil Unrest, and the 1994 Northridge Earthquake. Population growth is expected to be relatively slow through 2020.

This neighborhood is an excellent location for the subway. The most recent statistics indicate almost 24 percent of the area residents are transit dependant and that up to 20 percent of households do not own cars. The City average transit dependance is 6 percent.

The Plan Area is also one of the densest in the City, roughly three times denser than the City norm. The City's average density is 11 persons per gross acre, while this neighborhood averages 36 residents per gross acre.

There are enclaves of significant populations of Thai, Korean, Filipinos, Armenian, Russian, and Central and South Americans. The cultural mix makes for a colorful array of small eateries and shops along Vermont Avenue, Sunset and Hollywood Boulevards. All these cultures embrace the practice of starting family-owned businesses, and much of the demand for neighborhood serving retail is being met by local residents operating little stores.

While the Plan Area is demographically diverse, it does divide into two distinct areas: north and south. Generally in the northern part of the Plan Area there are smaller, older White and Asian households of predominantly English speakers with greater educational attainment, working in predominantly white collar jobs, earning higher incomes. The public provision of open space, libraries and schools is better in the northern end of the Plan Area as compared with the southern portion.

In the southern part of the Plan Area there are predominantly younger, larger, Latino, and Asian families with high percentages of non-English speakers. The southern area has a higher percentage of residents who have not graduated from high school, and a higher percentage of wage earners employed in mostly blue collar occupations earning lower incomes than the City average. The southern end of the Plan Area has the least provision of public schools, parks and libraries.

Income

The average income in the Plan Area is 60 percent of the County average. Approximately 25 percent of adults have not finished high school. It is estimated about 60 percent of the resident population is foreign-born.

Approximately 14 percent of the area households now receive public assistance. In contrast, less than 6 percent of households City wide receive this type of assistance. This is of particular concern in light of the pending Welfare Reform legislation. Heads of households (predominantly women with children) currently receiving public assistance will shortly be required to join the labor market by the new Welfare Reform Programs. The likely result of the new reform programs will be a massive increase in demand for childcare, including infant, pre-school, and before and after school care for elementary students.

The unemployment rate in the Plan Area in 1990 was 10.3 percent, almost four percent higher than the average for the City for that year (six percent). The unemployment rate measures those individuals more than 16 years old not working, but actively seeking employment.

The labor force non-participation rate in the Plan Area in 1990 was 21 percent, versus 13 percent for the rest of the City; and 16 percent County wide. The labor force non-participation rate refers to the percentage of individuals more than 16 years not working and not seeking employment.

Housing

More than 90 percent of the housing stock is multifamily, occupied by renters. Citywide, the percentage of renter-occupied housing is approximately 57 percent. The number of

persons per dwelling unit is higher than the City rate, reflecting a tendency toward multi-generational families with more children than the average, and the economic need to share the rent with others. It is also an indication of overcrowding worsened by low levels of new housing construction in the Plan Area since 1980.

The City average for housing built since 1980 is 16 percent of the entire housing stock, while less than 5 percent of the Plan Area housing stock has been built since 1980. Sixty percent of the housing in the Plan Area was built before 1959. Sixty percent of the housing stock will therefor be more than 60 years old in the year 2020, and almost 30 percent will be more than 80 years old (pre-1939.)

Sense of Place

There are four major components to the local identity: the Hollywood Legend; an architectural treasury from the Twenties and Thirties; culturally rich, multiethnic neighborhoods; and large regional medical, entertainment and educational institutions.

There are also historical vestiges of both the Cahuenga Indians and the early Spanish settlers. Vermont Avenue was once a major trade route for the Cahuengas who commonly built villages on the coastal plains under native oaks. The Cahuenga Library at Santa Monica near Vermont Avenue was named in honor of this tribe. The Spanish influence is mostly expressed as a predilection for Spanish language street names, terra cotta tiles, adobe and Moorish or Mission style building designs.

Hollywood has come a long way from 1853 when it consisted of one adobe hut, to the present where it is regarded as an international, multimedia entertainment icon, and a favorite port of entry for new arrivals to Los Angeles. Like most of early Los Angeles, Hollywood was fertile farm land from the 1870s through the turn of the century. Subdivision of land for homes began in the 1900s, and Hollywood was incorporated as a City in 1903. However, in 1910 Hollywood annexed itself to gain access to the City of Los Angeles' water supply.

The movie industry made its initial appearance in Hollywood in 1911 when the Nestor Company built the first motion picture studio. Cheap land and an accommodating climate established Hollywood as the world's motion picture capital by the 1920's. That role has never been seriously threatened. Today Hollywood continues to have the highest concentration in the world of studios and related businesses. The advent of computer technology has only reinforced Hollywood's role as the international center of entertainment and audio-visual innovation.

There are at least five major studios immediately surrounding the Plan Area: ABC TV Center at Prospect and Talmadge; Capital Records at Hollywood and Vine; CBS Radio

and TV at Sunset and Gower; Warner Hollywood Studios at Santa Monica and La Brea; and the Paramount and Raleigh Studios at Melrose and Van Ness.

Most of the City's venues for live theater are in close proximity to the Plan Area: Pantages Theater; The Palace; James Doolittle Theater; Hollywood Palladium; The Greek Theater and the Hollywood Bowl. A few blocks west of the Plan Area in the Hollywood Entertainment District are five major movie theaters with a total of more than 7,000 seats: Buena Vista El Capitan; Cinema Dome; the Highland Hollywood Market Place, Mann Chinese; and the General Cinema Galaxy 6.

The Plan Area has other historical realities beyond the Hollywood Legacy. It is the home of Barnsdall Park and the Hollyhock House. The 14-acre park, including the Arts and Crafts Building and the Hollyhock House, were given to the City by Aline Barnsdall in 1927. The park is the site of the City's Municipal Art Gallery.

Approximately 20 additional historically significant buildings are located in the Plan Area, mostly along the commercial corridors. Like the Hollyhock house these structures were constructed when Hollywood was at its economic height in the Twenties and Thirties. These buildings were commonly done in the Mediterranean, Beaux Arts, Spanish, Mission, Moorish and Art Deco styles.

The medical arts, as represented by five hospitals and numerous clinics, have also become a strong focus of local identity. There are four hospitals within a few blocks of the corner of Vermont and Sunset: Kaiser Foundation; Children's Hospital; Queen of Angels; and Hollywood Presbyterian. A fifth hospital, Temple Hospital, is located near the intersection of Temple Street and Hoover Street.

Within a three mile radius of the Plan Area, there are over 600 hospital or medical related businesses. The Vermont Avenue commercial corridor from Sunset Boulevard to the 101 Freeway has an especially high percentage of medical related uses including clinics, dentists' offices, laboratories, and the Cleveland Chiropractic College.

Just outside the Plan Area, one block south of Sunset Boulevard near Vine Street is the Hollywood Community Hospital. Between the Plan Area and downtown Los Angeles there are four more major medical facilities: Hospital of the Good Samaritan (Sixth Street and Lucas Avenue); St. Vincent Medical Center (Third Street and Alvarado Street); CIGNA Hospital of LA (Temple Street and Union Street); and the Shriners' Hospital for Crippled Children (Commonwealth Avenue, one block south of Third Street).

Educational institutions are also key to the local character. There are five colleges or

universities within or abutting the Plan Area: Los Angeles City College (the original site of the University of California at Los Angeles until 1929); the Braille Institute at Vermont Avenue and Melrose Avenue; Cleveland Chiropractic College at Vermont Avenue and Clinton Street; The American Career Collage at Vermont Avenue and Rosewood Avenue; and Immaculate Heart School and College at Western Avenue and Franklin Avenue. Just outside the Plan Area, but in close proximity there is the American Film Institute north of Franklin Avenue on Tryon Road; the West Coast University at Fourth Street and Westmoreland Avenue; and Southwestern University at Vermont Avenue and Wilshire Boulevard.

Los Angeles City College (LACC), located on a 48-acre site near the southwest corner of Santa Monica Boulevard and Vermont Avenue, celebrated its 70th anniversary in 1999. It currently has 16,000 students enrolled, down from its height of 23,000 students. Forty-five percent of the students attend evening classes. The campus reflects the multi-cultural nature of the neighborhood. Classes are conducted in more than 30 languages.

Public Services

The following is a partial inventory of public services currently being provided for area residents. In general, the community is dramatically under served in the areas of schools, childcare and open space. There is also a lack of any police stations or substations in the community, and a shortage of libraries in the southern Plan Area.

1. Public Schools

The Plan Area currently contains five elementary schools, one middle school, and no high schools or magnet schools. There are approximately 8,480 elementary and middle school children enrolled in the Plan Area schools.

There is during the 1999-2000 school year a current shortage of 3,743 seats or about 125 classrooms, for elementary and middle school children living in the Plan Area. There is an additional deficit of 1,500 seats for high school students. Projections for the year 2020 indicate the local schools will need to expand another 30 percent beyond the current shortfall to accommodate future populations and to return to normal school schedules.

Therefore, approximately five thousand children are bussed out of this area every school day because of the shortage of school seats and class rooms. Many of these students are bussed to schools in the San Fernando Valley. Los Angeles Unified School District regulations allow travel times of up to one and a half hours each way as an acceptable standard for students.

Even with extensive bussing, all of the Plan Area schools, except for Los Feliz Elementary, operate on the Concept Six or modified Concept Six calendar. The Concept Six calendar is year round. It has three to four tracks. The school day is 6.6 hours long, and the school year is approximately 163 days versus the normal 180, six hour days. The school days are longer in order to reduce the total number of attendance days, thereby enabling more tracks per school year. The longer school days are not a desirable learning situation for the local children, and the complex track schedules makes off-track child care extremely difficult to organize for working families and child care providers.

Some families have multiple children going to different schools, often on different tracks, with some being bussed out of the area who are on a bus up to three hours a day. Soon the new Welfare Reform Programs will be added to this daily strain on families and more stay-at-home mothers will be forced to return to the work force, with or without adequate childcare.

2. Parks and Recreational Facilities

There are no neighborhood parks, community pools or recreation centers within the Plan Area. A neighborhood park is defined as an open space facility usually of four to five acres, within walking distance (a quarter mile) from residential areas. It is distinct from a community park (ten acres or more) or a regional park. Any population growth in this community will exacerbate the shortfall of neighborhood parks.

The four closest Recreation Centers are: the Hollywood Recreation Center at Santa Monica Boulevard and Cahuenga Boulevard; the Bellevue Recreation Center at Lucille Avenue and Marathon Street; Lemon Grove Recreation Center at Lemon Grove Avenue and the 101 Freeway; and the Shatto Center at Vermont Avenue and Fourth Street. These centers are beyond a quarter mile walking distance from most of the Plan Area residential neighborhoods.

The Plan Area contains one community art park-Barnsdall Park. The park is perched on top of a 90-foot knoll thus providing some visual relief from the surrounding urban hardscapes. However, because of its topography, the park does not offer play space for children. This 14-acre facility is "Dedicated to the love of children and the love of art." The Park houses the City's Municipal Art Gallery as well as the Junior Arts Center, including the studio arts education program (ages 3-18), parent/child classes, classes for disabled children, and outreach programs for Los Angeles teachers and students.

The Los Angeles Unified School District's (LAUSD) recreational facilities located at schools are occasionally contracted for use by the Department of Recreation and Parks for youth sports during afternoon hours and on weekends. Conversely, the school

district occasionally uses City parks for organized baseball and football practice. However, no formal shared-use agreement for recreational facilities exists between the City of Los Angeles and the LAUSD, and opportunities to share school facilities for before and after school care are not systematically realized.

3. Police

There are no Police Stations in the Plan Area. The area is patrolled by four divisions of the Los Angeles Police Department: Hollywood; Northeast; Rampart; and the Transit Rail Division. The closest Police Stations to the Area are: Hollywood Station at Wilcox Avenue and DeLongpre Avenue; and Rampart Station at Temple Street and North Benton Way.

There is one Community Police Center at Franklin Avenue, outside the Plan boundary, just south of Finely Avenue, on top of the California Federal Savings and Loan. This site has two officers assigned to it and a citizen counter staff. It has no lock-up or place for the officers to rest. Some variation of this type of Community Police Center is a good model for the Plan Area.

4. Fire Stations

The Plan Area falls within the service areas of at least four City fire stations. There are three City fire stations actually located within the Plan boundaries: Station #82 at Bronson Avenue and the 101 Freeway; Station #35 at Hillhurst Avenue and Prospect Avenue; and Station #6 at Virgil Avenue and the 101 Freeway. Just outside the Plan boundaries is station #52 at Western Avenue and Melrose Avenue.

5. Libraries

There are two Libraries with the Plan Area: the Cahuenga Library at Lyman Street and Santa Monica Boulevard, and the new Los Feliz Library on the south east corner of Franklin Avenue and Hillhurst Avenue. The Cahuenga Library is a newly restored historic building, just one block east of the Metro Station area.

The closest library for the residents of the Plan Area south of the Hollywood freeway appears to be near Western Avenue and Beverly Boulevard. The Plan recommends another library be provided for the Vermont/Beverly area, perhaps as part of a school expansion.

Current Planning Efforts

A. Department of Neighborhood Empowerment (DONE) was created by the voters on June 8th, 1999 when the new City Charter was approved. The new Department's mission is to promote public participation in government and make government more responsive by creating a citywide system of Neighborhood Councils. Once the Councils

are established they must be notified early of any pending decisions of the City government. The Neighborhood Councils may be authorized by City Council to hold public hearings prior to City Council making a decision on a matter. The Neighborhood Councils may present to the Mayor and Council an annual list of priorities for the City Budget. The Neighborhood Councils may also monitor the delivery of public services in their respective areas. It is a recommendation of the Plan that a Neighborhood Council be formed to implement this Plan.

B. Area Planning Commissions (APC). Implementation of the new City Charter amendments approved by the voters June 1999, creates seven Area Planning Commissions, including the Hollywood APC in which this Plan is located. These Commissions commenced on July 1, 2000. Each APC will consist of five members of the local community appointed by the Mayor and confirmed by the City Council.

The APCs will replace the Board of Zoning Appeals in handling appeals of local zoning cases such as conditional uses and variances. The APCs will hear types of cases that are of importance to neighborhoods and local communities. The Development Standards and Design Guidelines created for the Plan (ATTACHMENT 4) may be amended by the Hollywood APC following a public hearing.

C. The Joint Land Use/Transportation Policy, adopted by the City Council November 2, 1993, and endorsed by the MTA Board of Directors, October 26, 1994. The City and the MTA collaborated to create this document in an effort to develop an integrated policy addressing land use, transportation and air quality. The Joint Land Use/Transportation Policy (LU/TP) describes new public and private strategies essential to maximize the benefits of the extensive public investment in building a regional transportation system.

The City required an integrated land use transportation system in order to address the challenge of providing for local growth, economic vitality, improved air quality, less traffic congestion, and a full range of housing opportunities while maintaining and improving the City's livability. The MTA needed to assure the success of the regional transportation system by encouraging land use patterns that supported transit ridership and revenue capture opportunities.

The LU/TP provides general objectives and principles for future development around transit stations. The LU/TP includes elements on Land Use, Urban Design, Ridership Strategy, Parking and Traffic Circulation, Equity, Economic Development, and Community Facilities. The policies were intended to be implemented through a flexible application of these objectives to individual areas by preparing Neighborhood Plans and Specific Plan Ordinances.

D. General Plan, Community Plan, Specific Plan and Zoning

California State Law requires each city prepare and adopt a comprehensive, long-term General Plan for its future development. California State law requires the day-to-day decisions of a city follow logically from, and be consistent with the General Plan.

The latest revision of the City's General Plan, adopted in 1996, is referred to as the General Plan Framework, or Framework for short. A community plan is one of the 35 plans divided geographically, that together serve as the Land Use Element of the City's General Plan.

A community plan sets policies and standards for guiding how land is to be developed in that community. The community plan establishes land use designations which are the categories that allow a specific range of zones. The zones in turn are more specific categories of uses that control the details related to use, building envelopes and siting on private property.

The Plan Area contains parts of two Community Plans: Hollywood and Wilshire. The Hollywood Community Plan, adopted in December 1988, is the land use portion of the General Plan for most of the northern section of the Plan Area. A Community Plan Update (CPU) is currently being initiated for the Hollywood Community Plan. A Community Plan Update is a revision of the community plan replacing the existing community plan upon adoption.

The Wilshire District Plan, which is the land use portion of the General Plan for the Plan Area south of Melrose Avenue, was last adopted in May of 1976. The Wilshire Community Plan is currently concluding a CPU program. The section of the Wilshire District Plan that includes the Plan Area has been left as-is, pending the outcome of this Specific Plan.

This Plan includes a Specific Plan Ordinance. A Specific Plan Ordinance implements the Plan by modifying or attaching development standards to parcels in addition to those already required by the Municipal Zoning Code. Specific Plan Ordinances can legally impose more detailed regulations than is generally in the Zoning Code.

The authority for preparation of Specific Plan Ordinances comes from the California Government Code. The preparation of Specific Plan Ordinances is not mandatory like the General Plan and the Land Use Element (Community Plans). However, if a Specific Plan Ordinance is prepared, it must meet the requirements of the State statutes, including consistency with the City's General Plan and Community Plans.

E. The Hollywood Redevelopment Plan

The Hollywood Redevelopment Plan, originally adopted in 1986, covers the most easterly portion of the Plan Area along the Hollywood Boulevard/Sunset Corridor to Serrano Ave. A community shopping center with 125 units of Senior Housing is to be built on the northeast corner of Hollywood and Western across from the subway station. A joint development (MTA and CRA) project is being prepared for the southeast corner, with plans for a mixed use of retail and 30 to 60 units of moderate income housing. There was also a CRA administered Earth Quake Disaster Assistance Program from Franklin Avenue on the north to Sunset Boulevard on the south and from Talmadge St on the east to Hobart Boulevard on the west. However, this program expired in 1998.

F. Wilshire Center-Korea Town Redevelopment Plan

The Wilshire Center-Korea Town Redevelopment Plan, adopted in 1995, covers a portion of the most southerly station in the Plan Area-Beverly/Vermont. There is an opportunity to use the CRA's programs to revitalize the storefronts along Vermont Avenue, and the large industrial site just south of the Hollywood Freeway, and east of Vermont Avenue. The CRA also administers an Earth Quake Disaster Assistance Program in proximity to the station, but its provisions for low interest loans expired in 1998.

G. Federal Empowerment Zone

An application for a new Federal Empowerment Zone was filed by the City in October 1998 for Census Tract 2111, in the south east corner of the Plan Area. The application was not successful, and it is uncertain if a re-application will be made at a future funding cycle.

H. Eco Village

The Los Angeles Eco-Village is in the northeast end of the Wilshire Center/Koreatown Redevelopment Area and in the southeast end of the Plan Area. The two-block mixed use neighborhood is one block east of the Vermont/Beverly subway station. Eco-Village is an internationally recognized demonstration of a process-oriented approach for creating a dense sustainable neighborhood. The goal of Eco-Village is to engage in lower-impact living patterns while increasing the quality of life in the neighborhoods. Eco-Village is a strong advocate for car free living.

Eco-Village was started in 1992, in response to the Civil Unrest, by the Cooperative Resources and Services Project (CRSP). CRSP is a nonprofit community development organization begun 20 years ago. Eco-Village (CRSP) owns 48 units of housing in two historically significant neighborhood buildings in the neighborhood. The housing is being rehabilitated in ecologically sensitive ways by residents who are also preparing

to purchase the buildings cooperatively.

I. Four Streets Housing Cooperative

The Four Streets Coop is located in the Plan Area near the south west corner of Melrose Avenue and Vermont Avenue just north of the 101 Freeway right of way. The Coop is one of five housing cooperatives formed in the early 1980's after the California Department of Transportation "Caltrans" abandoned its plans to expand California Route 2 through the East Hollywood and Silverlake districts of the City of Los Angeles. Caltrans was required by the State legislature to sell all of the surplus residential property it had acquired for the freeway construction project to its occupants or to housing related entities to be developer as limited equity housing cooperatives for the benefit of low and moderate income people under Government Code Section 54235.

The Cooperative was incorporated as a mutual benefit corporation in 1983 for tenants living on the four streets in the path of Route 2 near the corner of Vermont and Melrose Avenues. The cooperative is governed and operated by an elected nine person volunteer Board of Directors, all of whom are residents of the cooperative.

J. Vermont and Hollywood Blvd. Streetscape Programs

The Plan Area received funding for the planning, design, engineering and partial construction of streetscape improvements along Vermont Avenue and Hollywood Boulevard. The Vermont Concept Guidelines were completed in May 1998, and has been partial implemented through MTA grants received by the Department of Transportation. The Hollywood Boulevard streetscape concept plan, entitled Hollywood Crossroads was completed in May 1999 and is currently seeking full funding for implementation.

The Streetscape Concept Guidelines for Vermont Avenue and the Hollywood Crossroads projects establish a vision for immediate and long range improvements. The project areas include the public right of way on Vermont Avenue from Third Street to Hollywood Boulevard and Hollywood Boulevard from Vermont Avenue to Edgemont Street. The guidelines are intended to serve as the basis for all streetscape improvement projects on Vermont Avenue and Hollywood Boulevard in the Plan Area, whether implemented by the public or private sectors.

K. Virgil Village Los Angeles Neighborhood Improvement Project (LANI)

The LANI Virgil Corridor Demonstration project, now better know as Virgil Village, is a ten block area from Melrose Avenue on the south to Lockwood Avenue on the north and from Hoover Street on the east and Westmoreland on the west. The Virgil project was state and federally funded, beginning in 1994, to provide seed money to advance efficient, user friendly transportation, neighborhood commerce and affordable housing.

LANI, to date, has provided landscaping, street furniture, bus stop improvements, tree planting, trash bins, banners, and general clean up along the Virgil corridor.

Virgil Village has worked with the Search to Involve Philipino Americans (SIPA) to develop a community garden, and with the MTA and the Sunset Junction Youth Program on a mural project. Virgil Village sponsored a youth contest to design street banners, which were subsequently installed along Virgil during a festive banner raising ceremony. A revolving art project based on student art was initiated using the display panels on the Gannett bus shelters. Virgil Village is also working on a program to improve the pedestrian lighting and a Transit Information Center.

L. Barnsdall Park Master Plan

Under an agreement with the Los Angeles Department of Recreation and Parks, the MTA funded restoration and renovation of Barnsdall Park in exchange for using the Hollywood Boulevard frontage to the Park as a staging area for subway construction. The Barnsdall Master Plan was prepared to guide and direct the restoration of the park following completion of the Vermont Avenue and Hollywood Boulevard subway stations in July 1999.

The Master Plan has two parts: Part I was the Historic Site Survey, completed in 1995; and Part II the Implementation and Management Strategies, completed in 1999. The three major principles of the Master Plan are 1) Restore Wright's original landscape plan for Olive Hill, 2) Create a funding and implementation strategy that would ensure the park and its programs long term, and 3) Develop guidelines for the development of the edges around the Park to reconnect it to it's environs, and protect it from any negative impacts.

M. Thai Town Community Development Corporation and Thai Town Designation

The City of Los Angeles comprises a variety of communities that make up our rich tapestry of cultures. Periodically, the City designates a certain geographic area with a name based upon historical significance, location and other unique characteristics. On October 27, 1999 the City Council passed a motion to officially establish as Thai Town a commercial stretch of Hollywood Boulevard from Western to Normandie. Public art, signage and development standards will be used to identify the area as unique.

East Hollywood is a major economic and cultural hub for the Thai community of Los Angeles. There is a high concentration of Thai businesses and residents, and it is the site of the Thai Cultural Day parade.

The Thai Community Development Center (Thai CDC) was founded in April 1994 to improve conditions for disadvantaged communities, especially people living in

substandard housing. This organization promotes the rights of Thai Americans as well as advocates for more humane labor and immigration policies for all residents. Current Projects include a Business Assistance Center, the Halifax Apartments (affordable rentals), a Legal Clinic, Parent Education Program, Summer Activist Training, and Survival English.

N. Brownsfield Initial Assessment

An initial assessment of the environmental conditions for some of the industrially zoned portions of the Plan Area has been funded through a grant from the Federal Environmental Protection Agency. This assessment is also reviewing the environmental feasibility of reactivating the community hot mineral baths formerly known as the Bimini Baths. This initial assessment will determine if there are any environmental issues that need to be addressed prior to further industrial development at these sites. If there are not any hazardous conditions, the assessment will be helpful in stimulating reinvestment in these properties. If there are conditions that need to be re-mediated, this assessment will become the foundation from which that process can occur.

O. California League of Conservation Voters-Environmental Education Fund

The California League of Conservation Voters through its Environmental Education Fund, has provided a small grant to prepare a casebook of relevant examples, standards and criteria for implementation of the pocket park and street park components of the open space recommendations being made by this Plan. The monies were granted to the University of California Sustainable Cities Program specifically for application to the Plan Area in the preparation of viable open space solutions for this densely populated and under-served urban neighborhood. Results from this work will inform the standards and criteria needed to establish pocket parks and street parks in this Plan Area.

DISCUSSION

The Plan emerged out of the particular context of the Plan Area, including the four functional needs identified by the community as being of highest priority: services, jobs, neighborhoods, and civic culture. The Plan blends local priorities and goals with Citywide strategies for sustainable growth. The Plan marries the regional role the community plays as the site of four Metro Red Line stations, four major hospitals, and the City College with its local role as home to thousands of working families and their children.

The proposed Plan is intended to accomplish or encourage the following goals and policies:

A. Implement the goals and policies of the Hollywood Community Plan, the Wilshire Community Plan, and the City General Plan Framework Element;

B. Encourage sufficient schools, childcare facilities, parks, public pools, soccer fields, open space, libraries and police stations within the Plan Area;

C. Establish a clean, safe, comfortable and pedestrian oriented community environment for residents to shop in and use the public community services in the neighborhood;

D. Create a transit friendly area by requiring conformance to pedestrian oriented design guidelines that establish facade treatments, landscape standards, and criteria for shade-producing building overhangs and awnings, street lighting and security lighting for streets, alleys, sidewalks and other pedestrian areas that adjoin new development, and

E. Guide all development, including use, location, height and density to assure compatibility of uses and to provide for the consideration of transportation and public facilities, aesthetics, landscaping, open space and the economic and social well-being of area residents;

F. Increase the quality of existing residential neighborhoods through preservation of prevailing density, and standards for new construction that require in-fill projects to conform to the existing neighborhood character;

G. Improve the quality of housing stock in the neighborhood through the construction of affordable housing units available for homeownership, in mixed use buildings along transit corridors;

H. Promote increased flexibility in the regulation of the height and bulk of buildings as well as the design of sites and public streets in order to ensure a well-planned combination of commercial and residential uses with adequate open space;

I. Encourage creation of a lively civic atmosphere by promoting cultural districts, facilities and services;

J. Support the improvement of the business environment by providing attractive public streetscapes, encouraging business improvement districts and business assistance centers;

K. Promote the provision of more small public parks among the residential neighborhoods within easy walking distance;

L. Transform some neighborhood streets into shared streets thereby creating safer routes to schools and transit, adding to the public green space by planting and maintaining trees, replacing asphalt with porous surfaces and decreasing the urban heat island affect and storm water run off, thereby replenishing the underground water table, reducing polluting impacts on the local water quality, and reducing the burden on the City's water treatment plants;

M. Require improvement of the public right of way along Vermont Avenue and Hollywood Boulevard to be in accordance to the Vermont Avenue/Hollywood Boulevard Transit/Pedestrian Improvement Project, Concept Guidelines, Volume One-Vermont

Avenue, May 1998 and the provisions in the Hollywood Crossroads-Restoring a Regional Destination with Neighborhood Streetscapes, December 1998.

N. Promote the development of the industrial cluster near the Beverly/Vermont subway station, such that industries that generate jobs for the area residents are encouraged to locate there;

O. Promote the hospital cluster near the corner of Sunset Boulevard and Vermont Avenue such that this industry will generate jobs and medical services for local residents and give local businesses expanded markets;

P. Support the ability of local hospitals to respond successfully to the new requirements of the Alfred E. Alquist Hospital Seismic Safety Act for seismic upgrades of acute care facilities;

Q. Promote the expansion of educational facilities and adult training opportunities so area children no longer have to be transported to schools outside the area and residents are provided with the skills to take advantage of local job opportunities;

R. Facilitate the provision of studio and one bedroom apartments for adult students and senior citizens located near colleges, subway stations and along commercial corridors; and

S. Promote the provision of joint living and work spaces and small assembly workshops so local business building is facilitated and encouraged, thereby expanding the local economy and keeping locally generated income within the community;

T. Promote, in anticipation of the full implementation of the Welfare to Work Reform Program, the provision of childcare facilities within the neighborhoods, at transit stops and at large employment sites so all local working parents and their children are accommodated; and

U. Facilitate the conversion of the City owned property on Santa Monica Boulevard across the street from the Cahuenga Library and near the Lockwood Elementary School into a Primary Center with adjacent soccer field and ancillary use as a childcare site.

CONCLUSION

The Plan is based on a thorough review of technical information, public policy and public opinion. The Plan tries to assist an already dense and urbanized area in becoming a more functional, graceful and livable community. The Plan does not try to return the community to its rural or suburban past. The Plan uses the large public and private investments in the subway, the hospitals, the educational institutions, and the entertainment industry as a catalyst for better living conditions for the residents. The technique used to engage the regional institutions with the local residents is to identify viable collaborative projects benefitting both parties. These projects are identified in the Plan in the "Goals, Objectives and Policies" chapter.

The Plan is a blueprint, not a checkbook or funding commitment. The process of researching the issues and opportunities in the neighborhood has led to a better understanding of the scale and nature of unmet public service needs. The community will need to partner with the City operating departments, especially the new Department of Neighborhood Empowerment, to assure the City's budgetary process addresses the proposals recommended in this document.

Staff recommends the proposed Vermont/Western Station Neighborhood Area Plan, Specific Plan Ordinance, Parks First Trust Fund Ordinance, Development Standards and Design Guidelines and Community Plan Amendments be approved by the City Planning Commission for the reasons stated above.

ENVIRONMENTAL IMPACT

The proposed Specific Plan as well as General and Community Plan Amendments, require Certification of the General Plan Framework Element Environmental Impact Report (EIR) as the environmental clearance for this Plan, and adoption of a Statement of Overriding Considerations. The Framework Element and the Transportation Element EIRs identified preparation of station area land use specific plans or transit oriented districts as mitigations for traffic congestion and air pollution associated with population and commercial growth in the City.

Given the complete analysis in the Framework Element EIR and the fact this Specific Plan is in substantial conformance with the General Plan including the Framework and Transportation Elements and the Hollywood and Wilshire Community Plans' goals, the attached Statement of Overriding Considerations finds the benefits to the community from the Specific Plan outweigh the potential adverse impacts.

INTRODUCTION

The Vermont/Western Station Neighborhood Area Plan (Plan) was prepared to make the community more livable, economically viable, and transit friendly. The Plan Area is approximately 1,380 acres or 2.2 square miles, within the City of Los Angeles, Fourth and Thirteenth Council Districts, five miles northwest of downtown Los Angeles. It is estimated that 50,000 people live in this area today, and up to 62,000 people will live there by the year 2020.

The Plan is also intended to maximize the local economic development potential of the Metro Red Line Subway system. There are four subway stations in this neighborhood along Vermont Avenue and Hollywood Boulevard at the intersections of: Vermont Avenue and Beverly Boulevard; Vermont Avenue and Santa Monica Boulevard; Vermont Avenue and Sunset Boulevard; and Western Avenue and Hollywood Boulevard. Approximately 3,000 to 9,000 daily on and off passengers will some day patronize each of the four neighborhood stations, depending on station location and evolving economic specialties.

The Plan was developed in concert with: area residents, property owners, and businesses; City staff; consultants in the fields of urban design, economics, and parking; public agencies; and elected officials. These groups met in a series of public workshops, economic focus group discussions, bus tours, urban design charrettes, and other public meetings from October 1998 through June 2000.

The Plan does not advocate, or stimulate more population growth. Population estimates for the year 2020 are based on empirical evidence from past trends and analysis of current conditions. The Plan endeavors to manage population and commercial growth to take advantage of the transit system, and to generally produce better outcomes for neighborhood residents in terms of livability, transit access and economic well being.

Funding for public infrastructure and programs is not included, nor guaranteed by the Plan adoption. The community will need to partner with the City operating departments, especially the new Department of Neighborhood Empowerment, to assure the City's budgetary process addresses the proposals recommended in this document.

SUMMARY

This Plan describes a walkable, transit friendly urban community, with existing residential neighborhoods preserved, future population and commercial growth channeled into mixed use buildings along transit corridors, and unique activity centers at each of the four subway stations. Public services, especially parks, child care, community police stations, libraries and schools are to be expanded, and placed in sites among the neighborhoods and along the commercial corridors.

While the Plan decreased the total population build-out potential of the Plan Area, it redistributes population potential away from existing neighborhoods, toward the transit served corridors, and creates incentives for the market to respond to the entitlement potentials. The market's ability to construct housing is facilitated by increasing the height allowed along mixed use corridors thus enabling commercial and residential development to occur on the same site.

The Plan is the outcome of both extensive public input and technical information. Public input came from questionnaires, travel surveys, workshops, focus groups, bus tours, etc. The technical information came from consultants who attended public meetings, conferred with Planning staff, and prepared Background Reports.

Original research and field work was conducted in the areas of demographics, labor force analysis, market studies, parking, travel demand, bus service, urban design, existing land use and zoning, sustainable urban parks, computer mapping, etc. Background Reports based on this research were prepared by Planning staff and consultants in the fields of economics, urban design, architecture, transportation, geography, environmental science, computer mapping and land use law. The results of these studies were made available to the public and decision makers who attended the public workshops, focus group meetings, and bus tours.

The Plan consists of:

(1) Neighborhood Vision

There are four components: Additional Public Services; More Local Jobs; Improved Residential Neighborhoods; and An Active Civic Culture.

(2) Goals, Objectives and Policies

The Goals, Objectives and Policies are organized around the four components of the Vision: services, jobs, neighborhoods and civic involvement;

(3) Land Use Strategy

The Land Use Strategy as illustrated on the Plan Summary Map, identifies four Opportunity Sites, and five Subareas-A through E. The Land Use Strategy also includes an Open Space Agenda, a Hospital Expansion Program, a Transit Ridership and Parking Approach, and Local Jobs Incentives; and

(4) Implementation Strategy

Implementation will require adoption of various zoning regulations, design guidelines,

development standards and General Plan Land Use Designation changes. The ordinances and guidelines are the first steps in implementing the Plan, however, most of the Plan will require the voluntary cooperation of numerous public and private participants over an extended period of time.

The Plan is accompanied by three supporting documents:

- (1) a Specific Plan Ordinance that establishes zoning and development regulations, including a park fee for new development, that will implement the land use portion of the Vision and policy strategies;
- (2) an ordinance establishing the Parks First Trust Fund; and
- (3) the Development Standards and Design Guidelines that will control details related to facade treatments, site orientation and building envelopes. The Development Standards and Design Guidelines are adopted as an appendix to the Specific Plan Ordinance, but may be amended following a public hearing, by the City Planning Commission.

Some of the most significant components of the Plan are:

The Open Space Agenda includes 1) Long term goals for creation of traditional neighborhood parks, and a short term goal for a Parks First Program containing small parks and shared streets distributed widely among the residential neighborhoods. The Trust Fund for the Parks First Program will be administered by the Department of Recreation and Parks; 2) conversion of a City owned facility on Santa Monica Boulevard into a soccer field, Primary Center and Childcare Center; 3) a lid over the 101 Freeway right of way at Vermont Avenue to be developed as a forest, garden or park; and 4) Open Space requirements for new residential projects that allow more use of roof top gardens and patios, and require more landscaping of streets, buildings and parking lots.

The Hospital Expansion Program is a set of entitlements and conditions for the four hospitals near the intersection of Vermont Avenue and Sunset Boulevard. These hospitals are required by the State to upgrade the seismic standards for their critical care facilities. They will consequently have to rebuild their existing hospitals at higher densities in order to meet the new State standards. The Plan permits the hospitals the additional floor area ratio and height they need to expand, provided urban design, child care, job training and open space considerations are incorporated into their plans.

The Transit Ridership and Parking Approach is a set of policies and conditions regarding the pedestrian orientation of commercial and residential streets and development projects, urban design standards for parking facilities, and parking requirements are expressed as both minimum and maximum standards. The minimum standards are voluntary, and the maximum standards are set at current Code requirements. Since all transit trips start out as pedestrian trips, it is the premise of this approach that making the neighborhoods more walkable will also make transit more

accessible.

Local Jobs Incentives is a set of policies and Code incentives or exemptions for both small and larger businesses to come into and remain in the Plan Area. Live/works spaces, and small assembly workshops are allowed to facilitate business start-ups. Existing commercial buildings are allowed lower parking standards in order to attract a wider range of tenants. Policies are also included to retain the manufacturing area in order to provide a site for blue collar enterprises that employ the type of workers that already live in the southern end of the Plan Area.

Land Use Subareas were created for five types of districts, A through E, each with a separate purpose, scale or character. Subarea A is a Neighborhood Conservation designation which will preserve the current residential neighborhoods at their prevailing density and scale. Subareas B and C are mixed use districts located along transit corridors. They establish a density gradation that generally decreases with the distance from the subway stations. The four Opportunity Areas are also in Subarea C, one around each of the four subway stations. Future growth in population, and commercial development is meant to occur in these mixed use corridors.

Subarea D is the commercial/manufacturing site that has major economic potential as an employment generator. Subarea E is the public facility designation which includes all sites currently zoned public facilities, and some additional sites owned by the City and Caltrans.

All subareas are controlled by development standards that require pedestrian orientation in facade treatments and building design. Subareas A, B and C include higher landscaping standards for residential uses than is currently required, but are more flexible than current regulations by allowing open space to be provided above the ground floor. Every subarea has regulations for transitional height so infill development cannot overshadow or dominate the surrounding properties.

BACKGROUND

Existing Land Use

The Plan Area is located within both the Hollywood Community Plan and the Wilshire Community Plan. The Plan Area is approximately 1,300 acres of land, subdivided into an estimated 4,130 individual parcels. There is a current inventory of commercial buildings, excluding the hospitals and other institutional uses, of approximately 11 million square feet, located on an estimated 200 net acres. There are 19,500 dwelling units on approximately 675 net acres, or an average of 75 housing units per net acre of residentially zoned land.

The general distribution of land use acreage is similar to the Citywide pattern. However, the Plan Area has slightly more than the Citywide average of land area dedicated to streets, roads and freeways and housing. The Plan Area contains more than fifty acres of Caltrans owned right of way for the 101 or Hollywood Freeway.

<u>Use</u>	<u>Approximate Acreage</u>
Streets, Roads, Freeways	325
Residential	675
Commercial	200
Hospitals/Colleges/Barnsdall	<u>100</u>
TOTAL	1,300

Demographics

The Plan Area (two square miles), while being only a portion of the City of Los Angeles (over 400 square miles), is none-the-less, the size of a small city. It is larger in population than the cities of West Hollywood, La Puente, La Mirada, Monrovia, Covina, or Culver City.

An estimated 50,000 people reside in approximately 19,500 housing units, or an average of 2.6 persons per unit. Population in the year 2020 is projected to be 62,000 persons, representing less than one percent growth rate per annum. The community experienced a growth spurt in the Eighties, then actually lost some population in the early Nineties because of the twin disasters of the 1992 Civil Unrest, and the 1994 Northridge Earthquake. Population growth is expected to be relatively slow through 2020.

This neighborhood is an excellent location for the subway. The most recent statistics indicate almost 24 percent of the area residents are transit dependant and that up to 20 percent of households do not own cars. The City average transit dependance is 6 percent.

The Plan Area is also one of the densest in the City, roughly three times denser than the City average. The City's average density is 11 persons per gross acre, while this

neighborhood averages 36 residents per gross acre.

The average income in the Plan Area is 60 percent of the County average. Approximately 25 percent of adults have not finished high school. It is estimated that about 60 percent of the resident population is foreign-born.

An estimated 14 percent of the area households now receive public assistance. In contrast, less than 6 percent of households City wide receive this type of assistance. This is of particular concern in light of the pending Welfare Reform legislation. Heads of households currently receiving public assistance may shortly be forced into the labor market by the new Welfare Reform Programs. The likely result of the new reform programs will be a massive increase in demand for childcare, including before and after school care.

The unemployment rate in the Plan Area in 1990 was 10.3 percent, almost 4 percent higher than the average for the City for that year (6 percent). The unemployment rate measures those individuals more than 16 years old not working, but actively seeking employment.

The labor force non-participation rate in the Plan Area in 1990 was 21 percent, versus 13 percent for the rest of the City, and 16 percent County wide. The labor force non-participation rate refers to the percentage of individuals more than 16 years not working and not seeking employment.

There are enclaves of significant populations of Thai, Korean, Filipinos, Armenian, Russian, and Central and South Americans. The cultural mix makes for a colorful array of small eateries and shops along Vermont Avenue, Sunset and Hollywood Boulevards. All these cultures embrace the practice of starting family-owned businesses, and much of the demand for neighborhood serving retail is being met by local residents operating little stores.

While the Plan Area is demographically diverse, it does divide into two distinct areas: north and south. Generally in the northern part of the Plan Area there are smaller, older White and Asian households of predominantly English speakers with greater educational attainment, working in predominantly white collar jobs, earning higher incomes. The public provision of open space, libraries and schools is better in the northern end of the Plan Area as compared with the southern portion.

In the southern part of the Plan Area there are predominantly younger, larger, Latino, and Asian families with high percentages of non-English speakers. The southern area has a higher percentage of residents who have not graduated from high school, and a higher percentage of wage earners employed in mostly blue collar occupations earning lower incomes than the City average. The southern end of the Plan Area has the least

provision of public schools, parks and libraries.

More than 90 percent of the housing stock is multifamily, occupied by renters. Citywide, the percentage of renter-occupied housing is approximately 57 percent. The number of persons per dwelling unit is higher than the City rate, reflecting a tendency toward multi-generational families with more children than the average, and the economic need to share the rent with others. It is also an indication of overcrowding worsened by low levels of new housing construction in the Plan Area since 1980.

The City average for housing built since 1980 is 16 percent of the entire housing stock, while less than 5 percent of the Plan Area housing stock has been built since 1980. Sixty percent of the housing in the Plan Area was built before 1959. Sixty percent of the housing stock will therefor be more than 60 years old in the year 2020, and almost 30 percent will be more than 80 years old (pre-1939.)

Sense of Place

There are four major components to the local identity: the Hollywood Legend; an architectural treasury from the Twenties and Thirties; culturally rich, multiethnic neighborhoods; and large regional medical, entertainment and educational institutions.

There are also historical vestiges of both the Cahuenga Indians and the early Spanish settlers. Vermont Avenue was once a major trade route for the Cahuengas who commonly built villages on the coastal plains under native oaks. The Cahuenga Library at Santa Monica near Vermont Avenue was named in honor of this tribe. The Spanish influence is mostly expressed as a predilection for Spanish language street names, terra cotta tiles, adobe and Moorish or Mission style building designs.

Hollywood has come a long way from 1853 when it consisted of one adobe hut, to the present where it is regarded as an international, multimedia entertainment icon, and a favorite port of entry for new arrivals to Los Angeles. Like most of early Los Angeles, Hollywood was fertile farm land from the 1870s through the turn of the century. Subdivision of land for homes began in the 1900s, and Hollywood was incorporated as a City in 1903. However, in 1910 Hollywood annexed itself to gain access to the City of Los Angeles' water supply.

The movie industry made its initial appearance in Hollywood in 1911 when the Nestor Company built the first motion picture studio. Cheap land and an accommodating climate established Hollywood as the world's motion picture capital by the 1920's. That role has never been seriously threatened since-today Hollywood continues to have the highest concentration in the world of studios and related businesses. The advent of computer technology has only reinforced Hollywood's role as the international center of entertainment and audio-visual innovation.

There are at least five major studios immediately surrounding the Plan Area: ABC TV Center at Prospect and Talmadge; Capital Records at Hollywood and Vine; CBS Radio and TV at Sunset and Gower; Warner Hollywood Studios at Santa Monica and La Brea; and the Paramount and Raleigh Studios at Melrose and Van Ness.

Most of the City's venues for live theater are in close proximity to the Plan Area: Pantages Theater; The Palace; James Doolittle Theater; Hollywood Palladium; The Greek Theater and the Hollywood Bowl. A few blocks west of the Plan Area in the Hollywood Entertainment District are five major movie theaters with a total of more than 7,000 seats: Buena Vista El Capitan; Cinema Dome; the Highland Hollywood Market Place, Mann Chinese; and the General Cinema Galaxy 6.

The Plan Area has other historical realities beyond the Hollywood Legacy. It is the home of Barnsdall Park and the Hollyhock House. The 14-acre park, including the Arts and Crafts Building and the Hollyhock House, were given to the City by Aline Barnsdall in 1927. The park is the site of the City's Municipal Art Gallery.

Approximately 20 additional historically significant buildings are located in the Plan Area, mostly along the commercial corridors. Like the Hollyhock house these structures were constructed when Hollywood was at its economic height in the Twenties and Thirties. These buildings were commonly done in the Mediterranean, Beaux Arts, Spanish, and Art Deco styles.

The medical arts, as represented by five hospitals and numerous clinics, have also become a strong focus of local identity. There are four hospitals within a few blocks of the corner of Vermont and Sunset: Kaiser Foundation; Children's Hospital; Queen of Angels; and Hollywood Presbyterian. A fifth hospital, Temple Hospital, is located near the intersection of Temple Street and Hoover Street.

Within a three mile radius of the Plan Area, there are over 600 hospital or medical related businesses. The Vermont Avenue commercial corridor from Sunset Boulevard to the 101 Freeway has an especially high percentage of medical related uses including clinics, dentists' offices, laboratories, and the Cleveland Chiropractic College.

Just outside the Plan Area, one block south of Sunset Boulevard near Vine Street is the Hollywood Community Hospital. Between the Plan Area and downtown Los Angeles there are four more major medical facilities: Hospital of the Good Samaritan (Sixth Street and Lucas Avenue); St. Vincent Medical Center (Third Street and Alvarado Street); CIGNA Hospital of LA (Temple Street and Union Street); and the Shriners' Hospital for Crippled Children (Commonwealth Avenue, one block south of Third Street).

Educational institutions are also key to the local character. There are five colleges or

universities within or abutting the Plan Area: Los Angeles City College (the original site of the University of California at Los Angeles until 1929); the Braille Institute at Vermont Avenue and Melrose Avenue; Cleveland Chiropractic College at Vermont Avenue and Clinton Street; The American Career Collage at Vermont Avenue and Rosewood Avenue; and Immaculate Heart School and College at Western Avenue and Franklin Avenue. Just outside the Plan Area, but in close proximity there is the American Film Institute north of Franklin Avenue on Tryon Road; the West Coast University at Fourth Street and Westmoreland Avenue; and Southwestern University at Vermont Avenue and Wilshire Boulevard.

Los Angeles City College (LACC), located on a 48-acre site near the southwest corner of Santa Monica Boulevard and Vermont Avenue, celebrated its 70th anniversary in 1999. It currently has 16,000 students enrolled, down from its height of 23,000 students. Forty-five percent of the students attend evening classes. The campus reflects the multi-cultural nature of the neighborhood. Classes are conducted in more than 30 languages.

Public Services

The following is a partial inventory of public services currently being provided for area residents. In general, the community is dramatically under served in the areas of schools, childcare and open space. There is also a lack of any police stations or substations in the community, and a shortage of libraries in the southern Plan Area.

1. Public Schools

The Plan Area currently contains five elementary schools, one middle school, and no high schools or magnet schools. There are approximately 8,480 elementary and middle school children enrolled in the Plan Area schools. An additional five thousand children are bussed out of this area every school day because of the shortage of school seats and class rooms.

There is during the 1999-2000 school year a current shortage of 3,743 seats or about 125 classrooms, for elementary and middle school children living in the Plan Area. There is an additional deficit of 1,500 seats for high school students. Projections for the year 2020 indicate that the local schools will need to expand another 30percent beyond the current shortfall to accommodate future populations and to return to normal school schedules.

Even with extensive bussing, all of the Plan Area schools, except for Los Feliz Elementary, operate on the Concept 6 or modified Concept 6 calendar. The Concept 6 calendar is year round. It has three to four tracks. The school day is 6.6 hours long, and the school year is approximately 163 days versus the normal 180, six hour days. The school days are longer in order to reduce the total number of attendance days, thereby enabling more tracks per school year. The longer school days are not a desirable learning situation for the local children, and the complex track schedules

makes off-track child care extremely difficult to organize for families and child care providers.

2. Parks and Recreational Facilities

There are no neighborhood parks, community pools or recreation centers within the Plan Area. A neighborhood park is defined as an open space facility usually of 4-5 acres, within walking distance (a quarter mile radius) from residential areas. It is distinct from a community park (10 acres or more) or a regional park. Any population growth in this community will exacerbate this shortfall.

The four closest Recreation Centers are: the Hollywood Recreation Center at Santa Monica Boulevard and Cahuenga Boulevard; the Bellevue Recreation Center at Lucille Avenue and Marathon Street; Lemon Grove Recreation Center at Lemon Grove Avenue and the 101 Freeway; and the Shatto Center at Vermont Avenue and Fourth Street. None of these centers are within a quarter mile walking distance of the Plan Area residential neighborhoods.

The Plan Area contains one community art park-Barnsdall Park. The park is perched on top of a 90-foot knoll thus providing some visual relief from the surrounding urban hardscapes. However, because of its topography, the park does not offer play space for children. This 14-acre facility is "Dedicated to the love of children and the love of art." The Park houses the City's Municipal Art Gallery as well as the Junior Arts Center, including the studio arts education program (ages 3-18), parent/child classes, classes for disabled children, and outreach programs for Los Angeles teachers and students.

The Los Angeles Unified School District's (LAUSD) recreational facilities are occasionally contracted for use by the Department of Recreation and Parks for youth sports during afternoon hours and on weekends. Conversely, the school district occasionally uses City parks for organized baseball and football practice. No formal shared-use agreement for recreational facilities, however, exists between the City of Los Angeles and the LAUSD.

3. Police

There are no Police Stations in the Plan Area. The area is patrolled by four divisions of the Los Angeles Police Department: Hollywood; Northeast; Rampart; and the Transit Rail Division. There is one Community Police Center at Franklin Avenue, just south of Finely Avenue, on top of the California Federal Savings and Loan. This site has two officers assigned to it and a citizen counter staff. It has no lock-up or place for the officers to rest. The closest Police Stations to the Area are: Hollywood Station at Wilcox Avenue and DeLongpre Avenue; and Rampart Station at Temple Street and North Benton Way.

4. Fire Stations

The Plan Area falls within the service areas of at least four City fire stations. There are three City fire stations actually located within the Plan boundaries: Station #82 at Bronson Avenue and the 101 Freeway; Station #35 at Hillhurst Avenue and Prospect Avenue; and Station #6 at Virgil Avenue and the 101 Freeway. Just outside the Plan boundaries is station #52 at Western Avenue and Melrose Avenue.

5. Libraries

There are two Libraries with the Plan Area: the Cahuenga Library at Lyman Street and Santa Monica Boulevard, and the new Los Feliz Library on the south east corner of Franklin Avenue and Hillhurst Avenue. The Cahuenga Library is a newly restored historic building, just one block east of the Metro Station area. The closest library for the residents of the Plan Area south of the Hollywood freeway appears to be near Western Avenue and Beverly Boulevard.

NEIGHBORHOOD VISION

The Neighborhood Vision is an expression of what the community sees for itself in the future. It proclaims the values and aspirations of residents and business people for the next twenty years. It is the basis on which the remainder of this document is predicated. It is the yardstick by which to judge any action or policy.

1. Public Services

The community has put public services and infrastructure enhancement as their number one priority. Current deficiencies in schools, parks, and child care create overwhelming daily burdens for residents. In a questionnaire returned by over 1,200 residents, crime and air pollution were also among the primary concerns.

Residents would like to safely walk to neighborhood parks, schools, libraries, post offices, etc. They would like streets and parks to be beautiful, green, safe and convenient. They would like to see more investment in landscaping and maintenance of public streets. They would like their residential neighborhoods protected from pass-through vehicle traffic.

2. Jobs

Plan Area residents want more local jobs, better training opportunities for the jobs that already exist in the neighborhood, expansion of blue collar job opportunities that better match the skill profile of the resident labor force, and a more supportive regulatory environment for existing or potential small owner-operated businesses.

3. Neighborhoods

The residents of this community want existing neighborhoods preserved at existing density and scale. They are concerned with maintenance for older homes. They are interested in low interest loans for home rehabilitation, housing cooperatives similar to the Four Streets Coop and EcoVillage, and home ownership programs for low income families.

They envision new housing construction to occur after adequate public services are provided. They believe new housing should be provided along transit corridors in mixed use buildings, rather than encroaching on existing neighborhoods.

4. Civic Life

The community envisions a neighborhood that: celebrates the multiethnic customs of the local residents; is more active in political discussions and in decisions about how public dollars are spent in their community; and cultivates collaborative projects between residents and local government, as well as with medical, entertainment, and educational institutions.

GOALS, OBJECTIVES AND POLICIES

The process of identifying a Neighborhood Vision with appropriate Goals, Objectives and Policies establishes a conceptual framework that determines the land use approach of the Plan. The Land Use Strategies found in the next section of this Plan are derived from the Goals, Objectives and Policies described below.

Goals are general statements regarding targets that must be met in order to implement the Neighborhood Vision. Objectives are quantified statements that tell us when the goals have been achieved. Policies are principles, protocols or rules of conduct needed to achieve the Goals and Objectives.

Objectives include some number that helps to scale, size, locate and describe more precisely what is to be accomplished. Goals and Policies generally stay the same over time, while Objectives may change as new information is obtained or as projects are completed.

For example, the Vision calls for better provision of public services, including schools. One of the Goals is to obtain sufficient local schools so that all children can attend school in their own neighborhoods. The Objective is to build two hundred new classrooms within the Plan Area boundaries. A Policy that supports this Goal is to use commercial corridors for middle and high school locations, and neighborhoods for elementary schools and Primary Centers.

I. Public Services

A. Goals

1. Sufficient schools (Kindergarten through Twelfth grade) so all local children can attend local schools;
2. More police stations and libraries;
3. Sufficient park and recreational facilities for 62,000 people;
4. Public services and neighborhood serving retail within walking distance of homes;
5. Sufficient Childcare facilities to accommodate the needs of all local working parents;
6. Lively, safe, green and functional pedestrian oriented public streets;
7. Commitment to sustainable approaches to the provision of public services that include reducing energy costs and pollution of the environment by reducing vehicle trips, urban heat island effects, and storm water run off, and
8. Expanded focus on transit usage over automobile usage.

B. Objectives

1. Provide two hundred more Kindergarten through Twelfth grade classrooms in the Plan Area;
2. Provide an Academy High School near the Los Angeles City College Campus

that shares the athletic fields;

3. Provide an Arts and Medical Middle or High School Academy near Barnsdall Park;

4. Build a Soccer field, park, child care and Primary center at the Bureau of Street Lighting site on Santa Monica Boulevard;

5. Build a new library facility in the southern portion of the Plan Area near Beverly/Vermont, possibly as part of any expansion of the Commonwealth Elementary School;

6. Provide for at least 500 more children in childcare facilities located throughout neighborhoods, at public school sites, churches or in mixed use buildings along the commercial corridors;

7. Traffic calm or create shared streets in 15 to 30 residential blocks parallel to major highways to prevent vehicle pass thorough traffic, green local neighborhoods, reduce heat island effects and reduce stormwater runoff;

8. Create three new community outpost police substations;

9. Establish two hundred thousand square feet of new neighborhood serving retail along mixed use corridors, and within a five minute walking distance of the residential neighborhoods;

10. Create up to 62 acres of neighborhood parks and 50 acres of community parks or recreational facilities;

11. Build an eight to ten acre neighborhood or community park facility over the 101 freeway at Vermont Avenue that would involve realignment of the south bound Vermont Ave. exit and public parking underneath;

12. Build at least one Community Center with a public pool;

13. Open the LACC pool for public use during the summer through a cooperative agreement with the City Department of Recreation and Parks;

14. Convert the Caltrans Recycling Yard (Kenmore Avenue at Clinton Street) into a 2 acre park and turn Kenmore Avenue and Clinton Street into shared streets;

15. Build at least 5 acres of small parks on vacant, tax delinquent or nuisance lots, connected along a network of shared streets in residential neighborhoods;

16. Formalize a Memorandum of Understanding between the LAUSD and the City to use all schools as parks and childcare facilities during non-school hours;

17. Begin a Park Shuttle program to Griffith Park, Barnsdall Park and surrounding Recreation Centers organized to pick up and drop off at schools;

18. Work collaboratively with Braille and LACC to create a park that includes scent gardens and hands-on sculptures for the blind;

19. Re-establish a natural hot springs public bath similar to the historic Bimini Baths;

20. Construct a North Corner Park at Prospect Avenue and Hollywood Boulevard as an information center for pedestrians, bus riders and rail transit patrons; and

21. Establish at least one CarFree Demonstration Project within the Plan Area.

C. Policies

1. Use commercial corridors for middle and high schools, community centers, child care sites, libraries, etc.;
2. Place small (2 acres or less) primary centers and elementary schools in the neighborhoods;
3. Use City-owned land for parks, recreation, schools and childcare;
4. All public schools used for open space and childcare sites;
5. Encourage small childcare facilities in private homes throughout the neighborhoods;
6. Build all new schools as space saver schools, and as collaborative ventures with the City Recreation and Parks Department;
7. Develop small parks, shared streets and landscape the public right of way;
8. Encourage all public facilities to be multiple use;
9. Locate new Police substations, or outposts at subway stations, Fire stations, or in mixed use buildings;
10. Allow open space requirements for new housing projects to be above grade on balconies and roofs;
11. Improve the pedestrian oriented urban design standards for new development;
12. Prevent residential streets from becoming over flow routes that supplement the vehicle carrying capacity of major and secondary highways;
13. Reduce air pollution and the heat island effect in neighborhoods by planting an urban forest including community gardens; and
14. Reduce the storm water runoff and replenish the local underground water table by removing asphalt wherever possible and replacing it with porous or permeable surface treatments, or other cooler surface treatments.

II. Jobs

A. Goals

1. Increase the number of local jobs available to residents;
2. Provide job training and childcare needs for all local residents, especially those involved in Welfare Reform Programs;
3. Respond to the existing labor force's need for more blue collar jobs in the southern part of the Plan Area;
4. Leverage the existing local advantage by encouraging the expansion of medical, educational and entertainment industries;
5. Encourage local entrepreneurship and indigenous business development.

B. Objectives

1. Develop 6,000 new jobs in the Plan Area by 2020;
2. Establish a Jobs Center and local Business Assistance Center;
3. Create a Business Improvement District for Vermont Avenue and for the industrial cluster near Beverly and Vermont;

4. Build up to two million square feet of commercial and light manufacturing uses within the industrial cluster at Virgil and Beverly-collaborate with existing business and property owners, the Community Bank, the City Housing and Community Development Department, the Mayor's Office, Council District 13 and the Community Redevelopment Agency;
5. Provide regulations in the Specific Plan Ordinance that reduces parking requirements for existing commercial buildings along transit corridors in the Specific Plan Ordinance;
6. Generate 100 housing units by providing regulations in the Specific Plan Ordinance that encourages adaptive reuse of existing commercial buildings for joint living and working spaces;
7. Graduate 1,000 or more area residents annually from training programs at LACC related to medical (especially nursing), computer sciences, specialized police training, language skills, arts/entertainment, media and audio technicians;
8. Establish Arts, Entertainment and Medical academies at all the new or existing elementary, middle and high schools;
9. Generate several hundred new jobs by allowing small workshops or micro manufacturing in existing commercial buildings along transit corridors;
10. Provide regulations in the Specific Plan Ordinance that facilitates the expansion of existing hospital, educational and studio related uses; and
11. Provide regulations that require large employers to provide childcare facilities large enough to accommodate their own employees.

C. Policies

1. Solicit more medical and entertainment industry collaboration in resident education and job training, from elementary schools to junior college level;
2. Expand the job generation potential of the industrial center at Beverly/Virgil by facilitating development of appropriate blue collar and high technology industries;
3. Accommodate childcare needs within residential neighborhoods, especially as affiliated with schools (including LACC), and at employment sites in the Plan Area, including sites near subway stations and along the commercial corridors;
4. Use local entrepreneurial talent to provide neighborhood serving retail needs in the Plan Area;
5. Create a legitimate, but well regulated environment for small workshops and micro-manufacturing efforts along major and secondary transit corridors;
6. Encourage small businesses by relaxing parking and selected Code standards for existing commercial buildings along the transit corridors and near subway stations; and
7. Facilitate the Plan Area Hospitals expansion needs under the new State Seismic Upgrade Standards.

III. Neighborhoods

A. Goals

1. Preserve and rehabilitate existing residential neighborhoods at their existing scale and density;
2. Preserve historically significant buildings;
3. Encourage affordable units available for home ownership;
4. Accommodate student and senior housing needs;
5. Pace the construction of new housing with the provision of schools and open space;
6. Focus new housing construction in mixed use buildings along transit corridors; and
7. Establish higher standards for urban design that supports a pedestrian friendly, safe, green, and cooler residential street.

B. Objectives

1. Develop up to 3,000 new units of affordable family housing;
2. Provide loan programs for rehabilitating or upgrading up to 9,000 units of housing;
3. Encourage up to 1,000 new units of student or senior housing in the form of studio apartments;
4. Expand the housing coop program to two more neighborhoods in the Neighborhood Conservation Subarea A;
5. Provide 100 units of new housing through development of live/work space in existing buildings;
6. Provide at least 500 new childcare spaces;
7. Provide the option to residents of creating at least 15 blocks of shared streets in residential neighborhoods; and
8. Provide retail shopping opportunities within a quarter mile walking distance of all residential units.

C. Policies

1. Require new construction of residential units along mixed use commercial corridors to be built to condominium conversion standards to encourage home ownership potential;
2. Require new construction of mixed use residential projects to provide adequate open space on the site, including play areas for children;
3. Allow new construction for commercial uses along mixed use corridors to have a parking reduction;
4. Replicate Eco Village and Four Streets Coop in more neighborhoods;
5. Establish Rehabilitation Loans for all viable units more than 50 years old;
6. Encourage Live/Work buildings as adaptive reuse along commercial corridors; and
7. Require larger retail stores to provide free delivery to customers within a mile of the store.

IV. Civic Life

A. Goals

1. Position the Plan Area residents so they can be more prominent in the public debate over how their neighborhood will evolve;
2. Provide reliable analysis and technical support to cultivate political acceptability for proposed projects and recommendations;
3. Provide a workable agenda for a future Neighborhood Council or any other advocacy group, for the Plan Area;
4. Identify existing locations for public gatherings and opportunities to build gathering places into public and private projects;
5. Identify public/private collaborative opportunities for the betterment of the neighborhood;
6. Reduce transiency or the need to leave the area when economic improvement is achieved.

B. Objectives

1. Promote collaborative efforts between the CRA, Mayor's Office, the Department of Environmental Affairs and private industry to create an industrial center;
2. Collaborative effort with Caltrans/MTA/LACC/DOT to create park and ride and more open space at the 101 Freeway and Vermont Avenue;
3. Continue to use Barnsdall and LACC for community events-begin to use the Beverly/Vermont Station for festivals and events;
4. Freeway Lid and shared streets used as public space for events, festivals and congregation;
5. Begin a murals project (LAUSD, Cultural Affairs, Barnsdall and Recreation and Parks Dept.) for all blank walls in Plan Area and for roll up metal security gates;
6. Collaborative effort with new Department of Neighborhood Empowerment to design a Neighborhood Web Site and provide Mobile Internet Kiosks;
7. International and/or Educational Films Center created;
8. Business Assistance Center established as a collaborative effort with a BID, LACC, and the Community Development Department;
9. Expand Eco-Village model into more neighborhoods;
10. Street Tree planting with Tree People and others;
11. Establish a Multiethnic food fair or restaurant district;
12. Expand LACC Language Arts Programs; and
13. Collaborative effort with DOT, USC, Department of Recreation and Parks to design and fund shared streets and community gardens; and
14. Look for tax delinquent parcels to develop collaboratively with community organizations as neighborhood gardens.

C. Policies

1. Create and formalize partnerships between regional institutions, public

- agencies, major industries, and local residents;
2. Establish a Neighborhood Council with the new Department of Neighborhood Empowerment that will advocate for the programs identified in this Plan;
 3. Identify or create a new Community Development Corporation that will organize around the programs recommended in this Plan;
 4. Establish Cultural Districts;
 5. Establish Business Improvement Districts;
 6. Look for cross-fertilization between local influences and institutions, e.g., an international film center; educational film productions; high tech needs of the blind supplied by studio technologies; medical technologies and industries at the industrial cluster etc.; and
 7. Establish more murals projects and festivals.

LAND USE STRATEGY

The Land Use Strategy can not and does not implement all the goals, objectives and policies needed to realize the Neighborhood Vision. The Land Use Strategy only addresses issues that have a physical or locational component that can be legally regulated through the zoning Code. These components commonly relate to building envelopes, building mass, placement of buildings on sites, type and mix of land uses, and facade design.

Conditions can also be added to a project if such provisions implement adopted City policy as found in the Municipal Code or the General Plan, or relate to mitigating negative impacts of that project or building on the surrounding community. Some of the elements of the Land Use Strategy require additional conditions to projects based on this rationale—that the added requirements implement public policy or mitigate an impact.

The essence of this Land Use Strategy is to place most of the future growth in population, public services, and commercial uses along transit corridors, in new mixed use buildings. The existing neighborhoods are protected from pass through vehicle traffic and changes in scale or density. Some public services are targeted for locations in the neighborhoods, like primary centers, elementary schools, and small parks.

The Land Use Strategy is made up of

- Four Opportunity Sites, one for each of the four subway stations in the community: Urban Village Center at Western Avenue and Hollywood Boulevard; the Hospital Center at Vermont Avenue and Sunset Boulevard; the College Center at Vermont Avenue and Santa Monica Boulevard; and the Industrial Center at Vermont Avenue and Beverly Boulevard.

- Four major functional focuses: Open Space, Hospital Expansion, and Transit Ridership and Parking, and Local Jobs.

- Five Subareas: Subarea A-Neighborhood Conservation; Subarea B-Low Density Mixed Use; Subarea C-Medium Density Mixed Use; Subarea D-Light Industrial/Commercial; and Subarea E-Community Uses and Parks.

Opportunity Sites

The Opportunity Sites identified in this Plan are each centered around one of the four subway stations in the Plan Area and are all in Subarea C-Medium Density Mixed Use. These four stations are part of the Metro Red Line subway operations. The entire 17.8 mile subway route between downtown and the Valley began full service when the last three subway stations in North Hollywood, Universal City and Hollywood Boulevard at Highland Avenue opened in June 2000.

Depending on the location, between 3,000 to 9,000 transit patrons will daily leave from,

or arrive at, each of the four neighborhood stations. The estimated travel times from downtown to the Plan Area stations are: twelve minutes to Vermont/Beverly; fourteen minutes to Vermont/Santa Monica; fifteen minutes to Vermont/ Sunset; and 20 minutes to Vermont/Western. The travel time between North Hollywood and downtown is estimated to be 30 minutes.

These station areas are labeled Opportunity Sites because the provision of a mass transit center, along with an expanded focus on transit usage over automobile usage, brings the following advantages to the neighborhood:

Access- Transit brings local and regional customers and employees into the neighborhood businesses. Transit also increases employment access to area residents that work in the region;

Congestion management- Transit assists in ameliorating the impacts of traffic on congestion and air quality;

Catalytic value- Transit centers stimulate local economic development and redevelopment efforts; and

Livability-Transit allows people in the neighborhood to function without a car, and pedestrian environments foster human scale urban design. When owning a car is not necessary, more family resources are available for homeownership and other discretionary spending.

There are a number of uses, public and private, that are generally regarded as special development opportunities which have a direct, positive relationship to promoting transit ridership and neighborhood livability around transit centers:

Mixed Use Developments- Development that includes transit amenities, retail, offices, service businesses, and multifamily residences are successful because they provide a built in market for the retail/service facilities associated with the transit center. They also can generally make housing available at affordable rates, thereby supplying the area with quality, reasonably priced homes, and are a good location for childcare and other community services.

Convenience Retail and Service Facilities- Convenience goods are purchased frequently and in close proximity to the consumers' home. Transit stops are especially convenient locations to shop on the way home from work. Transit based retail facilities are supported by the transit riders as well as residents of the immediate neighborhood. Transit based shopping is not appropriate for purchasing large items which are difficult to carry, however, the following types of businesses are useful in these locations: small grocery stores, green grocers, and bakeries; drug stores; fast-food, coffee bars and take-out restaurants; beauty and barber shops; dry cleaners; florists; video rentals, newspaper,

magazine and book stores, automated teller machines; small postal counters, etc.

Office Facility- Access to transit service, especially transit service convenient to downtown or other employment centers, serves to increase the market demand for further office development.

Telecenter, satellite work center, or tele-village.

Childcare Facility- very convenient for transit riders and local residents.

Each Opportunity Site has a unique character that the Plan seeks to foster:

Western Avenue/Hollywood Boulevard-The Urban Village.

This site is already a sophisticated urban village. It is beautifully framed by the Hollywood Hills, with vistas that include the Hollywood sign and Griffith Park. It also has numerous historically significant buildings from the Twenties and Thirties. The corner needs more pedestrian oriented neighborhood serving retail and a critical volume of housing in mixed use buildings to enliven the street.

There is currently proposed at the northeast corner the "Hollywest" project to include a Ralph's, Ross Dress for Less, and 125 units of Senior Citizen housing. Soon to be completed behind the subway portal on the southeast corner off Carlton Street are 65 units of affordable family housing units.

Sunset Boulevard/Vermont Avenue-Hospital Corner- The Healing Garden.

This site is the location of the most powerful economic engine in the Plan Area-four major hospitals. In addition, the hospital and medical related uses at this corner are environmentally relatively clean, and recession proof industries. Although there is a misfit between the labor force skills in the immediate neighborhood and the skills needed at these hospitals, the potential for this corner to employ and economically uplift the surrounding community is tremendous.

LACC can train the local labor force in the needed technical support occupations. Local businesses can provide the secondary needs of the people already working at this corner. Housing for hospital staff can be built along the transit corridors in mixed use buildings.

This station also has tremendous visual potential for creating a healing garden atmosphere by expanding on the landscaping and architectural themes already existing at Barnsdall Park. Now the physical and visual access to Barnsdall Park is blocked along Sunset Boulevard. However, the reconstruction of some of Kaiser's medical buildings to make way for a new hospital presents an opportunity to remedy this situation.

Santa Monica Boulevard/Vermont Avenue- The College Center. This site holds great potential as a center for student housing, neighborhood serving retail, community services and support services for the hospitals. Currently, student oriented housing projects or buildings do not exist in the Plan Area. The commercial corridors near the campus and the locations above the subway portals would be good sites for mixed use student housing with retail on the ground floor.

Vermont Avenue/Beverly Boulevard-The Industrial Jobs Center. The Plan envisions extensive physical improvements for this station area. This station is located next to two major opportunities: more than 40 acres of public right of way owned by the State Department of Transportation (Caltrans); and more than 40 acres of commercial/industrial zoned land south of the freeway near Beverly Boulevard and Virgil Avenue.

One of the land use strategies in this Plan is to build a public parking lot under the freeway, redesign the on and off ramps to better avoid incursions into the surrounding residential neighborhoods, surrender the recycling lot to a pocket park, and build a forested eight to ten-acre park over the freeway.

The public parking lot could hold an estimated 430 spaces on two or more levels. The lot could be used by transit riders who exit the freeway and take the subway into downtown or the Valley; LACC students (there by freeing LACC's land for other uses like student housing); local existing businesses on small lots; and for the industrial uses adjacent to the freeway.

This structure would be shielded from view by being under a landscaped lid. Alternatively, if a lid is not constructed, the parking structure can still support a 2 acre garden on its roof. The City of Seattle has built a similar structure under their "Freeway Park."

The forty acres of commercial manufacturing parcels near this station is also an opportunity. Most of the site is in the Wilshire Center-Koreatown CRA boundaries. This is the only commercial manufacturing site of this scale between downtown and the Valley. In addition, this industrially zoned enclave is at the juncture of a subway line and a major freeway making it highly accessible to materials, markets and labor.

Open Space

The Open Space Agenda includes looking for sites and funding for five acre neighborhood parks, implementing in the short term the Parks First Program, conversion of the City owned land on Santa Monica Boulevard into a soccer field and Primary Center, a proposed lid over the 101 freeway at Vermont Avenue, provisions to encourage roof gardens and patios, and design guidelines with higher landscaping

standards, and more flexibility in providing open space on building sites.

The Parks First Program is a five to ten year open space strategy, and a trust fund account set up to begin to collect monies with which to finance the strategy. The idea is to quickly address the dramatic shortfall in open space while longer term and more involved programs are being developed. The strategy is to invest in approximately 50 small parks, or gardens scattered primarily throughout the residential neighborhoods and 15 to 30 blocks of shared streets also located in residential neighborhoods.

The priority sites for the small parks will be vacant lots, tax delinquent and nuisance properties (sites of repeated criminal activity and problem slum lords). Improving these sites creates new green spaces, and removes eyesores and safety problems from the neighborhood. It is estimated that this combination of small parks and shared streets will cost between ten and fifteen million dollars, about the same amount as one conventional 5-acre neighborhood park, and result in 10 acres of new open space.

The Vermont/Western Station Neighborhood Area Specific Plan Ordinance includes a park fee to be paid by new residential and commercial development (see Section 6 F of the Ordinance). The purpose of the fee is for new construction to pay for its own need for neighborhood parks.

The fee is calculated assuming one acre of neighborhood park is needed for every 1,000 people living in the Plan Area. It is assumed that each residential unit will have 2.6 persons living in it, and that each person will need approximately 45 square feet of neighborhood park (43,000 square feet per acre divided by 1,000 people). Therefore the typical residential unit with 2.6 persons living in it will need to pay the cost of land and improvements for about 120 square feet of park.

However, it is also assumed new commercial uses will realize a benefit from new parks. Therefore a ratio of 25/75 was assigned for the benefit of new parks to commercial versus residential. The two million new square feet of commercial uses was assigned 25% of the financial burden of providing neighborhood parks for 3,000 new unsubsidized residential units that are projected to be constructed by 2020 in the Plan Area.

Based on current construction cost and land costs in 2000, the residential fee is \$4,300 per unit, and the commercial fee is \$2.15 per square foot. The fees will be updated as construction and improvement costs change over time. The fees will be deposited in the Parks First Fund.

Shared streets are also a major element of the Parks First Program. This component of the open space strategy is modeled after the European notion of a "woonerf." Woonerf is a Dutch word meaning "street for living" and is the common term for a type of street that is equally shared by pedestrians, bicycles, and low-speed cars. Vehicles are

slowed to walking speed by placing trees, planters, parking areas, chicanes and other obstacles in the street. The shared street, while available to the public, is not intended to be used for pass-through vehicle trips.

The shared street accomplishes a number of public policy goals: open space is provided within neighborhoods where it is most likely to be used; because streets are not closed or vacated no public monies are needed to buy the land; it facilitates non-motorized trips and allows pedestrians to take better advantage of the transit system; it provides public spaces for more social interaction; it reduces the heat island effects created by large unshaded expanses of black asphalt; it diminishes pollution run off by providing permeable surfaces that replace the existing asphalt; it provides more opportunities to add to the urban forest thereby improving the air quality; they are safer paths to schools for area children; and the open space is more equitably distributed throughout the Plan Area.

More than thirty residential blocks have been identified as potential sites for shared streets. These potential sites are shown on the Plan Summary Map. The general criteria for selecting these streets are: 1) primarily serves residential uses; 2) not necessary or not desirable for the street segment to be part of the regional vehicle circulation pattern; 3) of sufficient road way width that two lanes and at least one parking lane can be accommodated in addition to pedestrian and bicycle paths; 4) can be configured with other shared streets and small parks into a pedestrian or bicycle network, especially for school children accessing a local school; and 5) due to legal and safety considerations, full height curbs and side walks will be provided. Additional criteria needed to make the final choices will require further analysis of the local street parking needs, roadway configuration and a consensus among the residents and property owners that a shared street is what they want for their neighborhood.

A shared street would have the following physical components: 1) A sign at each entrance, and a special gateway treatment signaling that this is a slow street, possibly including the use of bollards, landscaped islands or large planters; 2) Removal of the asphalt and replacement with a permeable pavement treatment, bricks, pavers, or cement; 3) Side walks and parkways should be considered as part of the street width when designs are being prepared; 4) A low landscaped barrier between the bike and pedestrian paths, and the vehicle lanes; 5) abundant use of shade trees; 6) use of several of the following traffic calming techniques-chicanes, speed bumps, angle-parking, frequent landscaped curb extensions, roadway narrowing, sidewalk widening, one-way street coupling.

Freeway Lid

This Plan proposes a lid or platform over the 101 or Hollywood Freeway at the juncture of Vermont Avenue. This lid or tunnel would be similar to a cut and cover tunnel or bridge, with the natural topography of the site facilitating the approach since the terrain

dips at this juncture. It is estimated that four to five acres of open space on each side of Vermont Avenue, would be created by such an endeavor.

Parking for local businesses, LACC, and transit users could be tucked under the lid. An alternative approach is to simply build the parking structure in between the east and west lanes of the freeway, and provide a two acre garden on top. The cost is estimated to be between twenty-five to forty million dollars, depending on the type of improvements made on top of the lid.

The construction of a freeway lid essentially reduces the footprint of the freeway, thereby mitigating its impacts on the surrounding community. The Caltrans right of way at this location is larger than is currently needed for freeway operations because it was originally purchased when the 101 was planned to intersect with the Beverly Hills Freeway.

Seattle has retrofitted part of their convention center as well as a parking structure and a public park within a landscaped lid over a freeway. Locally there is an example of a park over a freeway off the Foothill Freeway in La Canada. This park, Memorial Park, was built in the 1970's and is currently maintained and operated by the La Canada-Flintridge School District. Residents in La Canada are currently organizing to expand this lid treatment up to a mile. There is also a proposal for a freeway lid on the I-15 in San Diego, at 40th Street.

Five freeway cut and cover lids are proposed for the extension of the Long Beach Freeway into South Pasadena and Pasadena. South Pasadena High School will extend their athletic field over one of these proposed freeway lids if the freeway is constructed.

The Hospital Expansion Program.

The Plan allows hospital uses within Subarea C, on a unified hospital and medical site, and following a special project review, to have a Floor Area Ratio (FAR) of four and a half to one, and a height of up to 200 feet. The FAR can be averaged over the entire unified site. Currently hospitals are entitled to a FAR of three to one, with unlimited height (Height District 2), and no provision to average FAR over the entire site.

Most of the hospitals in the Plan Area are currently responding to new State requirements for hospital seismic upgrading. State Senate Bill 1953 was adopted after the Northridge earthquake to require higher seismic standards to prevent loss of life. New State standards for acute care hospitals now require all critical care facilities to remain fully operational after a major seismic event. Most existing hospitals must be rebuilt to meet these standards.

Current standards for hospitals require more square footage per bed, and that every

patient room have a window. New hospital buildings with the same patient bed count will have to be much larger than existing hospital facilities in order to meet the most current standards. The State requires compliance with the new standards by 2008.

The Plan supports the growth of the hospitals at these corners, including the expansion necessary to meet State seismic standards, with some design restrictions relating to the following: require public open space or pedestrian pass-throughs in large blocks so the path to the main commercial corridor and the subway station is facilitated for the public; step backs for the buildings, thereby avoiding the canyon like effect along streets; support for establishment of collaborative and consolidated parking structures with surrounding uses; physical and visual access to Barnsdall Park; landscape and design elements of the Barnsdall Park Master Plan used to inform the look and design of the surrounding hospital uses and thereby creating a healing garden motif; childcare facilities at least sufficient to accommodate employee needs; and collaborative arrangements with the local City College for internships and financial support for medical training programs.

Transit Ridership and Parking Strategy

The policy direction of the Plan is to focus on walkability and transit, rather than on facilitating single occupancy vehicles. The tactic is to take advantage of the increasing provision of transit in the Plan Area thereby making it easier to live, work, shop and play in this neighborhood without owning a car. However, the Plan takes modest steps toward this goal because today there still exist parking congested areas.

Projections of parking demand to the year 2020 indicate that thousands of un-needed parking spaces will be built if the current parking code is applied to new development in the Plan Area. The reason is that 15 to 20 percent of the current vehicle trips will be diverted to the transit system. The following transit services, in addition to the recent completion of the Red Line Extension to North Hollywood, are likely to be implemented by the year 2020:

1. Blue Line Extension to Pasadena;
2. Metro Rapid Bus Lines on:
 - *Wilshire Boulevard from Santa Monica to Downtown
 - *to East Los Angeles
 - *Exposition Corridor
 - *North Hollywood to Warner Center; and
3. Increased MTA bus fleet to meet consent decree.

All these improvements will be accessible from the Plan Area, significantly enhancing regional accessibility via transit. This will likely reduce the need for employees to drive and park at employment, and for residents to travel by car. It is estimated by the transportation and parking consultant to this Plan, based on similar experiences in other cities with subway stations, parking demand within one quarter mile of the subway

stations will be reduced at least 15%.

There are currently 9,857 on-street and 3,007 off-street parking spaces in the Plan Area. Private residential parking was not inventoried. There are no parking facilities provided for commuters (park and ride lots) at any of the Red Line stations. The majority (81%) of the on-street parking is unrestricted and located on the residential side streets throughout the Plan Area. Commercial street parking is typically restricted in some way.

The areas with the greatest parking demand (utilization rates above 90% on weekdays) are along Vermont Avenue near Virgil Junior High School, in the vicinity of LACC, and generally from Fountain Avenue to Hollywood Boulevard. LACC has only 20% of the parking normally required of a campus its size. Funding constraints have delayed the addition of more parking on campus. The City has attempted to increase the supply of on-street parking near the college by providing diagonal parking on streets where the width will accommodate diagonal parking (e.g., Heliotrope Avenue west of the campus).

The Plan takes a modest approach to reducing parking requirements because of the existing congestion in some areas. The Plan Parking Program is summarized below:

Subarea A-Neighborhood Conservation

1. Implement residential permit parking where requested by residents.
2. Exempt residential rehabilitation work from Code parking requirements.
3. Reduce minimum residential parking requirements to:
 - 1.0 space/dwelling unit with three or less rooms; and
 - 1.5 spaces/dwelling unit with more than three rooms.
4. Establish maximum residential parking standard at the current Code provisions:
 - 1.0 space/dwelling unit with less than rooms;
 - 1.5 spaces/dwelling unit with three rooms; and
 - 2.0 spaces/dwelling unit with more than three rooms.
5. Establish maximum commercial parking requirements at Code;
6. Establish parking related design guidelines:
 - Locate parking behind building frontage; and
 - Landscape lots and structures.

Subareas B and C- Mixed Use Corridors

1. Exempt existing commercial buildings from Code requirements, allow current provision on site.
2. Reduce minimum residential parking requirements to:
 - 1.0 space/dwelling unit with three or less rooms;
 - 1.5 spaces/dwelling unit with more than three rooms;Guest parking accommodated in commercial parking in mixed use projects; and
Reduce this requirement another 15% when project is located within 1/4 mile of a Metro Rail Station.
3. Establish maximum residential parking standards as the current Code provisions:
 - 1.0 space/dwelling unit with less than three rooms;
 - 1.5 spaces/dwelling unit with three rooms; and
 - 2.0 spaces/dwelling unit with more than three rooms.
4. Establish minimum commercial (except Hospitals) parking requirements at 2 spaces per 1,000 square feet of building area;
5. Establish a maximum commercial parking requirement at current Code requirements;
6. Residential and Commercial parking standards reduced another 15% when a project is located within 1,500 feet of a Metro Rail portal; and
7. Allow for participation in consolidated parking facility. Up to 50 percent of the parking requirement for commercial uses may be located off site within 1,500 feet of the development.
8. Establish parking related design guidelines:
 - Locate parking behind building frontage;
 - Landscape lots and structures; and
 - In Subarea C, parking structures that front major or secondary highways must provide commercial uses along the ground floor to a depth of at least 25 feet.

Subarea D-Industrial and E-Public Facilities

1. Establish maximum commercial parking requirements as:
 - 2 spaces per 1,000 square feet; andReduce this requirement another 15% when project is located within 1/4 mile of a Metro Rail Station.

2. Allow for participation in consolidated parking facility. Up to 50 percent of the parking requirement for commercial uses may be located off site within 1,500 feet of the development.

3. Establish parking related design guidelines:

Locate parking behind building frontage;

Landscape lots and structures.

Local Jobs Incentives

The premise behind these incentives is to ease the financial burden on new and existing businesses. The regulations in the ordinance work to lower merchant overhead and start-up costs, thereby encouraging businesses to locate close to the resident labor force.

Existing commercial buildings are exempted from some off street parking provisions of the Code provided the tenant uses are consistent with the Specific Plan. Other Code exemptions for existing commercial properties along the transit corridors allow business owners to "live above the shop" and engage in "micro-manufacturing".

There are also parcel assembly incentives for larger new businesses that need to consolidate sites. The industrial site at Beverly and Virgil is identified as an appropriate economic development project for collaboration between City agencies and business owners. And the hospitals in collaboration with LACC are encouraged to help sustain medically related training programs.

Subarea A Neighborhood Conservation

These are primarily residential neighborhoods that are to be protected from any significant increases in their existing density. The Plan preserves their character and scale, yet improves the general pedestrian environment by imposing design and development standards on any new construction or major renovation.

The Ordinance contains the following regulations for Subarea A:

1. Maintains the currently prevailing average front yard set back standards;
2. Restricts existing commercial parcels to mixed use with neighborhood serving retail and only allows commercial uses on the ground floor;
3. Requires a minimum and maximum parking standard and a minimum of one half bicycle space per unit, and prohibits parking in front yard areas;
4. Makes the usable open space requirements more flexible by allowing above grade provision; and
5. Establishes a transitional height limitation of one story above adjacent building (with exceptions for roof gardens, etc.).

The Guidelines contain additional requirements regarding curb cuts; drive ways; alley

access; pedestrian access; underground utilities; landscaping for open space, parking lots and structures; trash enclosures; roof line and roof equipment; fenestration; and articulation of building facades.

Area B Low Density Mixed-Use

The development of town homes, small professional studios, live/work spaces and small assembly workshops are encouraged in this subarea. This subarea corresponds to the Mixed Use Boulevard General Plan Framework Land Use designation. This subarea designation is primarily located along secondary commercial corridors. Most commercial uses are restricted to neighborhood serving or office. Buildings with only residential use are allowed.

The Ordinance includes the following regulations for Subarea B:

1. Transitional Height limitations for lots abutting Subarea A-Neighborhood Conservation;
2. Maximum height of 35 feet for commercial-only projects; and up to 50 feet for mixed use or residential only projects;
3. Higher landscaping standards and encourages roof gardens;
4. Minimum and maximum parking requirement in new construction. Current Code requirements for parking are the maximum allowed. A minimum of one-half bicycle space per dwelling unit is required;
5. Parking requirements in existing buildings the same as currently provided on site as long as the tenant use is consistent with the Specific Plan;
6. Some small assembly workshops are allowed;
7. Incentives for creating Live/Work Projects in existing buildings;
8. No front, side or back yard requirements;
9. bonus for small lot assembly; and
10. Childcare requirements for larger projects.

The Guidelines contain additional requirements and recommendations regarding curb cuts; drive ways; alley access; pedestrian access; underground utilities; landscaping for open space, parking lots and structures; trash enclosures; roof line and roof appurtenances; facade relief; transparent elements; yard requirements; signage; permitted ground floor uses; and permitted uses above the ground floor.

Area C Medium Density Mixed Use

This subarea designation is primarily located along major corridors or around the subway stations. This subarea corresponds to the Community Center General Plan Framework Designation. The height and density are higher than for Subarea B. The pedestrian oriented design guidelines are more demanding. Only commercial uses are allowed on the first floor. Mixed use, Live/work and small workshop projects are encouraged. A wider range of commercial uses are allowed.

This is also the subarea designation for the hospital cluster at Sunset Boulevard and Vermont Avenue. Additional density, up to 4.5 to one, and height allowances-up to 200 feet, are provided in Subarea C for these institutions because of their potential economic role in providing more local jobs and other community needs like seismic safety, job training, childcare and good urban design.

The Ordinance includes the following regulations for Subarea C:

1. Transitional Height limitations for lots abutting Subarea A-Neighborhood Conservation;
2. Maximum height of 35 feet for commercial-only projects, 75 feet for mixed use projects, and 100 feet for hospitals- 200 feet for hospitals with special project review;
3. Elevates the landscaping standard and encourages roof gardens;
4. No front, back or side yard requirements;
5. Minimum and maximum parking standards for new construction and ½ bicycle space per dwelling unit, or two bicycle spaces per 1,000 square feet of nonresidential uses;
6. Parking requirements in existing buildings the same as currently provided on-site as long as tenant uses are consistent with the Specific Plan;
7. Some small assembly workshops are allowed;
8. Incentives for creating Live/Work Projects in existing buildings;
9. Bonus for small lot assembly;
10. Unified site provisions for hospital uses; and
11. Childcare requirements for larger projects.

The Guidelines contain additional requirements and recommendations regarding curb cuts; drive ways; alley access; pedestrian access; underground utilities; landscaping for open space, parking lots and structures; trash enclosures; roof line and roof appurtenances; facade relief; transparent elements; yard requirements; signage; building frontages; permitted ground floor uses; permitted uses above the ground floor; retail uses along the first floor frontage of parking structures; and additional requirements regarding pedestrian arcades and mid-block access.

Area D Light industrial/Commercial

There is only one Subarea D, located just north of Virgil Middle school, on 40 acres of parcels contiguously designated as light manufacturing in the Wilshire Community Plan. This subarea is designed to encourage the development of buildings and properties incorporating clean, light industrial uses as well as commercial office, studio and high technology. The Ordinance primarily regulates this subarea by preventing any future residential uses. The Guidelines provide pedestrian oriented requirements and elevated standards for buffering the surrounding uses from the functions within the commercial manufacturing subarea.

Area E-Public Facilities/Park

This subarea includes publicly owned sites that the Plan recognizes as potential

locations for transition to public open space or other public facilities. Any park or public facility use in Area E will not require a Conditional Use per Section 12.24 B8 of the Municipal Code. The Guidelines require pedestrian oriented requirements for new buildings.

IMPLEMENTATION

Implementation requires the following actions:

I. City Council adoption and City Planning Department implementation of the Vermont/Western Station Neighborhood Area Specific Plan Ordinance that revises the City's zoning ordinance to accomplish the following: allow small assembly workshops and adaptive reuse of properties for live/work spaces along the commercial corridors; restrict future development in neighborhood conservation areas to existing prevailing densities; establish the Parks First Program and park fees; increases building heights and floor area ratios in the mixed use and transit support subareas around the subway stations; reduces some parking standards along transit corridors; gives development incentives for mixed uses and lot consolidations along the commercial corridors; and

II City Planning Commission adoption and City Planning Department implementation of the Development Standards and Design Guidelines that require pedestrian oriented urban design in all subareas of the Plan.

III. City Council amendment of the City's General Plan and the Hollywood and Wilshire Community Plans to change the land use designations to Mixed Use Boulevard in Subarea B, and Community Center in Subarea C; and to permit the City Planning Department to change to Height District 2 in Subareas B and C during the Hollywood and Wilshire Community Plan Update process;

IV. City Council adoption and Department of Recreation and Parks implementation of a Park First Fund Ordinance to establish a separate account within the City Treasury for collection of monies with which to accomplish the Parks First Program;

V. Establish an advocacy group or groups for the Plan that will work with appropriate public agencies and budgetary processes, including but not limited to the new Department of Neighborhood Empowerment, and the new Area Planning Commissions. Form other coalitions among institutional stakeholders and residents around specific projects and objectives.

VI. Inventory existing programs that can further the Plan goals, and create new programs where there are gaps in ongoing programs.

VII. Identify potential funding sources and sponsoring public agencies for the Plan Area public infrastructure and program improvements. Some of those potential funding sources are: expenditures from the City Capital Improvement Program; loans, grants and contributions from the City General Fund, other local entities, the County of Los Angeles, and the State or federal government; fees collected from private developers; and financing proceeds based upon revenues from special assessment or special tax districts.

The following is a list of public agencies that expend public monies in the Plan Area for public purposes, and a summary of the components of the Plan that they could be involved in implementing if sufficient funding were available.

CITY DEPARTMENTS AND AGENCIES

- ☛ Department of Recreation and Parks
 - ① Construct a Community Center
 - ② Administer Parks First Program and Fund
 - ③ Formalize an MOU with LAUSD to use schools as parks
 - ④ Establish a Park Shuttle
 - ⑤ Organize and fund a Murals Projects
 - ⑥ Improve Barnsdall Park Access
 - ⑦ Establish Parks over or under 101 Freeway
 - ⑧ Formalize an MOU with LACC to open the pool
 - ⑨ Work with LAUSD to build a Primary Center and Soccer Field on Santa Monica Blvd. at Street Lighting site

- ☛ Cultural Affairs Department
 - ① One percent for public art program
 - ② Murals Projects
 - ③ Work with Kaiser to improve access to Barnsdall Park

- ☛ Department of Public Works
 - ① Street Lighting Sites
 - ② Street Trees
 - ③ Vermont and Hollywood Boulevard Streetscape Implementation
 - ④ Design of streetscape plans, tree planting, and parks in public right-of-way
 - ⑤ Sidewalk cleaning and street furniture or landscape maintenance
 - ⑥ Trash Cans and trash pick up
 - ⑦ Sidewalk Repair

- ☛ Department of Transportation
 - ① Parking Districts
 - ② Parallel Parking on selected streets
 - ③ Park Shuttle
 - ④ Community Transit
 - ⑤ Shared Streets, Safe Streets to School and Traffic Calming
 - ⑥ Neighborhood Traffic Management Program
 - ⑦ Bike Paths
 - ⑧ Call for Project Applications for Freeway Lid and Parking Structure

- ☛ Community Redevelopment Agency
 - ① Brownsfield Initial Assessment
 - ② Industrial Cluster at Beverly/Virgil
 - ③ Land acquisition (eminent domain-but not acquisition funding)
 - ④ Expansion of Hollywood CRA boundaries
 - ⑤ Parking facilities within CRA areas
 - ⑥ Housing within CRA areas

- ☛ Mayor's Office
 - ① Brownfield Application
 - ② Commission for Children, Youth and their Families

- ☛ Community Bank
 - ① Industrial Cluster at Beverly/Virgil
 - ② Business Assistance Center

- ☛ Housing Department
 - ① Rehab Loan Programs for Apartment Owners
 - ② Systematic Housing Code Enforcement Program (SCEP)
 - ③ Affordable Housing Construction with other public facilities
 - ④ New Homeowners Programs
 - ⑤ Family Housing Expansion
 - ⑥ Employer-Assisted Housing Program

- ☛ Planning Department
 - ① Wilshire District Plan
 - ② Hollywood District Plan
 - ③ General Plan Implementation
 - ④ Area Planning Commission

- ☛ Community Development Department
 - ① Housing and Community Development Block Grants
 - ② Business Improvement Districts
 - ③ Community Development Corporation
 - ④ Neighborhood Preservation
 - ④ Handyworker Program
 - ⑤ House LA
 - ⑥ Small Sites Program
 - ⑦ Targeted Neighborhood Initiative
 - ⑧ AIDs Residential Facilities Program

- ☛ Department of Environmental Affairs
 - ① Hazardous Materials Best Management Practices and Disposal Training

② Brownsfield Applications

- ☛ Department of Neighborhood Empowerment
 - ① Neighborhood Council for the Specific Plan Area
- ☛ Police Department
 - ① Neighborhood Watch
 - ② Police Outpost Projects

OTHER PUBLIC AGENCIES

- ☛ Los Angeles Unified School District
 - ① Expansion Program-new schools
 - ② Youth Services for after school
 - ③ New Primary Centers
 - ④ Soccer Fields
 - ⑤ MOUs with Department of Recreation and Parks
- ☛ Los Angeles County Metropolitan Transportation Authority
 - ① Kiosks at stations
 - ② festivals at stations
- ☛ Los Angeles City College
 - ① High School or Public Use of Sports Fields
 - ② Public use of parking structure and swimming pool
 - ③ Student Housing
 - ④ Potential Business Assistance Center Location
 - ⑤ Campus Childcare Expansion
 - ⑥ Scent Garden Collaboration with the Braille Institute
 - ⑦ Golf Range on Melrose Blvd.
- ☛ California Department of Transportation (CALTRANS)
 - ① 101 Corridor Study/re-engineer on and off ramps at Vermont Blvd.
 - ② Freeway Lid Construction
 - ③ Parking Structure under Lid
 - ④ Retire Recycling center under freeway at Kenmore Ave. for pocket park
 - ⑤ Better landscaping and maintenance along freeway rights of way
- ☛ Community Food Security Coalition
 - ① Community Gardens
 - ② Farmers' Markets
- ☛ Common Ground

①Community Gardens

☛ TreePeople

①Tree Planting

☛ LA Conservation Corp

①Volunteer Youth Projects

②Tree planting

☛ Los Angeles Neighborhood Housing Service

①Loans for homeownership

☛ Metropolitan Alliance

① Pocket Parks

Exhibit 4

JAN 26 2001

COUNTY OF LOS ANGELES COUNTY CLERK
M. HUBBARD DEPUTY

NOTICE OF DETERMINATION

(Article V, Section 7; Article VI, Section 11
 City CEQA Guidelines)

Public Resources Code Section 21152(a) requires local agencies to submit this information to the County Clerk. The filing of the notice starts a 30-day statute of limitations on court challenges to the approval of the project pursuant to Public Resources Code Section 21167. Failure to file the notice results in the statute of limitations being extended to 180 days.

LEAD CITY AGENCY AND ADDRESS

City of Los Angeles Planning Department
 221 South Figueroa Street, Room 310
 Los Angeles, CA 90012

COUNCIL DISTRICT

4 & 13

PROJECT TITLE (Including Its Common Name, If Any)

Vermont/Western Station Neighborhood Area Plan (S.N.A.P.)

CASE NO.

C.P.C. 00-1976 SP

PROJECT DESCRIPTION AND LOCATION

A Specific Plan Ordinance relative to the Vermont/Western Station Neighborhood Area Plan, Development Standards and Design Guidelines, and General Plan amendments for the area know as East Hollywood located in the Hollywood and Wilshire Community Plan Areas which are two square miles generally bounded by Franklin Avenue to the north, Hollywood Freeway on the West, Virgil Street on the east, and 3rd Street to the South. (Attachment 1 - Map).

CONTACT PERSON

Terry Speth

STATE CLEARING HOUSE NUMBER

940071030

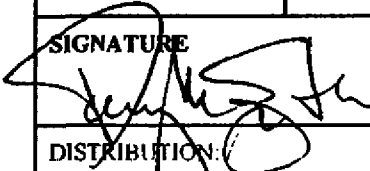
TELEPHONE NUMBER

(213) 485-3918

This is to advise that on January 23, 2001 the City Council of the City of Los Angeles approved the above described project and made the following determinations:

SIGNIFICANT EFFECT	<input checked="" type="checkbox"/> Project will have a significant effect on the environment. <input type="checkbox"/> Project will not have a significant effect on the environment.
MITIGATION MEASURES	<input checked="" type="checkbox"/> Mitigation measures were made a condition of project approval. <input type="checkbox"/> Mitigation measures were not made a condition of project approval.
OVERRIDING CONSIDERATION	<input checked="" type="checkbox"/> Statement of Overriding Considerations was adopted. <input type="checkbox"/> Statement of Overriding Considerations was not adopted. <input type="checkbox"/> Statement of Overriding Considerations was not required.
ENVIRONMENTAL IMPACT REPORT	<input checked="" type="checkbox"/> An Environmental Impact Report was prepared for project and may be examined at the Office of the City Clerk.* <input type="checkbox"/> An Environmental Impact Report was not prepared for the project.
NEGATIVE DECLARATION	<input type="checkbox"/> A Negative Declaration or Mitigated Negative Declaration was prepared for the project and may be examined at the Office of the City Clerk* <input checked="" type="checkbox"/> A Negative Declaration or Mitigated Negative Declaration was not prepared for the project.

SIGNATURE



TITLE

City Planner

DATE OF PREPARATION

January 25, 2001

DISTRIBUTION:

- Part 1 - County Clerk
- Part 2 - City Clerk
- Part 3 - Agency Record
- Part 4 - Resp. State Agency (if any)

OFFICE OF THE CITY CLERK

Room 607, City Hall
 200 N. Main Street
 Los Angeles, CA 90012

THIS NOTICE WAS POSTED

ON JAN 26 2001

BY FEB 25 2001

RECORDER/CLERK

FILED

JAN 26 2001

CALIFORNIA DEPARTMENT OF FISH AND GAME

CONNIE B. MCCOY, COUNTY CLERK

[Signature]

HUBBARD

DEPUTY

CERTIFICATE OF FEE EXEMPTION

De Minimis Impact Finding

PROJECT TITLE (INCLUDING ITS COMMON NAME, IF ANY)

MND NO.

Vermont/Western Station Neighborhood Area Plan (S.N.A.P.)

PROJECT DESCRIPTION

A Specific Plan Ordinance relative to the Vermont/Western Station Neighborhood Area Plan, Development Standards and Design Guidelines, and General Plan amendments for the area know as East Hollywood located in the Hollywood and Wilshire Community Plan Areas.

PROJECT ADDRESS

Two square miles generally bounded by Franklin Avenue to the north, Hollywood Freeway on the West, Virgil Street on the east, and 3rd Street to the South. (Attachment 1 - Map)

COUNTY OF LOS ANGELES

APPLICANT NAME AND ADDRESS

City of Los Angeles Planning Department
221 South Figueroa Street, Room 310
Los Angeles, CA 90012

FINDINGS OF EXEMPTIONS

Based on the Initial Study prepared by the City Planning Department and all evidence in the record, on January 23, 2001 it is determined that the subject project which is located in Los Angeles County, WILL NOT have an adverse impact on wildlife resources or their habitat as defined by Fish and Game Code Section 711.2 of the Fish and Game Code, Because

- The Initial Study prepared for the project identified no potential adverse impact on fish or wildlife resources as far as earth, air, water, plant life, animal life, or risk of upset are concerned.
- Measures are required as part of this approval which will mitigate the above mentioned impacts, to a level of insignificance.
- The project site, as well the surrounding area (is presently) (was) developed with residential structures and does not provide a natural habitat for either fish or wildlife.

CERTIFICATION

I hereby certify that the Los Angeles Planning Department has made the above findings of fact and that based upon the initial study and hearing record the project will not individually or cumulatively have an adverse effect on wildlife resources, as defined in Section 711.2 of the Fish and Game Code.

CHIEF PLANNING OFFICIAL

Terry Speth, City Planner

THIS NOTICE HAS POSTED

ON

SIGNATURE

[Signature]

DATE OF PREPARATION

UNTIL

PRINT NAME

January 23, 2001 REGISTRAR-RECORDER/COUNTY CLERK Terry Speth

LEAD CITY AGENCY

LOS ANGELES CITY PLANNING DEPARTMENT, 221 SOUTH FIGUEROA STREET, ROOM 310, LOS ANGELES, CA 90012
COUNTY OF LOS ANGELES

PROPOSED STATEMENT OF OVERRIDING CONSIDERATIONS FOR THE
VERMONT/WESTERN STATION NEIGHBORHOOD AREA PLAN
AND SPECIFIC PLAN ORDINANCE

August 10, 2000

EIR SCH No. 940071030

City Plan Case Nos. 00-1976 SP
EIR 94-0212 GPF

Project Description

The Vermont/Western Station Neighborhood Area Plan (Plan), City Planning Case Number 00-1976 SP, is a transit and pedestrian oriented specific plan for a portion of east Hollywood that straddles both the Hollywood and Wilshire Community Plan Areas. The Plan was prepared to make the community more livable, economically viable, and transit friendly. The Plan Area is approximately 1,380 acres or 2.2 square miles, within the City of Los Angeles, Fourth and Thirteenth Council Districts, five miles northwest of downtown Los Angeles. It is estimated that 50,000 people live in this area today, and up to 62,000 people will live there by the year 2020.

The Plan is also intended to maximize the local economic development and transit ridership potential of the Metro Red Line Subway system. There are four subway stations in this neighborhood along Vermont Avenue and Hollywood Boulevard at the intersections of: Vermont Avenue and Beverly Boulevard; Vermont Avenue and Santa Monica Boulevard; Vermont Avenue and Sunset Boulevard; and Western Avenue and Hollywood Boulevard.

This Plan describes a walkable, transit friendly urban community, with existing residential neighborhoods preserved, future population and commercial growth in mixed use buildings along the major and secondary transit corridors, and unique activity centers at each of the four subway stations. Public services, especially parks, child care, community police stations, libraries and schools are to be expanded, and placed in sites among the neighborhoods and along the commercial corridors.

The General Plan Framework EIR is being used as the EIR for this Specific Plan. The Framework EIR has been referenced in the notification of this Public Hearing as the environmental document for the Plan and has been made available for public review in the Citywide Division of the Department of City Planning.

The development of this Plan is a mitigation measure for the potential traffic and air quality impacts of population, employment and housing growth identified in the City's General Plan Framework Element (Adopted by City Council December 11, 1996- Council File No. 89-2104).

The central objectives of the Framework Element include the following: 1) improve air Quality; 2) mitigate traffic impacts of additional growth; 3) improve the City's distribution of land uses and its urban form pattern to protect the character of low-density residential neighborhoods; 4) encourage quality development, pedestrian activity, and transit use; 5) revitalize and improve strip commercial development with mixed use commercial and residential development; 6) improve the City's employment base, especially in economically disinvested neighborhoods; and 7) ensure that infrastructure is adequate in relationship to growth and development.

The Plan achieves all the central objectives identified in the Framework Element. The Plan reduces air pollution by providing the means for a significant change in travel behavior from high polluting single occupancy automobile use to less polluting or non-polluting travel modes such as transit, walking and bicycle use. The land use measures incorporated in this Plan preserve the density and scale of existing residential neighborhoods while encouraging new development to locate along mixed use boulevards and subway station areas that are served by high frequency bus transit as well as heavy rail mass transit on exclusive underground guideways.

The Plan also encourages pedestrian activity with incentives for mixed-use residential and commercial development, and design standards for shared streets in residential areas. These standards create environments that facilitate walking and bicycling over single occupancy vehicle use.

The Plan encourages walking and transit use by promoting local job development of the type that fits the resident labor market. The Plan contains provisions that improve the jobs housing balance so residents may work within walking distance of their homes. The Plan also promotes provision of sufficient schools and parks and other public amenities within walking distance of residential neighborhoods.

The development of this Plan implements the objectives of the Transportation Improvement and Mitigation Program (TIMP), the Southern California Area Governments Regional Mobility Plan and the Congestion Management Program, by reducing traffic congestion. The Plan contains policies that encourages intermodal transit trips, bus and rail use, walking and bicycle use that further the goals of all these documents.

The Framework and the TIMP estimated that integrated land use plans such as this specific plan will reduce 2010 air emissions (ROG, Nox and Sox) by 13% to 705 tons per day. The TIMP estimated that implementation of land use measures like those contained in this Specific Plan will increase citywide transit ridership from 1.1 million daily transit trips in 1990 to 2.9 million daily transit trips in 2010.

Unavoidable Significant Impacts

The Council of the City of Los Angeles found that even with the imposition of all feasible mitigation measures, the Framework Element has the potential to cause significant adverse impacts on the following areas of the environment (Class I impacts as identified in the Final EIR): Land Use; Urban Form; Air Quality-Particulate Emissions; and Biological Resources. Certain significant adverse impacts will continue to remain for the Vermont/Western Station Neighborhood Area Plan, even with the implementation of the Transportation Element and Framework Element EIR and mitigation measures.

However, the benefits of implementing the Vermont/Western Station Neighborhoods

Plan and Specific Plan Ordinance help mitigate the adverse environmental effects from the Framework Element and Transportation Element. The positive mitigation impacts of the Plan outweighing the unavoidable environmental effects of the Plan and therefore the adverse environmental effects are determined to be "acceptable" due to the following overriding considerations of social, economic or environmental benefit of the project which will outweigh the environmental cost and justify approval of the recommendation for the following reasons:

A. Approval of the Plan and Specific Plan Ordinance would contribute to the goals and objectives of the Citywide General Plan in that the Plan will address goals and policies of the Hollywood and Wilshire Community Plans, the General Plan Framework Element, the Transportation Element and the Joint Los Angeles County Metropolitan Transportation Authority (MTA) and City of Los Angeles Land Use Transportation Policy.

B. Approval of the Plan and Specific Plan Ordinance would provide for adequate distribution of land use designations to accommodate growth and changes within the Plan Area by planning for and encouraging the location of job producing development and housing, including mixed use developments, a hospital medical complex, expansion of student housing near the Los Angeles City College, and an industrial center, in proximity to the four Metro Red Line Subway stations located in the Plan Area.

C. Approval of the Plan and Specific Plan Ordinance will enhance long term economic growth in the area by providing incentives for business development, including appropriate levels of neighborhood serving retail, special provisions for live/work buildings and small workshops which produce additional jobs and commercial activity.

D. Approval of the recommended action would provide some relief for the lack of parks and school facilities in the Plan Area by initiation of a park, primary center, and soccer field on a currently owned City of Los Angeles facility at Santa Monica Boulevard just east of Vermont Avenue, establishment of the Parks First Program, including a park linkage fee for new development and Trust Fund, and identification of the opportunity to build a park lid over the 101 Freeway at Vermont Avenue.

E. Approval of the Plan and Specific Plan Ordinance would provide some relief from traffic congestion and air quality deterioration in that the guiding principle of the Plan is to reduce vehicle trips, increase transit ridership and promote pedestrian orientation in the community through the mechanism of pedestrian oriented design guidelines for articulated building facades, better lighting, fewer curb cuts, parking located behind buildings, and creation of shared streets with expanded facilities for bike paths.

F. Approval of the Plan and Specific Plan Ordinance would protect the existing scale and character of the residential neighborhoods by regulating yard set backs and transitional height in these neighborhoods, requiring additional open space and higher landscaping standards, and encouraging growth to locate around transit stations and along mixed use boulevards away from existing neighborhoods.

G. Approval of the recommended action would provide sufficient capacity to accommodate the future housing needs of the City, providing incentives for a variety of different housing types, including incentives to build mixed use residential for a culturally and economically diverse population along transit served corridors, and by creating neighborhood conservation areas for the protection of the existing viable and historically significant housing stock.

H. Approval of the recommended action would reduce air quality impacts by 13% from what would otherwise occur, through an integrated set of land use and transportation policies, including mixed use development, street furniture, bike racks and pedestrian oriented facade treatments along all the major transit corridors in the Plan Area including Vermont Avenue, Hollywood Boulevard, Sunset Boulevard, Santa Monica Boulevard, and Virgil Avenue, so that single occupancy automobile use is discouraged and use of alternative travel modes including transit, walking, bicycling and ridesharing are encouraged.

I. Approval of the recommended action would be an environmentally superior alternative to existing land use plans because the Plan Area is the site of a great share of Metro Red Line Subway Stations along the fully operational 18 mile subway route between Union Station Downtown and North Hollywood in the San Fernando Valley, as well as other transit improvements, including streetscape programs along Vermont Avenue and Hollywood Boulevard. This transit infrastructure provides superior opportunities for a mode shift away from private automobiles that does not exist in other areas of the City.

J. Approval of the recommended action would reduce the cost and environmental destruction of urban sprawl by accommodating additional growth without as substantial and as expensive of infrastructure investments as would be required to provide public services to presently underdeveloped areas of the City.

K. Approval of the recommended action would reduce open space impacts to the extent that growth is diverted away from desert, agricultural and other open space areas to already urbanized districts.

Amendments to Section 6.F

F. Parks First Program.

1. Trust Account. The Department of Recreation and Parks, utilizing fees generated by New Development within the Specific Plan area and any other funds deposited in the Parks First Program Trust Account, shall expend funds, and acquire additional properties where possible, in order to provide public open space land acreage, landscaping, maintenance and facilities located within the Specific Plan Area shown on Map 1, and further described in the Development Standards and Design Guidelines.

2. Park First Program Fees.

a. Residential. All residential New Development Projects shall pay a park development fee of \$4,300 per dwelling unit. The park fee shall be paid by the Project owner to the Department of Recreation and Parks for deposit in the Parks First Program Trust Account prior to issuance of a Certificate of Occupancy. ~~Affordable housing units as defined in Section 12.22 A. 25 (d) of the Code, and units with less than three habitable rooms are exempt from this fee.~~

bc. Commercial. All commercial New Development Projects shall pay a park fee of \$2.15 per net square foot of commercial floor area. The park fee shall be remitted by the Project owner to the Department of Recreation and Parks for deposit in the Parks First Program Trust Account prior to issuance of a Certificate of Occupancy. Community Facilities are exempt from the park fee. Replacement In-Patient Facilities and Projects in a Unified Hospital Development Site as provided for in subsection L of Section 6 of this Specific Plan, are exempt from the park fee.

c. Exemptions: The following uses shall be exempt from the park development fee

i. Projects in Plan Check - Residential projects and Mixed Use Development for which architectural and engineering plans were submitted to and accepted by the Department of Building and Safety for plan check on or before the effective date of this Specific Plan.

ii. Senior Citizen & Student Housing - Residential units with less than three habitable rooms which serve seniors or students and which qualify as low and very low income housing as defined by the United States Department of Housing and Urban Development and are funded through public funds and/or Federal or State Tax Credits with affordability covenants of 30 - 55 years.

iii. Low and Very Low Income Housing - Residential units with low and very low income housing as defined by the United States Department of Housing and Urban Development and are funded through public funds and/or Federal or State Tax Credits with affordability covenants of 30 - 55 years.

iv. Mixed Income Housing - All residential units in a Residential Project funded through public funds and/or Federal or State Tax Credits which include a set-aside for market rate units.

Amendments to Section 6.G

G. Childcare Facility Requirements. All commercial and Mixed Use New Development Projects, including Projects on a Unified Hospital and Medical Development Site as provided for in subsection L of Section 6 of this Specific Plan, and Replacement In-Patient Facilities, located in Subareas B, C and D, which total 100,000 net square feet or more of non-residential floor area shall include sufficient child care facilities to accommodate the child care needs of the Project employees for pre-school children, including infants.

1. Calculation of childcare facility requirement. The size of the childcare facility necessary to accommodate commercial, Mixed Use, Unified Hospital and Medical Use Development Site or Replacement In-Patient Facilities Project employees' child care needs shall be calculated by the Project owner according to one of the two following methods:

a. City Child Care Coordinator. To the satisfaction of the City's Child Care Coordinator consistent with the purpose in Section G above; or

b. Minimum In Door Square Footage. The commercial, Mixed Use, Unified Hospital or Medical Use Development Site or Replacement In-Patient Facilities Project shall provide one square foot of floor area for an indoor child care facility or facilities, for every 50 square feet of net, usable non-residential floor area.

c. Ground Floor Play Area. In addition to the floor area requirements specified subsection G. 1. b. above of this Specific Plan, there shall be provided outdoor play area per child served by the child care facility as required by the California State Department of Education for child day care.

d. The child care play area provided at a child care facility provided as required by subsection G. 1 above, on or off the Project site, or as in lieu cash payments, shall count square foot by square foot toward:

i. any building setback requirements of Section 6. L,

ii. pedestrian throughways in Section 9 G. b. or

iii. any other open space requirements of the Project by this Specific Plan.

2. Floor Area. The floor area provided for a childcare facility shall be used for such purposes for the life of the Project. The square footage devoted to a child care facility shall be located at the ground floor, unless otherwise permitted by State Law, and shall not be included as floor area for the purpose of calculating permitted floor area on a lot or within a Unified Hospital and Medical Use Development site.

3. Off-site Provision. The child care facility may be off-site, provided it is within 5,280 feet of the Project.

4. Cash Payment In Lieu of Floor Area and Play Area. The City's Child Care Coordinator may authorize a cash payment in lieu of the Minimum In-Door Square Footage and Play Area required according to Subsection G. 1.b. and c. of this Specific Plan. ~~3in an amount equivalent to the current construction cost and market rate land cost of a same size in door child care facility, plus outdoor play areas required by State law.~~ Such cash payment in lieu for indoor child care space and outdoor play areas shall

be deposited in the City's Child Care Trust Fund.

5. Certificate of Occupancy. No certificate of occupancy for a commercial or Mixed Use Project which is subject to the requirement to include floor area and play area for a child care facility shall be issued prior to the issuance of the certificate of occupancy for the child care facility required pursuant to this Subsection, and in accordance with Section 13 of this Specific Plan, or a cash deposit has been made in the City Child Care Trust Fund in accordance with Subsection G. 4 of this Specific Plan.

6. Credit for Existing Child Care Facility and Play Area.

a. In Door Facility. The City Child Care Coordinator may authorize credit for existing child care provided on or near the site of the Project against the minimum required child care facility square footage. The City Child Care Coordinator shall calculate the credit as one square foot of credit per one square foot of existing in-door child care facility that will be made available to the employees of the new project. The existing child care facility must be owned by the Project owner and located within 750 feet of the Project in order to receive credit. Child care credit shall be inventoried by the City Child Care coordinator so that the same square footage of existing child care facility is only credited once.

b. Play Area. The Director of Planning or his/her representative, may authorize credit for existing ground level out door play areas provided on or within 750 feet of the Project site toward the minimum required open space, building set back, or pedestrian throughway requirements. The existing play area must be owned by the Project owner and located within 750 feet of the Project in order to receive credit. The Director of Planning shall calculate the credit as one square foot per one square foot of existing out door play area available to the children of the Project employees. Open Space credit shall be inventoried by the Director of Planning so that the same square footage of existing play area is only credited once.

8. Enforcement. The City's Child Care Coordinator shall be responsible for the monitoring and enforcement of the requirements of this Subsection. All Project owners required to provide a child care facility shall submit an annual report to the Child Care Coordinator. The report shall document the number of children served. The first report shall be due 12 months after issuance of any certificate of occupancy for the childcare facility or facilities.

Amendments to Section 6.L.5

5. Setback Requirements.

a. Setbacks. A landscaped or side walk area having a minimum inside width of five feet shall be required along all street frontages of the lot or lots and along the street frontage of all parking areas on the lot or lots within the unified site. Setback requirements in this subsection of the Specific Plan shall not be deducted for the purpose of computing the buildable area for the unified site. Setbacks shall be improved according to the requirements contained in the Vermont/ Western Station Neighborhood Area Plan Development Standards and Design Guidelines.

b. In Lieu Provision of Setbacks. There are three alternative provisions for the Setback requirements in Section 6. L. 5.a. of this Specific Plan. The

Project owner shall provide one of the following prior to the granting of a Project Permit Compliance by the Director of Planning:

i. On-Site. Construct or covenant to construct, equivalent square footage of land and improvements for public open space on site, including ground floor provision of play areas ancillary adjacent to a child care facility, to the satisfaction of the Director of Planning; or

ii. Off-Site. Construct or covenant to construct an equivalent square footage of land and improvements of public open space pursuant to Section 6.L.5.a. above, off site to the satisfaction of the Director of Planning; or

iii. Cash Payment. Deposit in the Parks First Trust Fund an amount equivalent to the current construction and purchase cost of equal number of square feet of land and park improvements pursuant to Section 6. L. 5. a above, to the satisfaction of the Department of Recreation and Parks.

Amendment to Section 9.G.

G. Pedestrian Throughways. Projects shall provide one public pedestrian walkway, throughway or path for every 250 feet of street frontage. An arcade or through interior pedestrian path shall be provided from the rear property line or from the parking lot or public alley or street if located to the rear of the Project, to the front property line, and from the side property line to the property line on the opposite side. The pedestrian throughway shall be accessible to the public and have a minimum vertical clearance of twelve feet, and a minimum horizontal clearance of ten feet.

a. Facade Treatment. The building facade facing the pedestrian walk way shall be improved in accordance with the provisions of with the Development Standards and Design Guidelines.

b. In Lieu Provision of Throughways. There are three alternative in lieu provisions for satisfying the pedestrian throughway requirements in Section 9. G. of this Specific Plan. The Project owner shall provide one of the following prior to the issuance of a Project Permit Compliance by the Director of Planning:

i. On-Site. Construct or covenant to construct, equivalent square footage of land and improvements for public open space on site, including ground floor provision of play areas ancillary adjacent to a child care facility, pursuant to Section 9 G above, to the satisfaction of the Director of Planning; or

ii. Off-Site. Construct or covenant to construct an equivalent square footage of land and improvements of public open space pursuant to Section 9. G. above, off site to the satisfaction of the Director of Planning; or

iii. Cash Payment. Deposit in the Parks First Trust Fund an amount equivalent to the current construction and purchase cost of equal number of square feet of land and park improvements pursuant to Section 9. G. above, to the satisfaction of the Department of Recreation and Parks.

Amendment to Section 9.B

B. Height And Floor Area.

1. Mixed Use Project. The maximum height of any building for a Mixed Use Project shall not exceed 75 feet, provided, however, that roofs and roof structures for the purposes specified in Section 12.21.1 B 3 of the Code, may be erected up to ten feet above the prescribed height limit established in this section, provided that such structures and features are set back a minimum of 10 feet from the roof perimeter and are screened from view at street level by a parapet or a sloping roof. The maximum permitted Floor Area Ratio for a Mixed Use Project shall be an FAR of 3.0. Commercial uses in a Mixed Use Project shall be limited to a maximum FAR of 1.5.

2. Commercial Only Project. Projects comprised exclusively of commercial uses shall not exceed a maximum building height of 35 feet and a maximum FAR of 1.5, provided, however, that roofs and roof structures for the purposes specified in Section 12.21.1 B 3 of the Code, may be erected up to ten feet above the prescribed height limit established in this section, provided that such structures and features are set back a minimum of 10 feet from the roof perimeter and are screened from view at street level by a parapet or a sloping roof.

3. Hospital and Hospital Related Uses.

a. Hospitals - Height and Floor Area By Right. Hospitals and hospital-related uses shall be developed in accordance with the Development Standards and Design Guidelines, and shall not exceed a maximum building height of 100 feet and a maximum FAR of 3.0, provided, however, that roofs and roof structures for the purposes specified in Section 12.21.1 B 3 of the Code, may be erected up to ten feet above the prescribed height limit established in this section, provided that such structures and features are set back a minimum of 10 feet from the roof perimeter and are screened from view at street level by a parapet or a sloping roof.

b. Hospitals - Additional Authority. In connection with a Project Permit Compliance pursuant to Section 12 of this Specific Plan, the Director of Planning or the Area Planning Commission on appeal, shall have the authority to approve additional height for hospital buildings up to 200 feet, plus the height of roofs and roof structures for the purposes specified in Section 12.21.1 B 3 of the Code, and additional floor area for hospitals and hospital-related uses built on a unified hospital development site, as described in Section 5 L of this Specific Plan, up to a maximum FAR of 4.5 if the Director finds that the hospital development constitutes a Replacement In-Patient Facility or a Unified Hospital and Medical Development, as defined in Section 5 L of this Specific Plan and the following additional findings are made:

that the additional height and/or floor area will be desirable to the public convenience or welfare, will be proper in relation to adjacent uses or to the development of the community, will not be materially detrimental to the character of development in the immediate neighborhood, that the open space and child care requirements have been met and will be in harmony with the various elements and objectives of the General Plan.

Exhibit 5

LOS ANGELES CITY PLANNING DEPARTMENT
SUPPLEMENTAL STAFF REPORT TO THE CITY PLANNING COMMISSION

CITY PLAN CASE NO. 00-1976 SP

COMMUNITY PLAN AREA: HOLLYWOOD
AND WILSHIRE COMMUNITIES

COUNCIL DISTRICTS: 4 and 13

COMMISSION MEETING:

Date: August 10, 2000

Time: After 9:30 a.m.

Place: Building and Safety
9th Floor Hearing Room,
201 North Figueroa Street
Los Angeles, Ca. 90012

ENVIRONMENTAL CLEARANCE: EIR 94-0212 GPF
STATE CLEARINGHOUSE NO. 940071030

PUBLIC HEARING
REQUIRED

TO: HONORABLE CITY PLANNING COMMISSION

FROM: Con Howe
Director of Planning

SUBJECT: SUPPLEMENTAL STAFF REPORT FOR THE
VERMONT/WESTERN STATION NEIGHBORHOOD AREA
PLAN

AREA INVOLVED: Two square miles, generally bounded by Franklin Avenue to
the north, Hollywood Freeway on the west, Virgil Street on the
east, and 3rd Street to the south (ATTACHMENT 1-Map).

SUMMARY: The subject Plan and accompanying ordinances, development
standards, design guidelines and related Community Plan
Amendments, make this neighborhood in east Hollywood and
north east Wilshire more pedestrian friendly, transit accessible,
economically viable, and livable.

RECOMMENDATION: STAFF RECOMMENDS THE CITY PLANNING COMMISSION
ADOPT THE REVISED FINDINGS, APPROVE THE REVISED
COMMUNITY PLAN CHANGES, AND THE
VERMONT/WESTERN STATION AREA PLAN WITH
ACCOMPANYING REVISED ORDINANCES AND REVISED,
DEVELOPMENT STANDARDS AND DESIGN GUIDELINES.

CONTACT STAFF: Lynn Harper (213) 473-3776
Bridgette Wooten (213) 473-6762

ADVICE TO THE PUBLIC: The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda.

If you challenge this matter in court, you may be limited to raising only those issues you or someone else raised at the public hearing described here, or in written correspondence on the matter(s) delivered to this agency at or prior to the public hearing.

As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability and will provide reasonable accommodations to ensure equal access to its programs services and activities. Sign language interpreters, assistive listening devices or other auxiliary aids and services may be provided upon request. To ensure their availability, please make your request no later than three working days prior to the meeting by calling the person referred to in this notice.

Written communications may be mailed to: City Planning Commission, Room 1600, 221 North Figueroa Street, Los Angeles, CA 90012-2601. It is suggested that letters be received in the Commission office at least 8 days prior to the meeting so that they will be included in the Commissioners' information packets for review.

SUMMARY AND RECOMMENDATIONS

At its July 13, 2000 meeting the City Planning Commission considered the proposed Vermont/Western Station Neighborhood Area Plan, Specific Plan Ordinance, Development Standards and Design Guidelines, Parks First Trust Fund Ordinance, Community Plan Amendments and Statement of Overriding Considerations. Following almost two hours of public hearing and discussion the Commission decided to send the report on the proposed Plan back to staff for further investigation of issues and possible revisions.

The questions raised by the Planning Commissioners pertained to the linkage or legally defensible nexus between future construction and the public provision of open space as proposed by Council member Jackie Goldberg during her verbal and written comments and subsequently supported by the City Attorney's Office correspondence and comments to the Commission.

The Commission had additional questions regarding the issues raised by a number of speakers from the public and directed staff to report back with responses to all verbal and written objections to the Plan received by the Commission Office regarding this case. The Commission also instructed staff to continue ongoing discussions with the three major hospitals in the Plan Area concerning Specific Plan Ordinance provisions, development standards and design guidelines that address their special circumstances.

Subsequent to the City Planning Commission's direction to staff on July 13, 2000, revisions to the Plan and supporting documents have been prepared by staff that reflect the most recent understandings between Council member Goldberg, the City Attorney and the Department of City Planning Staff regarding a linkage fee, and negotiations with the hospitals on child care, parking, open space, and urban design.

Changes in the Plan and its supporting documents are also proposed by staff as a consequence of responding to objections and concerns raised by the public. A number of technical corrections and edits have been made as an outcome of additional input from the City Attorney, the consulting attorney, Commission member requests for clarification, and observant members of the public.

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ATTACHMENT 1 Revised Vermont/Western Station Neighborhood Area Specific Plan Ordinance

ATTACHMENT 2 Revised Vermont/Western Station Neighborhood Area Plan Development Standards and Design Guidelines

ATTACHMENT 3 Revised Parks First Fund Ordinance

ATTACHMENT 4 Revised Statement of Overriding Considerations

ATTACHMENT 5 Revised Hollywood and Wilshire Community Plan Map Changes

ATTACHMENT 6 Resolution

ACTIONS RECOMMENDED BY THE STAFF

That the City Planning Commission:

ADOPT the supplemental staff report and the July 13, 2000 staff report as its reports on this subject.

APPROVE AND RECOMMEND that the Mayor and City Council adopt the revised proposed Vermont/Western Station Neighborhood Area Plan.

APPROVE AND RECOMMEND that the Mayor and City Council adopt the attached revised Vermont/Western Station Neighborhood Area Specific Plan Ordinance.

APPROVE the revised The Vermont/Western Station Neighborhood Area Plan Development Standards and Design Guidelines.

SUBMIT for Mayor and City Council action the revised Parks First Fund Ordinance,

APPROVE AND RECOMMEND that the Mayor, City Council and Community Redevelopment Agency adopt the attached revised Plan, and Specific Plan Ordinance and incorporate these changes in the Hollywood Community Redevelopment Plan and the Wilshire Center/Korea Town Redevelopment Plan.

APPROVE AND RECOMMEND that the Mayor and City Council authorize the Directors of the Department of General Services and Public Works to enter into negotiations regarding the city-owned properties between Madison Boulevard and Virgil Boulevard on Santa Monica Boulevard for purposes of developing these sites into a Primary Center, child care facility and a soccer field.

CERTIFY that the Planning Commission has reviewed and considered the Environmental Impact Report (EIR No. 94-0212 GPF), and Statement of Overriding Considerations in its determination of approving the proposed Plan, and transmit the EIR to the City Council for consideration and re-certification.

APPROVE AND RECOMMEND that the City Council re-certify the Environmental Impact Report (EIR No. 94-0212 GPF) for the General Plan Framework Element and the attached Revised Statement of Overriding Considerations, as adequate for the revised Vermont/Western Station Neighborhood Area Plan, Specific Plan Ordinance and Development Standards and Design Guidelines.

APPROVE amendments to the General Plan Land Use Element which correspond to land use designation changes proposed by the Vermont/Western Station Neighborhood Area Plan as summarized in the Hollywood and Wilshire Community Plan Map Changes as depicted in the revised Map 1 Subareas.

AUTHORIZE the Director of Planning to initiate height district zone changes for parcels in Subareas B and C to Height District II during the Hollywood and Wilshire Community Plan Revisions.

AUTHORIZE the Director of Planning to present the attached Resolution, and Hollywood and Wilshire Community Plan Map amendments (Map 1-Subareas) to the Mayor and City Council, in accordance with Section 96.5 of the City Charter.

RECOMMEND that the Mayor approve and City Council adopt the land use and zoning changes to the Wilshire and Hollywood Community Plans as proposed by the revised proposed Vermont/Western Station Neighborhood Area Plan- Map 1 -Subareas.

RECOMMEND to the City Council and Mayor that operating departments of the City be authorized to consult and directed to implement the Vermont/Western Station Neighborhood Area Plan and Development Standards and Design Guidelines in the planning, programming and delivery of services.

ADOPT the following findings:

1. Charter Section 96.5 (5)

That in accordance with Charter Section 96.5(5) the proposed Vermont/Western Station Neighborhood Area Plan and Specific Plan Ordinance, and corresponding amendments to the Hollywood and Wilshire Community Plan maps, are in substantial conformance with the purposes, intent and provisions of the General Plan, including " the provisions for an arrangement of land use, circulation and services which will encourage and contribute to the economic, social and physical health, safety, welfare, and convenience of the community within the larger framework of the City." The Vermont/Western Station Neighborhood Area Plan includes amendments to the Hollywood and Wilshire Community Plans maps which designate sufficient land to accommodate the housing, commercial and industrial needs of the Specific Plan area residents while preserving the community's residential character.

2. Charter Section 97.2 (1) (a)

That in accordance with Charter Section 97.2 (1) (a) the proposed Vermont/Western Station Neighborhood Area Plan, Specific Plan Ordinance and Community Plan

Amendments are in substantial conformance with the purposes, intent, and provisions of the General Plan in that they implement Citywide General Plan Framework Element Land Use Objective 3.1, "Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors;" Air Quality Element Policy 4.2.2, "Improve accessibility for the City's residents to places of employment, shopping centers and other establishments;" Housing Element Objective 2.3, "Encourage the location of housing, jobs, and services in mutual proximity;" and Air Quality Element Objective 4.2, "It is the objective of the City of Los Angeles to reduce vehicle trips and vehicle miles traveled associated with land use patterns." The subject ordinance thus reduces both vehicle trips (VT) and vehicle miles traveled (VMT), contributing to improved air quality and furthers the City's efforts to help the region attain federally mandated clean air goals and standards. The proposed ordinance will have no adverse effect upon the General Plan, specific plans, or any other plans being prepared by the Department of City Planning because it implements Citywide General Plan Framework Element Land Use Goal 3A, "A physically balanced distribution of land uses that contributes towards and facilitates the conservation of existing residential neighborhoods;" and Citywide General Plan Framework Element Land Use Goal 3B, "Preservation of the City's stable single-family residential neighborhoods."

3. Charter Section 97.2 (1) (b)

That in accordance with Charter Section 97.2(1)(b), the proposed Specific Plan, Ordinance and Community Plan Amendments will be in conformity with the public necessity, convenience, general welfare, and good zoning practice, by promoting economic well-being and public convenience, by allocating and distributing lands in sufficient quantities to satisfy the housing, commercial, service, industrial, and open space needs of the Community. The Vermont/Western Station Neighborhood Area Plan and Specific Plan Ordinance, and the corresponding Hollywood and Wilshire Community Plan Amendments are in response to the need perceived by the Federal Government and echoed by the City Government to coordinate Land Use and Transportation to increase usage of the Vermont/Western Station Neighborhood Area Plan Metro Red Line Subway stations and bus corridors, increase livability in the neighborhood and improve the economic viability of the area. The Vermont/Western Station Neighborhood Area Plan and Specific Plan Ordinance were prepared in concert with: area residents, property owners, businesses, the Department of City Planning, consultants in the fields of urban design, economics, circulation and parking; public agencies; and elected officials. These groups met in a series of at least fourteen public events, including workshops, economic focus group discussions, bus tours, urban design charrettes, and other public meetings from October 1998, to June 2000.

4. Amendments to the Community Plan Texts and Maps

That the City Planning Department is revising some of the community plans and updating others to reflect current planning policies and integrate with the General Plan Framework Element. The proposed Community Plan Amendments are formatted to reflect new terminology including new land use designation categories created by the General Plan

Framework. The new language and formats complement the Plan Maps in the Specific Plan Ordinance and Community Plans.

5. General Plan Consistency

That the Plan is in accordance with State General Plan law which requires that all elements and all parts of the General Plan be integrated, internally consistent and compatible (Government Code Section 65300.5). The Framework Element of the City's General Plan provides broad policies and guidelines for preparation of the other elements of the General Plan and Specific Plans. This Vermont/Western Station Neighborhood Area Plan and Specific Plan Ordinance reinforce Community Centers located at the four Metro Red Line Subway Stations, and the Mixed Use Boulevards along Vermont Avenue, Sunset Boulevard and Hollywood Boulevards, and therefore this contributes to internal consistency and compatibility.

5. Fish and Game, California Government Code Section 711.2, Title 14

That in accordance with the State of California Code, the Vermont/Western Station Neighborhood Area Plan and Specific Plan Ordinance will not have an individual or cumulative adverse effect on fish and/or wildlife resources as defined by Fish and Game Code Section 711.2.

6. California Environmental Quality Act Findings

The EIR (94-0212 GPF) for the General Plan Framework Element prescribes mitigation measures for impacts to the City of Los Angeles which would reduce the impacts to less than significant. This project re-adopts this EIR and makes its own Statement of Overriding Considerations.

Based on the above findings, the recommended Vermont/Western Station Neighborhood Area Plan, Specific Plan Ordinance, Parks First Trust Fund Ordinance, and the Development Standards and Design Guidelines are deemed consistent with the public necessity, convenience, general welfare and good zoning practice.

STAFF REPORT

BACKGROUND

Most of the comments received during the public hearing were in support of the Plan. Three different petitions advocating the Plan and especially the Parks First Program, with a combined total of almost 1,000 signatures, was submitted to the Commission Office. Nevertheless, it is the objections to the Plan or to some of the details in the Plan that the staff and the Commission felt needed to be responded to most carefully.

The following is a list of issues or objections that were made by Council member Jackie Goldberg, the Department of Transportation or the public during the public hearing or in correspondence received by the City Planning Commission Office, along with staff responses to each objection. Some of the comments are paraphrased.

Councilmember Jackie Goldberg

1. The Ordinance should permit increases in housing units on an incremental basis upon reaching specified thresholds.

Staff Comments: Based on the inclusion in the revised Specific Plan Ordinance of a park fee (Section 6 F) for all new residential and commercial development, staff believes Council member Goldberg has withdrawn this requirement.

Department of Transportation

2. The addition of one sentence would provide needed clarification regarding the term "shared streets" and would address DOT's concerns for child pedestrian safety: "Due to legal and safety considerations, North American applications of "shared streets" on public streets provide full-height curbs and sidewalks for pedestrian travel."

Staff Comment: We agree with this clarification and will insert it in full or in part through out the documents where ever shared streets are discussed.

4 Streets Coop. Of Rte 2, Inc.

3. The Plan should be amended such that New Hampshire Avenue between Melrose Avenue and Clinton Avenue is designated a Neighborhood Conservation Area rather than Low Density Mixed Use.


Staff comment: We agree because 4 Street Coop has member properties on this street and the Plan clearly supports housing coops. The change is made on the revised subarea map.

4. The Plan should not provide for an increase in the height limit for the residential uses above ground floor commercial along Melrose Avenue from Vermont Boulevard west to Berendo Street.

Staff Comment: 4Street Coop opposes the designation of Melrose Avenue as Subarea B-Mixed Use Boulevard. Currently this stretch of Melrose is mostly zoned C2 and therefore allows a more intense range of commercial uses than would be allowed by the proposed Plan (C1.5). Currently, commercial projects are restricted to Height District 1, or three stories with an FAR of 1.5 to 1. With the proposed Plan, commercial buildings can

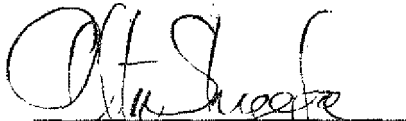


CON HOWE
Director of Planning



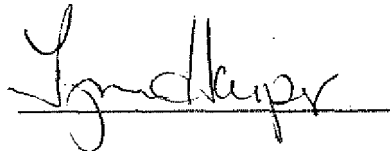
FRANKLIN P. EBERHARD
Deputy Director

APPROVED BY:



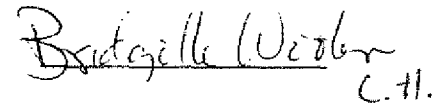
Alta Shigeta
Principal Planner

PREPARED BY:



Lynn Harper
City Planner
Citywide Division

PREPARED BY:



Bridgette Wooten
Planning Assistant
Citywide Division

only go up to 35 feet (realistically not more than 3 stories), and the FAR would also be limited to 1.5 to 1. However, C2 zones permit R4 residential development by right, the proposed Plan only allows up to R3 density in Subarea B.

4 Street Coop is objecting to the potential for buildings up to four stories adjacent to their neighborhood, even if the residential density is lower overall than current maximum potential and the commercial uses are less obtrusive for residential neighborhoods. The proposed Plan would allow more height in a mixed use development than is maximumly possible now, but only on the order of a few feet to allow taller floor to ceiling heights for first floor commercial.

The staff continues to support Subarea B-Mixed Use Boulevard along Melrose Avenue because it is a desirable location for student housing and small retail establishments that support the aim of providing locations within walking distance of the campus for students and others to live, shop and work. The C1.5 uses are more benign for proximity with residential neighborhoods, and the additional height allowed does not radically change the character of the street.

5. The Plan should not encourage or provide incentives to low wage industries that operate sweat shops such as garment shops along Melrose Avenue from Vermont Avenue to Berendo Street.

Staff comment: The proposed Plan provides for a regulated and hopefully improved working environment for these industries. We received other comments from the public at earlier workshops that many low skilled people need these jobs to be brought into the main stream because garment manufacturing is one of the largest industries and employers in Los Angeles. However, because of 4 Street Coop concerns, and the fact that we have noticed most of these shops to be located further east along Virgil Avenue, we will support removing the Small Assembly Workshop allowance along Melrose Avenue. The revised ordinance has Melrose Avenue removed as one of the streets Small Assembly Workshops are permitted along.

6. The Plan should expand the definition of Low Density Mixed Use along Melrose Avenue from Vermont Avenue west to Heliotrope to include, allow and provide incentives for use by public services such as community based and non-profit Community Centers, Child Care Centers, Social Service Providers and Youth Activities.

Staff comment: The ordinance contains incentives for community serving uses (see Section 4 Definitions, and Section 6 E. Community Facilities): 1. it permits Community Facilities in Subarea B; 2. in new development projects exempts floor area for Community Facilities from the calculation of total floor area; and 3. in existing buildings the ordinance allows parking at the level currently provided on the lot- the need for more off site parking is sometimes the barrier to getting community services to locate in older buildings. The Plan also contains policy statements supporting community services along transit corridors. We believe these provisions to be the most we can legally do within the confines of a Specific Plan to support community uses.

7. The Plan should expand the Parks First Program to include acquisition and conversion of existing for commercial, retail, industrial and/or historic spaces for use by a community center, youth or recreation center or child care center along Melrose Avenue from Vermont Avenue to Heliotrope.

Staff comment: All these services are worthwhile, however the Parks First Program is currently focused on open space. 4 Street Coop may continue to explore this issue and all possible options with their elected officials. Adoption of the Plan and Parks First Program does not close off opportunities to create a separate program for community facilities.

Virgil Village Corridor Demonstration Project

8. Correct the description of the Virgil Village Project boundaries made in the Development Standards and Design Guidelines.

Staff comment: The correction was made in the revised Guidelines.

9. Please expand the Plan Area boundary east to Hoover St.

Staff Comment: This proposal was considered early on in the planning process, but was rejected because of limitations in time and resources and the need to keep the specific plan a manageable size. There are similar situations at every boundary line where one or two blocks more could have been included, but then the project would have had to leave some other area out to compensate.

Rampart Rangers/ East Hollywood Neighborhood Watch

10. Our association requests that the "Parks First" ordinance be improved to include a linkage to the construction of any new residential housing and in such a way that park space is actually acquired and in place.

Staff Comment: Please see the new park fee provision in the revised Ordinance under Section 6 F. This provision requires fees to be collected as units and commercial buildings are constructed, but does not halt new construction until the parks are provided. The fees collected are to recover the current land and improvement costs of neighborhood park space for new residents and commercial development. The purpose of creating a Parks First Fund was to keep focus on the issue thereby preventing "growing pots" of unspent funds. Phasing of housing production with park space was considered and rejected at this time as having a negative economic impact on the area, exacerbating overcrowding in the current housing stock, and requiring convoluted permitting and accounting procedures.

11. We request that any pocket parks or shared streets be required to have a maintenance plan.

Staff Comment. Maintenance costs are required in the revised Parks First Fund Ordinance to be 15 % of total funds.

12. Our association requests that properties in Zone A, but adjacent to other zones, not be allowed to be re-zoned to accommodate an encroachment into a Neighborhood Preservation Zone.

Staff Comment: The stated intention of the proposed Plan is to preserve the neighborhoods in Subarea A. Should the Plan be adopted, in order to change these areas in the future from Subarea A to Subarea B or C, a Specific Plan Amendment would have to be adopted by City Council. Fully noticed public hearings would be held and legal findings regarding consistency would have to be made.

13. We are concerned about the height and FAR limits in Zones B and C. First, Zone B height limits at public meetings held in the last three months were 45 feet, not 50 feet. We oppose this change in height.

Staff Comment: The graphic representation distributed to the public of the buildings encouraged in Subarea B, was correct, but the technical specifications regarding height were later edited. A number of design professionals and economists were involved in the determination of the heights needed for Subareas B and C. The criteria for determining the heights were they had to be generous enough to stimulate the right kind of investment without imposing on the surrounding neighborhoods. Relatively late in the process we received technical information that some mixed use projects in Subarea B would need up to 50 feet in order to build one storey of commercial with three storeys of residential above. The combination of one floor of commercial and three of residential is needed to stimulate investment and generate enough new housing to prevent overcrowding.

14. We are concerned about the 75 feet limit in Zone C. ...We are concerned that the SNAP will create a canyon of buildings along Vermont Ave. that will shadow the surrounding neighborhood.

Staff Comments: The 75-foot maximum height allowance is only authorized in Subarea C for mixed use buildings. Buildings with only commercial uses are only allowed to be 35 feet of height. Seventy-five feet allows a six-storey building with commercial on the bottom floors and residential above. There are design guidelines and development standards regarding building stepbacks, landscaping, set backs, streetscape requirements, transitional height regulations, and facade treatments that mitigate against the "canyon effect" and shadowing of the surrounding neighborhoods.

15. We are concerned about variances that would permit taller buildings. We do not want a zoning administrator having the power to grant a 20% bonus beyond either of the limits in these two zones.

Staff Comment: Because the Specific Plan addresses the issue of height and area, a Specific Plan Exception or Amendment would have to be obtained before a project applicant could be granted an adjustment or variance in area or height. Specific Plan Exceptions or Amendments require notification, public hearing and legal findings. However, State Density Bonuses for affordable housing would be allowed by right if all the conditions are met per State Government Code, see Section 12.22A 25 (b) of the Municipal Code. The State preempts the City in this regard.

16. We are concerned about open space in these zones. We have had a number of projects in our area that appear to be massive from the street, and hide open space on rooftops, balconies and inner courtyards.

Staff Comment: The proposed Plan, Guidelines and Ordinance have standards

elevated above the current Code for the amount and design of open space, landscaping, and facade treatments for individual projects. The design guidelines that accompany the proposed Plan would prevent large blank walls at street grade in the future.

17. Our community has a number of automobile service businesses along the commercial corridors that we would not want to see excluded from existing in the SNAP.

Staff Comment: Currently automotive repair and fueling stations are only allowed by right on C2 zoned lots on major or secondary highways, or with a conditional use on C4 zoned lots. However, repair stations within 300 feet of a residential zone also require a conditional use permit. This last provision means that essentially any auto repair or service station currently requires a conditional use permit. The proposed Plan limits new development or extensive remodeling projects in Subareas B and C to C1.5 and C4 uses, respectively. Automotive fueling and repair are not allowed by right in the proposed Subarea B (C1.5 zone) of the proposed Specific Plan. Automotive repair and fueling stations in the proposed Subarea C will require a conditional use permit. There are currently at least 36 automotive related businesses in the Plan area. These existing operations under the proposed Plan will be grandfathered as a legal non-conforming use if they are currently legally located.

East Hollywood Community Association

18. This Plan was not available for analysis until the week of June 30th, even in draft form.

Staff Comment: The draft Plan was made available to the public at the same time it was made available to the City Planning Commission. The staff have been integrating comments and edits from the community meetings, other Departments, staff and other agencies. There were over 14 public events, not counting staff presentations made for community organizations, at which some sort of feedback and input was collected. The proposed Plan (and accompanying Ordinances and Guidelines)will technically be in draft until it is through the legislative process. There will possibly be additional amendments as a consequence of future public hearings before the City Council.

19. We submitted a detailed Plan suggestion on January 11,200, following our written suggestions of 1998 and 1999. ...While the Department's Plan may be said to incorporate some ideas of ours, it so runs to such excess that it makes the area unlivable if executed.

Staff Comment: The Plan submitted by the East Hollywood Community Association proposed a severe down zoning and dislocation of over five blocks of existing neighborhoods. Many of the blocks slated for demolition or redevelopment in the East Hollywood Community Association Plan were outside their membership area and no documentation was submitted that people who lived in the areas proposed for redevelopment had been consulted in the development of or had agreed with the East Hollywood Community Association Plan. While we did give their Plan consideration, the extremity of the proposal raised many issues. We have chosen a more realistic approach that does not cause large numbers of lots to become non-conforming, nor raises potential

takings issues, nor is totally un-fundable.

20. The Departments's Plan will segregate both population, religionists, and tradesman, into regional ghettos without requisite reason.

Staff Comment: The proposed Plan creates mixed use areas that bring retail and residential uses closer together. The proposed Specific Plan Ordinance makes no changes in the current Code regarding the location of churches or places of worship.

21. The SNAP must obey the Framework EIR and address the locale's environment with a specific EIR.

Staff Comment: The proposed Plan stays within the parameters of the Framework EIR. The Plan does not trigger any more impacts by going beyond the density or Floor Area assumed by the Framework EIR. The Plan does not create any new or more sever impacts than was assumed by the scope of the Framework analysis. For more discussion on this issue please read the findings in the staff report to the City Planning Commission and the Statement of Overriding Considerations.

22. The Plan and Framework EIR does not properly mitigate potential seismic impacts due to liquefaction and underlying faults.

Staff Comments: The seismic concerns relating to building safety and concentration are adequately addressed by existing laws and procedures. Pursuant to the State Hazard Mapping Act, amplified ground shaking and liquefaction, as well as earthquake faults have been mapped by the State Geologist. The City's Department of Building and Safety adds to its information resources additional hazard areas as they are identified through soils and geography reports. The Hazard Mapping Act requires that the City evaluate potential seismic, soils and geologic hazards and impose appropriate hazard mitigation measures as conditions of building permit issuance. These are in addition to requirements of the City's Building Code, which is consistent with the Uniform Building Code, which in turn contains nationally recognized building construction requirements and standards.

23. Every City plan or part there of, except for the SNAP Plan, mandates that every building used for housing must have side and rear yards of some dimension....this is not safe because fire access is limited.

Staff Comment: The Code contains the Zero Lot Line and Townhouse Development provisions applicable to the entire City, which do not contain side and rear yard requirements. Subarea A-Neighborhood Conservation in the proposed Plan requires prevailing front yards to be maintained. The lack of front and side yard requirements in the proposed Plan for Subareas B and C (Mixed Use) are coupled with elevated standards for open space and landscaping. The purpose is to allow more flexibility in how open space is provided rather than mandating a mechanized approach. This is a zoning ordinance that addresses zoning purposes, and nothing in it exempts a Project from meeting the Fire and Safety Code.

24. The Plan permits an unbroken line of substantially taller buildings on every commercial street in the locale, making potentially solid walls which will substantially cut off air circulation on which this neighborhood relies upon for heating and cooling.

Staff Comment: The Plan and accompanying Guidelines contain provisions for

building setbacks, landscaping, open space, facade articulation, roof gardens, awnings, a fifty percent requirement for transparency, transitional height requirements, etc. all of which mitigate against vast expanses of solid walls. Additionally there will be numerous breaks in the frontage for parking access and pedestrian throughways. No evidence was presented that the proposed Plan will effect the climate in the manner described.

25. There is extreme over capacity in the proposed Plan...the zoning allows a population of 159,602 in an area of 2.3 square miles resulting in a density of 69,392 square mile which is higher than Manhattan in 1975 at 64,956 sq. mi.

Staff Comment: The proposed Plan lowers the total theoretical population capacity, while raising the commercial building capacity because of the State mandated seismic rebuild of the hospitals. Theoretical zoning capacity, as it applies to both population and building capacity, for a built up urban area, is highly speculative. Methodologies and subsequent results vary widely and their applicability to real planning processes is unclear. The Plan takes the empirical approach of looking at past and current trends in population and market rate building, as projected out to a specific horizon year-2020. Theoretical zoning capacity is a mechanistic approach that assumes an infinite time line, where every lot is redeveloped, and every owner chooses to rebuild at some mid-range of total maximum capacity. Using the theoretical approach the hypothetical population capacity of the current zoning in the Plan area may approach 160,000 people. Since the Plan is only for the next 20 years, it does not attempt to address the unlikely scenario of total build out at some infinite time in the future.

26. We submitted photos of all streets proposed to be turned into green areas in the SNAP Plan.every picture will show that all residential areas shown contain setbacks from existing streets, and are already landscaped. More green is unnecessary. Also each photo shows absolutely no heavy traffic, but several show autos double-parked for lack of parking space for the residents.

Staff Comment: The shared street concept does not eliminate the functions of the street-streets will still be available for parking and access to driveways, etc. The Parks First Program does not envision construction of shared street improvements for neighborhoods unless a consensus exists to participate in a shared street. Based on early input from the community, we predict there will be competition among neighborhoods for construction of these shared street improvements. In addition, creation of shared streets present an opportunity to install diagonal parking which can almost double the parking inventory along a street, thereby vastly improving parking shortages.

27. They [residents and pedestrians] will patronize itinerant food-sellers who throw rotten food on the street, because markets will be unable to locate in the area, let alone within walking distance.

Staff Comment: There is nothing in the plan that prevents markets from locating in Subareas B or C, and in commercially zoned property in Subarea A. "Grocery, fruit or vegetable store" are allowed in the C1 and above zones, see Section 12.13 A 2 (a) 12 of the Code. In fact existing buildings will be able to more easily rent to markets because the parking requirements have been relaxed. Walking distance is a subjective measure, but

Subareas B and C are within a quarter mile of all residential areas in the Plan, and are mixed use districts in which residents can live above retail.

28. It [the Plan] completely lacks C-2 and M zoning, yet advertises as being "pedestrian " friendly.

Staff Comment: Subarea C provides for C 2 uses, and Subarea D-Light Industrial/Manufacturing, contains over 40 acres of CM uses. Subarea C allows for C4 uses which in turn allow for C2 uses, except for the following: boxing arena, games of skill and science (gambling), skating rink, strip tease show, billiard or pool hall, bowling alley, indoor swap meets, auto and trailer sales, baseball or football stadium, carpenter shop, circus, pawn shop, plumbing or sheet metal shop, public services such as electric distributing substation, storage buildings, public auctions, car washes, etc..

29. They [residents and pedestrians] cannot and will not walk for miles looking for gasoline to fill their emergency cans, They will repair autos on streets because repair shops are excluded.

Staff Comment: see staff response to comment number 17, above.

30. And, per Section 13 [of the Ordinance] this body nor any landowner will be able to amend the onerous restrictions the proposed ordinance imposes because quickly as roofs are repaired, bathrooms upgraded, etc. the entire contents of the ordinance and the "design guidelines" will become covenants, recorded and inviolate in parcel deeds.

Staff Comments: Section 13 is a standard legal requirement contained in many specific plans. It is intended to protect future owners by requiring notice on the title that there is a specific plan in place with special conditions.

31. There is a de facto admission that the Department's Plan is not correct because of the extraordinary presence of Section 14 [of the Specific Plan Ordinance].

Staff Comment: Section 14 is the "Severability " clause. It is standard language in specific plans. Section 14 states that if some portion of the ordinance in the future is found to be wrong, the whole ordinance isn't invalidated.

32. Because the Plan does not establish needed public services it cannot describe their placement as "pedestrian oriented."

Staff Comment: The Plan is clear that funding is not attached to any of the Plan's recommendations. The Plan is also limited in terms of the literal siting of public facilities because the City cannot zone or designate private land for a public use unless the City purchases the property first. However, for those properties in the public domain such as the Bureau of Street Lighting Storage Yard and the Caltrans Right of Way at the 101 Freeway, the Plan does make recommendations. In addition, the Plan makes policy for future placement of public services when public funding is available.

33. The industrial cluster cited is already established and is long-standing. The Ordinance as written demolishes the industrial cluster by radical down zoning.

Staff Comment: The industrial cluster-currently zoned mostly M1 or CM-near Beverly Boulevard and Virgil Avenue has been there since the City was first zoned in the 1940s. It contains over 400 mostly small parcels, several of which are abandoned or contain occupied single family housing units built as early as 1916. While long standing and

certainly establish, it can not be described as thriving. The area is adjacent to a freeway, a subway station, a junior high school with as many as 7,000 students, a kindergarten through third grade primary center, Temple Hospital and residential neighborhoods. Preliminary evidence from State records indicate there are a number of Leaking Underground Storage Tanks, and in the past, at least one minor hazardous substance spill into the storm water system. The proposed Plan contains policies to promote lot consolidation in this area so businesses that need larger parcel sizes are granted density bonuses for locating in this district. Alternatively, in recognition of the surrounding vulnerable populations, the Plan limits the types of industrial uses to the CM zone, which is more benign in proximity to children, hospitals, residences and major transportation infrastructure. The proposed Plan contains recommendations that this area organize to form a business improvement district and collaborate with the Community Redevelopment Agency. The Plan Guidelines also contains landscaping, facade treatments and transitional height requirements for development in this area to buffer the industrial uses from the surrounding neighborhoods.

34. The Ordinance threatens the hospital cluster and does nothing to promote it.

Staff Comment: The proposed ordinance authorizes the increase in floor area ratios some of the hospitals will need in order to respond to the State mandated seismic upgrading of critical care patient facilities. While the State preempts the City in the areas of hospital building codes and environmental clearance, the hospitals are limited by the City zoning code provisions. Currently the City zoning Code only authorizes a floor area ratio on these sites of three to one. The Ordinance describes procedures (and conditions) for the hospitals to obtain up to 4.5 to one floor area ratio.

35. ..Ordinance promotes "block busting" existing single family residences, a promotion adverse to a Framework Policy.

Staff Comment: The proposed Ordinance and Guidelines contain provisions that require new development in Subarea A-Neighborhood Conservation to be in substantial conformance with the scale and character of the surrounding neighborhood. Provisions include a requirement that front yards must be similar to those of adjacent buildings, and a transitional height limit of one storey relative to the lowest adjacent building. Lot assembly is limited to 15,000 square feet. Where the prevailing use is detached single occupancy dwellings, regardless of the underlying zone, these provisions will result in less obtrusive, less dense new development than is currently provided by the Code.

36. Ordinance promotes wide-open, uncontrolled conversion of residence and commercial parcels to manufacturing.

Staff Comment: The ordinance allows small assembly workshops along some streets in Subareas B and C. Small assembly workshops are allowed in the proposed Plan because field investigations revealed a large number of existing operations. Economic analysis of the Plan area labor force indicated a substantial number of residents are employed by these types of operations. Well regulated garment manufacturing operations may also be an entrepreneurial opportunity for small indigenous businesses. The limitations in this ordinance on small assembly workshops are extensive, and include the revoking of

the certificate of occupancy if the regulations are violated.

37. Childcare is better left to the open market development, which works to the advantage of everyone in this locale and may reduce the spread of harmful diseases among children.

Staff Comment: The childcare requirement for new development above 100,000 square feet is included to mitigate the negative impact new commercial development would have on the availability of child care for Plan area families. Currently the Plan area has more than twice the percentage of households on welfare than is the average in the rest of the City. The Welfare to Work programs will require more families to place their infant and pre school children in child care. The proposed Plan requires large new employers to provide infant and preschool facilities for their own employees so Welfare to Work families are not competing with higher income wage earners for scarce local childcare slots. The proposed Plan does not require employers to subsidize or operate the childcare, but simply to make sure it is physically sited near the work place.

38. The Plan does not address the jobs/housing ratio.

Staff Comment: One purpose for preparing the demographic, labor force and related economic background reports was to determine not only a jobs/housing ratio, but the right mix of job types given the skill types of the Plan area residents. The outcome of this analysis are the job creation goals in the section of the Plan that addresses Goals, Objectives and Policies.

John T. Kelly

39. Little thought is given to historical or other features.

Staff Comment: Historical features are discussed in the Development Standards and Design Guidelines, I. Historic Architectural Influences/Native Species, page 3; and in the background section of the Plan-which mentions historic architecture as being one of four main components of the community's sense of place, and includes a short inventory of some of the more important historic buildings.

40.the Plan makes no effort to create a campus reinforcing commercial area with an academic ambiance...

Staff Comment: The proposed Plan includes mixed use boulevard or community center land use designations along Santa Monica Boulevard, Vermont Avenue and Melrose Boulevard which will easily accommodate coffee houses, book stores, ethnic restaurants, music stores etc. that are commonly associated with college campuses. The proposed Plan also encourages mixed use buildings with studio and one bedroom apartments on the upper floors.

41. The campus [LACC] will gobble up near by areas for more parking spaces.

Staff Comment: The proposed Plan suggests that a collaborative parking structure be built under the 101 freeway in the Caltrans right of way that could be used by LACC students and staff as well as by local businesses and as a park and ride lot.

42. The area west of the campus is one of the most interesting and extensive unrestored collection of craftsman style homes and duplexes remaining in the City. There

was no comment on this or any desire to mention it.

Staff Comment: The area to the west of the LACC campus is designated in the Plan as "Neighborhood Conservation." The proposal is to maintain this area at its current scale and character. The proposed Plan also encourages restoration of older homes by exempting remodeling projects from current parking standards. The area referred to however, is mostly west of the Plan boundaries, and these concerns can therefore also be taken up during the upcoming Hollywood Community Plan Revision.

44.getting rid of the automobile is woolly thinking.....our meager public transportation system offers few if any practical alternatives to automobile transportation.

Staff Comment: The proposed Plan does not suggest getting rid of the automobile. The Plan does encourage a shift towards using public transit more often by building in design standards and land use configurations that make taking transit and walking a more pleasant activity. The Plan area is in fact highly provided with both bus routes and subway stations, and therefore does offer alternatives to single occupancy vehicle travel.

45. Any talk of increasing density before facing the grossly inadequate urban infrastructure of facilities and services is ill advised if not criminal....These buildings (one storey of commerce and four upper floors of apartments) make good sense for a developer as long as he or she can avoid paying for the increase in public facilities the new units bring with them....

Staff Comment: The proposed Plan does not increase the overall population density of the Plan area. The population growth in the Plan area to 2020 is anticipated to occur whether or not the Plan is in place. The Plan discourages future growth in the neighborhood conservation areas and encourages growth along the transit served corridors and subway stations. The Plan also includes some pragmatic approaches to obtaining needed public services. The Plan requires new market rate family housing and commercial projects to pay park fees that cover the costs of providing their neighborhood park open space needs.

46. ...how will these pretty innovations [open space] fit with the requirements of the Police and Fire Departments? Also who is going to supply and pay for the water, fertilizer, planting and trimming necessary for maintaining and cleaning these quasi park like environments.

Staff Comment: Shared Streets and pocket parks can not be built until extensive design and engineering work has been done. The Police and Fire Departments, as well as Transportation and Recreation and Parks, residents and various community groups would be involved in any project. The proposed Plan sets out the general program goals and the details will be worked out with each individual project. The proposed revised Parks First Fund Ordinance requires 15% of the fund to be set aside for maintenance.

50. ...unavailable parking is the greatest destroyer of commerce in the area.

Staff Comment: A parking inventory and analysis was prepared for the Plan area by the transportation consultant. While there were areas with more than 90% utilization of available parking during the day -most notably around LACC and Virgil Junior High-most of the commercial areas had sufficient parking during the weekdays.

Michael Nytzsen, Latham and Watkins, for Childrens Hospital-public testimony

51. ...We ask that we get credit for any child care program against any new child care requirements in the ordinance..

Staff Comment: We agree and have added a provision for credit in the revised Specific Plan.

52. Childrens Hospital for patient security and safety reasons is very concerned about the open space and public open space requirements...

Staff Comments: We agree with the concerns and have designed a number of alternative ways in which compensatory open space can be provided off site, or in lieu payments can be made to the Parks First Fund.

53. ...for parking..specifically identify what the standard is instead of saying Code...

Staff Comment: Based on technical legal advice from the consulting attorney, we have re-written this section and clarified the parking requirements in the revised Specific Plan Ordinance.

54. We suggest the Citywide Standard for bicycle parking.

Staff Comment: We have revised the bicycle standard in the Specific Plan Ordinance to more fairly and appropriately address the needs of hospitals and other large institutions.

Micki Jackson

55. I am concerned about the height allowances.

Staff Comment: Objection noted, please see staff comments for # 4, 13,14 and 15 above.

56. I don't want to see low income housing without balance with other types of housing .

Staff Comment: The proposed Plan does not require any specific standard for provision of low income, moderate or high income housing.

Lubor Mrazek, architect, Kaiser Permanente

57. The area plan came very late in the design process.

Staff Comment: We have documentation of attendance of Kaiser representatives attending staff and community meetings regarding this project as early as October 1998.

58. Significant issues remain-the formula for calculating child care, open space, design guidelines, parking etc. The hospital is a "replacement" not "new development."

Staff Comment: Please see the revised Specific Plan Ordinance and Guidelines for the latest negotiations with the hospitals on these issues. The City, like the State did in the Seismic legislation, may upgrade its requirements for new construction based on more current information or standards regarding the public welfare.

Gerald Snyderman-Hollywood Damage Control Recovery Organization

59. It will cost \$250,000 a unit for housing to build in Hollywood. After the next 50 units of housing there is going to be just about a moratorium for for-profit development. I

would support the idea of a reasonable amount of linkage....\$25,000 a unit would be a reasonable amount of linkage...We need a proper and justifiable linkage so we don't stop real development.

Staff Comment: The revised Specific Plan Ordinance contains a requirement for approximately \$4,000 a per dwelling unit and \$2 per square foot for commercial for parks and open space. The extensive background information developed by the economist for the Plan and by the California League of Conservation Voters, and the Sustainable Cities Program at USC provided the foundation for establishing the nexus for the park fee.

John Solak

60. The Plan does not provide for adequate parking.

Staff Comment: The proposed Plan gives individual projects the choice to reduce the parking somewhat or to stay with current Code requirements. The Plan gives projects located within 1,500 feet of a subway portal the voluntary choice to reduce the parking provided an additional 15%. These parking provisions in the proposed Plan were based on background parking studies prepared by the transportation consultant. Inventory and utilization of existing parking was taken, and a national analysis of similar subway adjacent communities was made.

Pablo Ruiz-Hollywood Chamber of Commerce/Barnsdall Art Park Board of Directors

61. There are a number of plans coming into place that are out of whack with this plan.

Staff Comment: Please refer to the list in the background section in the Staff Report where we inventory the dozen or so related planning efforts, including the Barnsdall Park Master Plan. We are not aware of how this proposed Plan is "out of whack" with any of these, and unfortunately the speaker did not mention any more detail regarding this concern.

Summary of Proposed Revisions

While no revisions are being recommended in the original Plan text, extensive revisions for technical and policy reasons are being suggested for the Specific Plan Ordinance, the Parks First Fund Ordinance, and the Development Standards and Design Guidelines. A relatively minor change is suggested for the Statement of Overriding Considerations that involves including one addition paragraph that was inadvertently left out in the first staff report.

ERRATA

The staff would like to correct the number cited for the General Plan Framework Environmental Review Document. The correct number is on the cover page of this report. The appropriate Area Planning Commission sited in the first staff report was incorrectly stated to be Hollywood, while in fact the correct Area Planning Commission will be the Central APA.

SPECIFIC PLAN ORDINANCE

Strike-out and underline versions were not prepared for the Specific Plan Ordinance because the technical changes made in the legal language were extensive, and the subsequent document would have doubled in length and been difficult to read. The substantive changes made in the Ordinance have been listed below:

*Section 6 D. Small Assembly Workshops-Melrose Avenue was removed as one of the streets along which Small Assembly work shops are permitted.

*Section 6 F. Parks First Program-a new subsection adds a park fee of \$4,300 for residential units and \$2.15 per square foot for commercial uses. Smaller units (senior and student housing) with less than three habitable rooms and all affordable housing units are exempt from the fees. The fees were calculated to cover the costs of providing neighborhood parks for new residents, employees and clients of the new housing and commercial development only. New construction is not required by these fees to pay for the current short fall in open space. The background reports developed for the Plan were used to provide the technical documentation for establishing the nexus and calculating the fees.

* Section 6 G. Childcare Facility Requirements -provisions were added to give credit to companies which already provide childcare, and to give open space credit for ground level play areas provided ancillary to child care. Provision was also made to allow the city Child Care Coordinator to collect cash payment in lieu of the provision of a child care facility.

*Section 6 L. Floor Area Averaging for Unified Hospital Development Sites-A provision requiring a five foot set back was added, including alternative methods of satisfying this requirement, including in lieu cash payments into the Parks First Fund.

DEVELOPMENT STANDARDS AND DESIGN GUIDELINES

The changes in the Guidelines are the addition of three new chapters: Exceptions Procedures; Definitions; and Hospital and Medical Centers. The hospital design guidelines are now included as a chapter instead of an appendix. An Exception Chapter was added to give some relief from the Guideline provisions for individual projects, following a defined protocol. The definitions from the Specific Plan Ordinance were included for clarification.

THE PARKS FIRST FUND

This ordinance does not have to be approved by the City Planning Commission, but was included in the package for reference. The additions to this ordinance include instructions to various City departments to set up a Citywide land trust for parks, and once this is accomplished, the Parks First Fund will become a separate account in the Citywide trust fund.

SUBAREA MAP

In addition to several small corrections made in the Map I Subareas, the following changes

were made:

*The Subarea B designation was removed from Franklin Avenue. This area has recently been rezoned from commercial to residential to prevent commercial uses from spreading onto this street.

* The Subarea B designation was removed from New Hampshire Avenue on the blocks south of Melrose Avenue per the request of the 4 Streets Co-op.

* The Subarea B designation was removed from some existing residential areas on or just off of Virgil Avenue, immediately to the north and south of the 101 Freeway right of way, to more accurately reflect and maintain their current residential uses.



Los Angeles City Planning Commission

221 North Figueroa Street, Room 1600, Los Angeles, CA 90012-2601 (213) 580-5234

DETERMINATION OF THE CITY PLANNING COMMISSION

August 10, 2000

CITY PLAN CASE NO. 2000-1976 SP

Council District Nos. 4 and 13

At its meeting of August 10, 2000, the City Planning Commission considered the proposed Vermont/Western Station Neighborhood Area Plan, Specific Plan Ordinance, Development Standards and Design Guidelines, and General Plan Amendments to the Hollywood and Wilshire Community Plans.

The City Planning Commission concurred with the staff recommendation, and:

ADOPTED the supplemental staff report and the July 13, 2000 staff report with findings, as modified, as its reports on this subject.

APPROVED and RECOMMENDED that the Mayor and City Council adopt the revised proposed Vermont/Western Station Neighborhood Area Plan.

APPROVED and RECOMMENDED that the Mayor and City Council adopt the attached Vermont/Western Station Neighborhood Specific Plan Ordinance.

APPROVED and RECOMMENDED that the Mayor and City Council adopt the General Plan Amendments to the Hollywood and Wilshire Community Plans.

APPROVED the revised Vermont/Western Station Neighborhood Area Plan Development Standards and Design Guidelines.

ADOPTED and RECOMMENDED the City Council **certify** the Environmental Impact Report (EIR No. 94-0212 GPF), and the Statement of Overriding Considerations.

APPROVED amendments to the General Plan Land Use Element which correspond to land use designation changes proposed by the Vermont/Western Station Neighborhood Area Plan as summarized in the Hollywood and Wilshire Community Plan map changes as depicted in the revised Map 1- Subareas.

AUTHORIZED the Director of Planning to initiate height district zone changes for parcels in Subareas B and C to Height District 11 during the Hollywood and Wilshire Community Plan revisions.

AUTHORIZED the Director of Planning to present the attached Resolution, and the Hollywood and Wilshire Community Plan Map amendments (Map 1 - Subareas) to the Mayor and City Council, in accordance with Section 555 of the City Charter.


RECOMMENDED that the Mayor approve and **City Council adopt** the land use and zoning changes to the Wilshire and Hollywood Community Plans as proposed by the revised Vermont/Western Station Neighborhood Area Plan (Map 1 - Subareas).

RECOMMENDED to the City Council and Mayor that operating departments of the City be authorized to consult and directed to implement the Vermont/Western Station Neighborhood Area Plan and Development Standards and Design Guidelines in the planning, programming and delivery of services.

The proposed Plan, Ordinance and General Plan Amendments were submitted to the Mayor, whose recommendation will be forwarded the City Council as specified by Section 11.5.6 of the Los Angeles Municipal Code.

This action was taken by the following vote:

- Moved: Jackson
- Seconded: Oakley
- Ayes: Landau, Menzer, Scott, Walker, Weil
- Absent: Schnabel, Widom

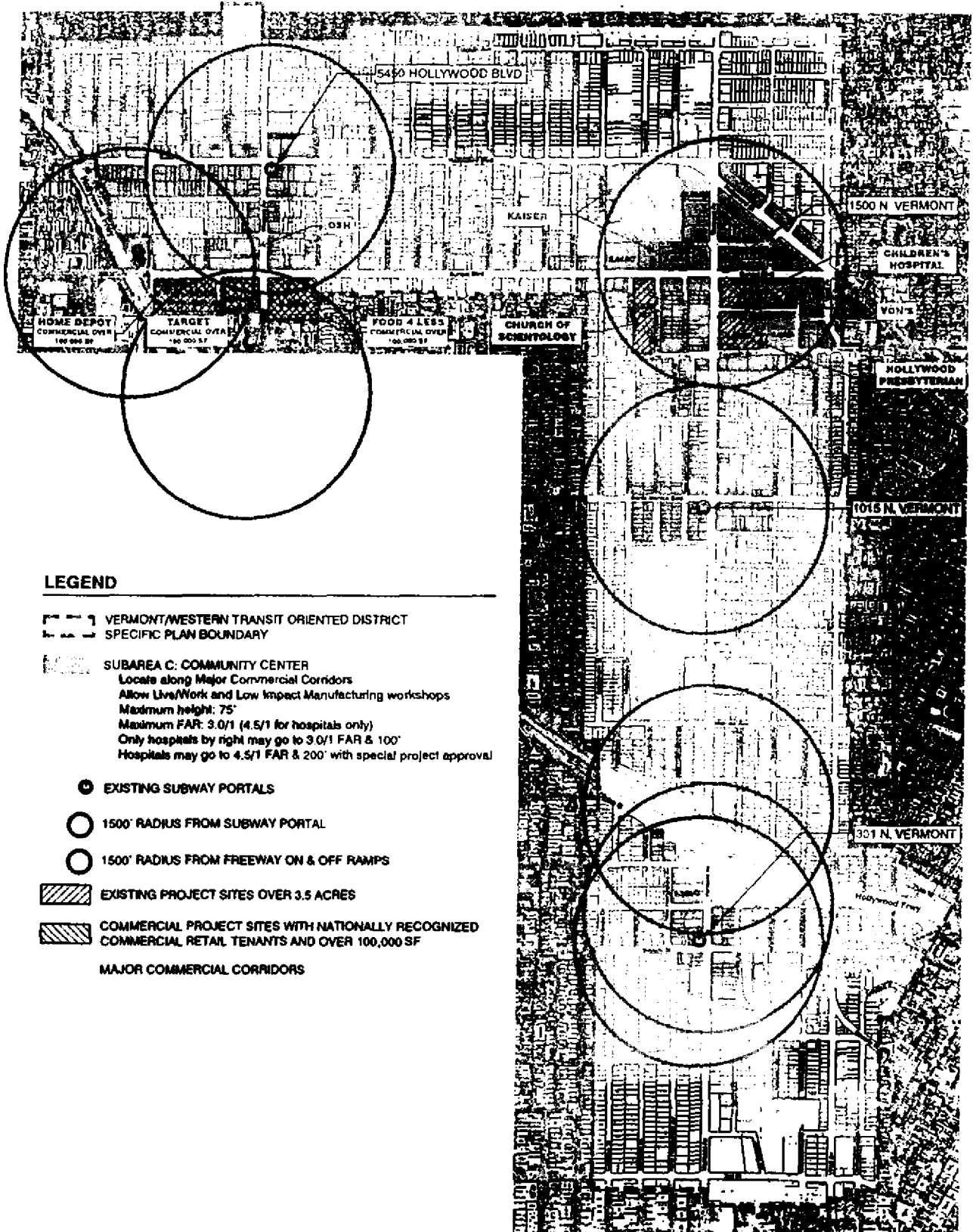


Gabriele Williams, Commission Executive Assistant
City Planning Commission

Exhibit 6

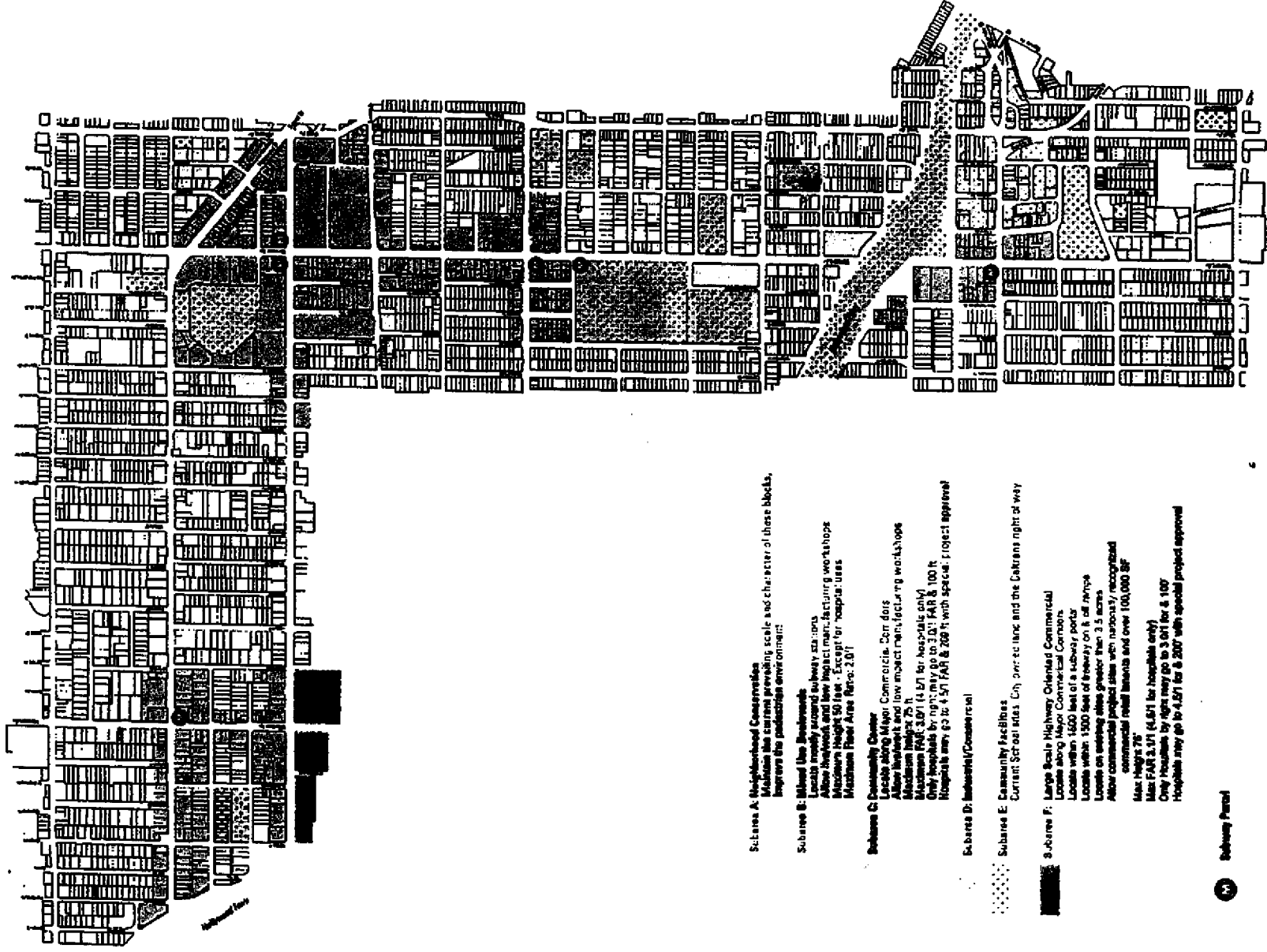
EXHIBIT B

Vermont/Western Transit Oriented District Specific Plan Station Neighborhood Area Plan (SNAP)



LEGEND

- VERMONT/WESTERN TRANSIT ORIENTED DISTRICT
- SPECIFIC PLAN BOUNDARY
- SUBAREA C: COMMUNITY CENTER
 - Locate along Major Commercial Corridors
 - Allow Live/Work and Low Impact Manufacturing workshops
 - Maximum height: 75'
 - Maximum FAR: 3.0/1 (4.5/1 for hospitals only)
 - Only hospitals by right may go to 3.0/1 FAR & 100'
 - Hospitals may go to 4.5/1 FAR & 200' with special project approval
- EXISTING SUBWAY PORTALS
- 1500' RADIUS FROM SUBWAY PORTAL
- 1500' RADIUS FROM FREEWAY ON & OFF RAMPS
- EXISTING PROJECT SITES OVER 3.5 ACRES
- COMMERCIAL PROJECT SITES WITH NATIONALLY RECOGNIZED COMMERCIAL RETAIL TENANTS AND OVER 100,000 SF
- MAJOR COMMERCIAL CORRIDORS



Subarea A: Neighborhood Concentration
 Maintain the existing prevailing scale and character of these blocks.
 Improve the pedestrian environment.

Subarea B: Mixed Use Development
 Locate newly sited subway stations.
 Allow live/work and low impact manufacturing workshops.
 Maximum Height 50 feet. Except for hospital uses.
 Maximum Floor Area Ratio: 2.0/1

Subarea C: Community Center
 Locate along Major Commercial Corridors.
 Allow live/work and low impact manufacturing workshops.
 Maximum Height 75 ft.
 Maximum FAR: 3.0/1 (4.5/1 for hospitals only)
 Only hospitals by right may go to 3.0/1 FAR & 100 ft.
 Hospitals may go to 4.5/1 FAR & 200 ft with special project approval.

Subarea D: Industrial/Commercial

Subarea E: Community Facilities
 Current School sites. City owned land and the Caltrans right of way.

Subarea F: Large Scale Highway Oriented Commercial
 Locate along Major Commercial Corridors.
 Locate within 1000 feet of a subway station.
 Locate within 1500 feet of freeway on/off ramps.
 Locate on existing sites greater than 3.5 acres.
 Allow commercial project sites with national/recognized commercial retail tenants and over 100,000 SF.
 Max Height 75'
 Max FAR 3.1/1 (4.5/1 for hospitals only)
 Only Hospitals by right may go to 3.0/1 FAR & 100'
 Hospitals may go to 4.5/1 FAR & 200' with special project approval.

W Subway Portal

Map 1
Vermont/Western Transit Oriented District Specific Plan
 (Station Neighborhood Area Plan)
 CPC 00-1976



Exhibit 7

UP FRONT

March 19, 2007

LOS ANGELES BUSINESS JOURNAL 3

Hollywood's Last Large Development Site Is Up for Sale

By DANIEL MILLER
Staff Reporter

The last large development site expected to be available in Hollywood for the foreseeable future has been put on the market amid the region's continuing resurgence.

The nearly 7-acre parcel is at the southeast corner of Sunset Boulevard and Western Avenue near Childrens Hospital Los Angeles and currently is the location of a Food 4 Less supermarket and McDonald's restaurant.

With the revitalization of Hollywood now spreading east of the Hollywood (101) Freeway, the site presents a key development opportunity because it is increasingly difficult to assemble parcels larger than one or two acres in the area, according to real estate brokers.

"In terms of sheer size there is nothing left like this," said John Tronson, a principal in the Hollywood office of Ramsey-Shilling Commercial Real Estate Services who has long

worked the market. "It's enormous."

Though options for the property include medical office space and possibly even a new hospital, the site will most likely be used for a mixed-use development with retail and residential components that would complement the burgeoning high-density neighborhood. The property is within a special Hollywood planning zone that encourages the development of mixed use, transit-oriented developments.

"Regardless of what project is there, we'd like to see a mixed income community with market rate, workforce and affordable housing," said Helmi Hisserich, regional administrator for Hollywood for the Community Redevelopment Agency of Los Angeles.

The property is owned by Sterik Hollywood LP. The McDonald's and Food 4 Less both have "intermediate term leases," according to Timothy L. Bower, a member of the CB Richard Ellis Group Inc. team representing Sterik.

The specific terms of those leases factor heavi-

ly into the potential value of the property and redevelopment options. Longer term leases could devalue the property because they would require a developer to wait until they expire, or spend large sums to buy out the remaining years on the lease.

Bower and the other CB Richard Ellis brokers representing Sterik would not elaborate on the leases or discuss the current ownership because of a confidentiality agreement.

Still, Hollywood real estate experts say the 294,701-square-foot parcel at 5420-5450 Sunset Blvd. is likely to attract the interest of national development companies and likely will sell in the \$35 million to \$40 million range.

The property is situated on a key transit corridor a few blocks from the Hollywood Freeway and is within walking distance of the Metro Red Line subway station at Hollywood Boulevard and Western Avenue, making a high-density project likely. Tronson said the site could possibly support 1,000 residential units.

Chris Bonbright, chief executive of Ramsey-

Shilling, said that while retail could be successful because of high densities in the area, luxury housing "is not going to make any sense."

"I would say that probably the most logical use is some kind of affordable housing whether it's for sale or for rent," Bonbright said.

Two years ago, the nonprofit developer Hollywood Community Housing Corp. opened Views at 270, a mixed-use complex that includes 56 low-income apartments above a Walgreen's drug store across the street.

"That project was very precedent-setting for this intersection," Hisserich said. "This is a part of Hollywood where we are going to transition away from the old L.A. with setback retail and an ocean of parking and a really harsh pedestrian environment."

Though a residential project would seem likely, brokers said a medical office project would also make sense for the area given the proximity of Childrens Hospital and Kaiser Permanente Hospital.

Merger of Equals
Produces L.A.'s
Newest Big BankBy ALLEN P. ROBERTS JR.
Staff Reporter

blow it out to create snow scenes.

Arctic Glacier is the operating subsidiary of Arctic Glacier Income Fund, one of only two publicly-traded ice companies in North America. It has acquired 63 ice companies in the United States and Canada since it began operations in 1996, including six companies last year in California alone.

This push reflects an industry-wide consolidation, led by Arctic Glacier, which seeks to capitalize on the warmer U.S. winter

Exhibit 8

edward hunt

From: Blake Lamb <blake.lamb@lacity.org>
Sent: Wednesday, September 30, 2015 2:23 PM
To: edward hunt
Subject: Re: Spot zoning just for this one city block, or does it affect or change any other areas of SNAP such as across the street to the east.
Attachments: Target Hearing Notice.pdf

Dear Ed,

I'm attaching the hearing - I think this is what you want? If not please let me know and I will send you the correct documents.

Regarding your question - the Specific Plan Amendment is only proposing to change the Subarea for the Target site. This requires an Amendment per LAMC 11.5.7 G.7. which states an Amendment is required "To make boundary changes to the Specific Plan or its subareas." This is what is being proposed for Target.

At the same time, the Specific Plan Amendment proposes to create the new subarea, per 11.5.7 G.10, which requires an Amendment for "Other significant policy changes or modifications to specific plan regulations which affect the entire specific plan area or any of its subareas, as determined by the Director." The creation of Subarea F falls into this category.

The Amendment is not proposing to modify the subarea of any other property in the SNAP. To do so would require another Specific Plan Amendment for that property. This is true of all specific plans.

Let me know if you want to further discuss.

Blake

On Tue, Sep 29, 2015 at 6:13 AM, edward hunt <ed.hunt@earthlink.net> wrote:

Dear Blake, We are still confused. Regarding the application and Hearing you plan to hold on October 2, can you please forward to us on behalf of our NC a specific list of exactly what Target deviations target is requesting?

Also, reading the materials, we do not understand why this zoning change would not apply to other over 3.5 acre generated sites within the distances from subway entrances and freeway on or off ramps such as the 7-acre site to the east as a single example.

Sincerely,

Ed Hunt, [323-646-6287](tel:323-646-6287)

Exhibit 9

MASTER LAND USE PERMIT APPLICATION
LOS ANGELES CITY PLANNING DEPARTMENT

Planning Staff Use Only

ENV No. <u>2015-2512</u>	Existing Zone <u>(Q)CM-1</u>	District Map <u>147A193</u>
APC <u>East Hollywood</u>	Community Plan <u>Hollywood</u>	Council District <u>13</u>
Census Tract <u>1911.10</u>	APN <u>554 403 7061</u>	Case Filed With [DSC Staff] <u>Vance G.</u>
		Date <u>7/1/15</u>

CASE NO. **DIP 2015-2512**

APPLICATION TYPE Site Plan Review and Density Bonus
(zone change, variance, conditional use, tract/parcel map, specific plan exception, etc.)

1. PROJECT LOCATION AND SIZE

Street Address of Project 1350-60 N Western; 5433-99 W Fernwood; 1377 N Serrano Zip Code 90027

Legal Description: Lot _____ Block _____ Tract _____

Lot Dimensions Irregular Lot Area (sq. ft.) 153,402 sf Total Project Size (sq. ft.) 303,487 sf

2. PROJECT DESCRIPTION

Describe what is to be done: Construction of a mixed-use project to include up to approx. 253 new residential units, including approximately 21 affordable units, in two structures up to 7 stories in height with 4,060 square feet of ground-floor commercial uses. See Attachment A for more information.

Present Use: Office Building Proposed Use: Mixed: multifamily residential/commercial

Plan Check No. (if available) _____ Date Filed: _____

Check all that apply:

<input checked="" type="checkbox"/> New Construction	<input checked="" type="checkbox"/> Change of Use	<input type="checkbox"/> Alterations	<input type="checkbox"/> Demolition
<input checked="" type="checkbox"/> Commercial	<input type="checkbox"/> Industrial	<input checked="" type="checkbox"/> Residential	<input type="checkbox"/> Tier 1 LA Green Code

Additions to the building:

<input type="checkbox"/> Rear	<input type="checkbox"/> Front	<input type="checkbox"/> Height	<input type="checkbox"/> Side Yard
-------------------------------	--------------------------------	---------------------------------	------------------------------------

No. of residential units: Existing _____ To be demolished _____ Adding _____ Total _____

3. ACTION(S) REQUESTED

Describe the requested entitlement which either authorizes actions OR grants a variance:

Code Section from which relief is requested: n/a Code Section which authorizes relief: 16.05
Site plan review to permit the construction of approx. 253 new residential units and approx. 4,060 square feet of commercial uses.

Code Section from which relief is requested: n/a Code Section which authorizes relief: 12.22.A.25
Density bonus (35%) and two on-menu incentives for (i) averaging of FAR, density, parking, open space and vehicular access, and (ii) additional 35% floor area.

Code Section from which relief is requested: _____ Code Section which authorizes relief: _____

List related or pending case numbers relating to this site: _____

4. OWNER/APPLICANT INFORMATION

Applicant's name Mr. Marc Annotti Company Harridge Development Group, LLC
 Address: 6363 Wilshire Blvd, Ste 600 Telephone: (323) 658-1511 Fax: ()
Los Angeles, CA Zip: 90031 E-mail: mannotti@msn.com

Property owner's name (if different from applicant) SoCal North Serrano SPV 1, LLC (c/o Marc Annotti)
 Address: same as above Telephone: () Fax: ()
 Zip: E-mail:

Contact person for project information Kyndra Casper / Jerry Neuman Company Liner LLP
 Address: 633 West Fifth Street, 32nd Flr Telephone: (213) 619-3141 Fax: ()
Los Angeles, CA Zip: 90071 E-mail: kcasper@linerlaw.com

5. APPLICANT'S AFFIDAVIT

Under penalty of perjury the following declarations are made:

- a. The undersigned is the owner or lessee if entire site is leased, or authorized agent of the owner with power of attorney or officers of a corporation (submit proof). (NOTE: for zone changes lessee may not sign).
- b. The information presented is true and correct to the best of my knowledge.
- c. In exchange for the City's processing of this Application, the undersigned Applicant agrees to defend, indemnify and hold harmless the City, its agents, officers or employees, against any legal claim, action, or proceeding against the City or its agents, officers, or employees, to attack, set aside, void or annul any approval given as a result of this Application.

Signature: [Signature] Print: DAVID SCHWARTZMAN, AUTHORIZED SIGNATURE
SoCal North Serrano SPV 1, LLC, A DELAWARE LIMITED LIABILITY COMPANY
ALL-PURPOSE ACKNOWLEDGMENT

State of California

County of LOS ANGELES

On 06/15/15 before me, JOSIE MANLUTAC, NOTARY PUBLIC
(Insert Name of Notary Public and Title)

personally appeared DAVID SCHWARTZMAN + DOONE who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Josie Manlutac (Seal)
 Signature



6. ADDITIONAL INFORMATION/FINDINGS

In order for the City to render a determination on your application, additional information may be required. Consult the appropriate Special Instructions handout. Provide on attached sheet(s) this additional information using the handout as a guide.

NOTE: All applicants are eligible to request a one time, one-year only freeze on fees charged by various City departments in connection with your project. It is advisable only when this application is deemed complete or upon payment of Building and Safety plan check fees. Please ask staff for details or an application.

Planning Staff Use Only		
Base Fee <u>10,346.00</u>	Reviewed and Accepted by [Project Planner] <u>[Signature]</u>	Date <u>7/1/15</u>
Receipt No. <u>22493</u>	Deemed Complete by [Project Planner] <u>[Signature]</u>	Date

Attachment A: Project Description and Actions Requested

1350-60 N Western Ave; 5433-99 W Fernwood Ave; 1377 N Serrano Ave

I. PROJECT DESCRIPTION

Harridge Development Group, LLC ("Applicant") proposes to develop a mixed-use project (the "Project") located at the northeast corner of the intersection of Western Avenue and Fernwood Avenue, with property addresses of 1350-60 N Western Ave; 5433-99 W Fernwood Ave; and 1377 N Serrano Ave (the "Site") in the Hollywood community within the City of Los Angeles (the "City"). The Site consists of multiple parcels along Western Ave, Fernwood Ave, and Serrano Ave with addresses 1350-60 N Western Ave and 5433-99 W Fernwood Ave (APN: 5544-032-013 and 5544-032-014) and 1377 N Serrano Ave (APN: 5544-032-016). The combined lot area totals xxxx square feet.

The Site is zoned CM-1, and a prior [Q] condition was recently removed from the property in Case No. APCC-2014-3583-ZC. The Project is located in the Hollywood Community Plan (the "Community Plan") area and the Hollywood Redevelopment Plan ("Redevelopment Plan") project area of the City. The Site is currently improved with an office building and a parking structure while the portion of the property remains underutilized.

The Project includes the construction of one mixed-use commercial and residential building of approximately 234,312 square feet of new developed floor area. The Project proposed the construction of approximately 253 new residential units, including 21 affordable units, along with ground floor retail uses of approximately 4,060 square feet. The Project FAR will be approximately 1.95, averaged across the Site.

An on-site subterranean parking structure with grade-level enclosed parking will be constructed and will include 122 residential parking spaces. A new parking structure will be constructed and will include an additional 395 parking spaces: 168 for the residential use, 15 retail parking spaces, 138 for the existing office building, plus an additional 74 spaces of non-required parking. A total of 517 parking spaces will be provided in the new residential building and the new parking structure. The Project will also include a total of 282 bicycle spaces as follows: 253 long-term residential spaces, 25 short-term residential spaces, 2 long-term commercial spaces, and 2 short-term commercial spaces. The Project also incorporates a total of 29,765 square feet of new open space.

The underlying purpose of the Project is to transform the Site from its existing condition to a modern mixed-use development that is consistent with the priorities and unique vision contemplated for Hollywood in the Community Plan and the Redevelopment Plan and represents the future of Hollywood, with a range of ground floor retail uses serving the residents of the building and the wider community. The Project will incorporate sustainable development to comply with the City's Green Building Program and sustainability intent of the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) program.

II. ACTIONS REQUESTED

A. SITE PLAN REVIEW

The Project will create, or result in an increase of, 50 or more dwelling units. As such, it must obtain Site Plan Review before a grading permit, foundation permit, building permit, or use of the land permit is issued pursuant to LAMC Section 16.05.

B. SB1818 DENSITY BONUS, AVERAGING, AND FAR

The Project will set aside at least 11% (21 units) of its residential units for very low-income residents. As such, it qualifies for a density bonus of up to 35%, a parking option, and two on-menu incentives pursuant to LAMC Section 12.22.A.25. The Applicant is electing to use an approximate 35% density bonus and has requested two on-menu incentive to permit (i) averaging of floor area ratio ("FAR"), density, parking, open space and vehicular access, and (ii) additional 35% floor area.



P&L ARCHITECTS
200 WESTERN AVENUE
LOS ANGELES, CA 90012
TEL: (213) 391-1234

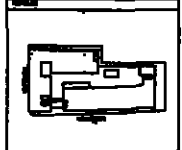
**WESTERN
MIXED-USE**
1700 WESTERN AVE
LOS ANGELES, CA 90017

**HARRIDGE
DEVELOPMENT
GROUP, LLC**
8800 WILSHIRE BLVD. SUITE 600
LOS ANGELES, CA 90048

**SITE PLAN REVIEW
/ DENSITY BONUS**



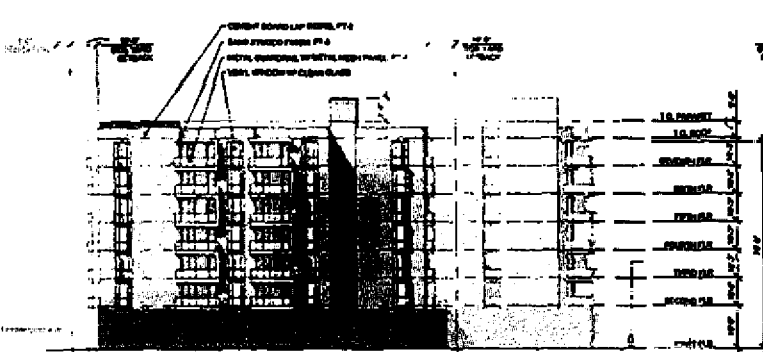
NO.	REVISIONS	DATE



PROJECT NO. 11000
DATE: 02.15.11
SCALE: AS SHOWN

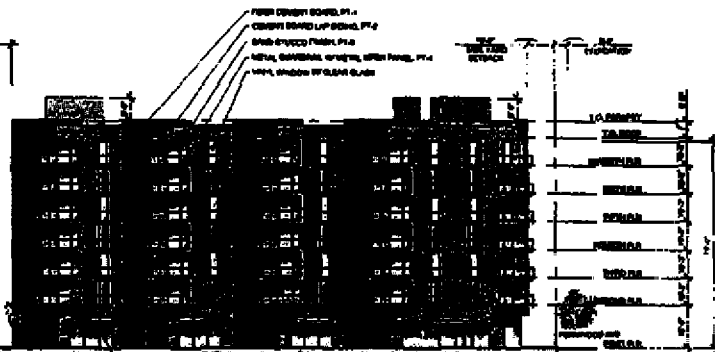
BUILDING PERSPECTIVE

A2.00



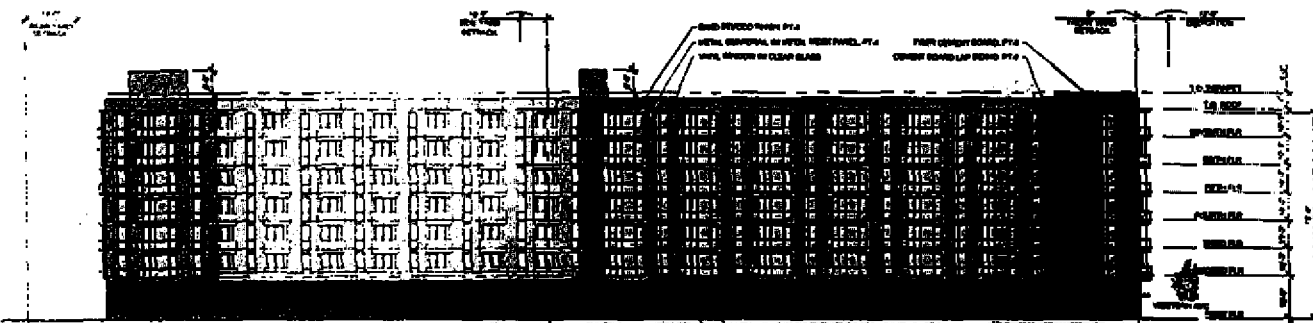
METAL, GANGLANG, W/ METAL MESH PANEL, F/2
BRUSHED, C/2-1

WEST ELEVATION
WEST SIDE OF BUILDING



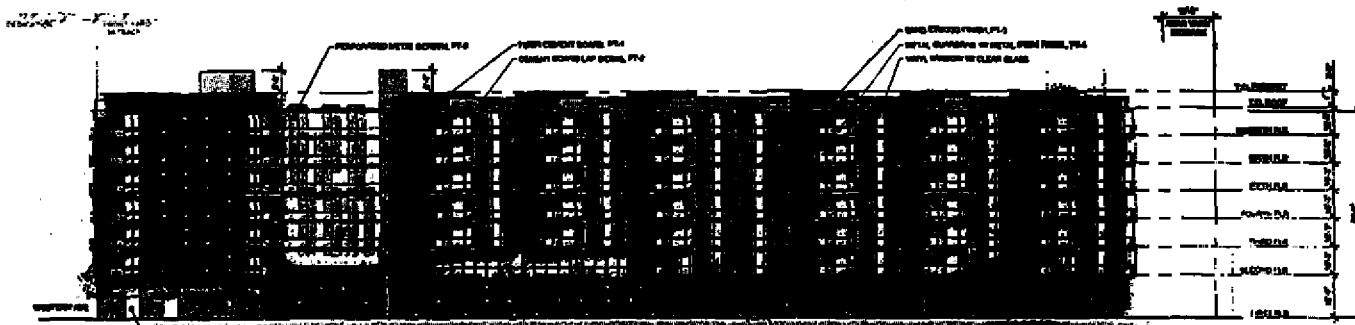
BRUSHED, C/2-1

EAST ELEVATION
EAST SIDE OF BUILDING



METAL, GANGLANG, W/ METAL MESH PANEL, F/2
BRUSHED, C/2-1

WEST ELEVATION
WEST SIDE OF BUILDING



BRUSHED, C/2-1

METAL, GANGLANG, W/ METAL MESH PANEL, F/2
BRUSHED, C/2-1

WEST ELEVATION
WEST SIDE OF BUILDING

PBL ARCHITECTS
5700 WEST 42ND AVENUE, SUITE 200
DENVER, CO 80212

WESTERN MIXED-USE
150 WEST 6TH AVE
LOS ANGELES, CA 90071

HARRIDGE DEVELOPMENT GROUP, LLC
4300 WILSON AVENUE, SUITE 600
LOS ANGELES, CA 90048

SITE PLAN REVIEW DENSITY BONUS



NO.	REVISION	DATE



DATE: 08/21/14
SCALE: AS SHOWN

BUILDING ELEVATIONS


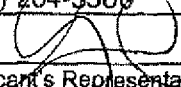
Exhibit 10

CITY OF LOS ANGELES
DEPARTMENT OF CITY PLANNING

ENVIRONMENTAL ASSESSMENT FORM

EAF Case No.: _____ ZA Case No.: _____ CPC Case No.: _____
Council District No.: 13 Community Plan Area: Hollywood
PROJECT ADDRESS: 5604-5632 W. De Longpre Avenue; 5605-5607 W. Fernwood Avenue, Los Angeles, CA 90028

Major Cross Streets: St. Andrews Place and 101 Freeway
Name of Applicant: 1375 St. Andrews LLC c/o Dana Sayles, three6ixty
Address: 4309 Overland Avenue, Culver City, CA 90230
Telephone No.: 310-204-3500 Fax No.: 310-204-3505 E-mail: dana@three6ixty.net

OWNER	APPLICANT'S REPRESENTATIVE (Other than Owner)
Name: <u>1375 St. Andrews LLC c/o Fred Shaffer</u>	Name: <u>Dana Sayles, three6ixty</u> (Contact Person)
Address: <u>1590 Rosecrans Avenue, Suite #D-303</u>	Address: <u>4309 Overland Ave., Culver City, CA 90230</u>
Telephone No: <u>310-213-6560</u>	Telephone No: <u>(310) 204-3500</u>
Signature: <u></u>	Signature: <u></u> (Applicant's Representative)

The following Exhibits are required (3 copies of each exhibit and 3 Environmental Assessment Forms for projects in Coastal & S.M. Mtn. Zones): All Exhibits should reflect the entire project, not just the area in need of zone change, variance, or other entitlement.

NOTE: The exhibits are IN ADDITION TO those required for any case for which the Environmental Assessment Form is being filed.

- A. **2 Vicinity Maps:** (8½" x 11") showing nearby street system, public facilities and other significant physical features (similar to road maps, Thomas Brothers Maps, etc.) with project area highlighted.
- B. **2 Radius/Land Use Maps:** (1" = 100') showing land use and zoning to 500 feet (100 feet of additional land use beyond the radius for alcoholic beverage cases); 100' radius line (excluding streets) okay for Coastal building permits 300' for site plan review applications.
- C. **2 Plot Plans:** showing the location and layout of proposed development including dimensions; include topographic lines where grade is over 10%; tentative tract or parcel maps where division of land is involved to satisfy this requirement, and the location and diameter of all trees existing on the project site.
- D. **Application:** a duplicate copy of application for zone change, (including Exhibit "C" justification) batch screening form, periodic comprehensive general plan review and zone change map, variance, conditional use, subdivider's statement, etc.
- E. **Pictures:** two or more pictures of the project site showing walls, trees and existing structures.
- F. **Notice of Intent Fee:** an UNDATED check in the amount of \$75 made out to the **Los Angeles County Clerk** for the purpose of filing a Notice of Intent to Adopt a Negative Declaration as required by § 15072 of the State CEQA Guidelines.
- G. **Hillside Grading Areas/Haul Route Approval:** Projects within a Hillside Grading Area involving import/export of 1,000 cubic yards or more shall submit a soils and/or geotechnical report reviewed & approved by LADBS (reports needed to be determined by LADBS) to include measures to mitigate impacts related to grading and obtain a Haul Route Approval from the Board of Building & Safety Commissioners (refer to <http://www.lacity.org/LADBS/forms/forms.htm>).

APPLICATION ACCEPTED BY: _____	DATE: _____
ENVIRONMENTAL ASSESSMENT APPROVED BY: _____	DATE: _____
RECEIPT NO.: _____	

I. Project Description:

Briefly describe the project and permits necessary (i.e., Tentative Tract, Conditional Use, Zone Change, etc.) including an identification of phases and plans for future expansion:

Zoning Administrator's Adjustment, Site Plan Review, and Zoning Administrator's Interpretation to permit the new construction, use, and maintenance of 185 residential apartment units and 251 on-site parking spaces, including a haul route.

Will the project require certification, authorization, clearance or issuance of a permit by any federal, state, county, or environmental control agency, such as Environmental Protection Agency, Air Quality Management District, Water Resources Board, Environmental Affairs, etc.? If so, please specify:

No.

II. Existing Conditions:

- A. Project Site Area 74,275 SF
Net and 1.7 Gross Acres 1.7
- B. Existing Zoning R4-2
- C. Existing Use of Land Institutional
Existing General Plan Designation High Density Residential
- D. Requested General Plan Designation Same as above
- E. Number 2 type Institutional and age \pm 19-49 years of structures to be removed as a result of the project. If residential dwellings (apts., single-family, condos) are being removed indicate the number of units: N/A and average rent: N/A
Is there any similar housing at this price range available in the area? If yes, where?
N/A
- F. Number 8 Trunk Diameter 6-24" and type Lemon & Other Unprotected of existing trees.
- G. Number 7 Trunk Diameter 6-24" and type Lemon & Other Unprotected of trees being removed (identify on plot plan.)
- H. Slope: State percent of property which is:
100% Less than 10% slope 0 10-15% slope 0 over 15% slope
If slopes over 10% exist, a topographic map will be required. Over 50 acres, 1" = 200' scale is okay.
- I. Check the applicable boxes and indicate the condition on the Plot Plan. There are natural or man-made drainage channels, rights of way and/or hazardous pipelines crossing or immediately adjacent to the property, or none of the above.
- J. Grading: (specify the total amount of dirt being moved)
N/A 0-500 cubic yards.
23,264 cy if over 500 cubic yards. indicate amount of cubic yards.
- K. Import/Export: Indicate the amount of dirt being imported or exported 23,264 cy.

If the project involves more than one phase or substantial expansion or changes of existing uses, please document each portion separately, with the total or project details written below. Describe entire project, not just area in need of zone change, variance, or other entitlement.

III. Residential project (if not residential, do not answer)

- A. Number of Dwelling Units-
Single Family N/A Apartment 185 or Condominium N/A
- B. Number of Dwelling Units with:
One bedroom 92 + 46 Studios Two bedrooms 47
Three bedrooms 0 Four or more bedrooms 0
- C. Total number of parking spaces provided 251
- D. List recreational facilities of project Two courtyards, rear yard, pool, park, community room
- E. Approximate price range of units \$ TBD to \$ TBD
- F. Number of stories 7 stories, height 85 feet.
- G. Type of appliances and heating (gas, electric, gas/electric, solar) gas/electric
Gas heated swimming pool? N/A
- H. Describe night lighting of the project directional, shielded, and oriented on-site
(include plan for shielding light from adjacent uses, if available)
- I. Percent of total project proposed for:
Building 73%
Paving 8%
Landscaping 19%
- J. Total Number of square feet of floor area 192,273 sf

IV. Commercial, Industrial or Other Project (if project is only residential do not answer this section). Describe entire project, not just area in need of zone change, variance, or other entitlement.

- A. Type of use N/A
- B. Total number of square feet of floor area N/A
- C. Number of units if hotel/motel N/A
- D. Number of stories N/A height N/A feet.
- E. Total number of parking spaces provided: N/A
- F. Hours of operation N/A Days of operation N/A
- G. If fixed seats or beds involved, number N/A
- H. Describe night lighting of the project N/A
(Include plan for shielding light from adjacent uses, if available)
- I. Number of employees per shift N/A
- J. Number of students/patients/patrons N/A
- K. Describe security provisions for project N/A
- L. Percent of total project proposed for:
Building N/A
Paving N/A
Landscaping N/A

Historic/Architecturally Significant Project

Does the project involve any structures, buildings, street lighting systems, spaces, sites or components thereof which may be designated or eligible for designation in any of the following: (please check)

- National Register of Historic Places No.
- California Register of Historic Resources No.
- City of Los Angeles Cultural Historic Monument. No.
- Within a City of Los Angeles Historic Preservation Overlay Zone (HPOZ) No.

V. Hazardous Materials and Substance Discharge

Does the project involve the use of any hazardous materials or have hazardous substance discharge? If so, please specify. No.

- A. Regulatory Identification Number (if known) N/A
- B. Licensing Agency N/A
- C. Quantity of daily discharge N/A

VI. Stationary Noise Clearance: A clearance may be necessary certifying the project's equipment (e.g., air conditioning) complies with City Noise Regulations.

Some projects may require a Noise Study. The EIR staff will inform those affected by this requirement.

VII. Selected Information:

- A. Circulation: Identify by name all major and secondary highways and freeways within 1,000 feet of the proposed project; give the approximate distance(s):
101 Fwy (90 ft); Sunset Blvd - Ave I (440 ft); Western Ave - Modified Ave I (515 ft); Wilton Pl - Modified Ave III (395 ft)
- B. Air: All projects that are required to obtain AQMD permits (see AQMD Rules and Regulations) are required to submit written clearance from the AQMD indicating no significant impact will be created by the proposed project.*

VIII. Mitigating Measures:

Feasible alternatives or mitigation measures which would substantially lessen any significant adverse impact which the development may have on the environment. The proposed project will incorporate the mitigation measures contained in the Environmental Impact Report.

* Contact the South Coast Air Quality Management District at (909) 396-2000 for further information.



**ST ANDREWS
APARTMENTS**

1375 ST ANDREWS PL
5605-5807 FERWOOD AVE
LOS ANGELES | CA 90028

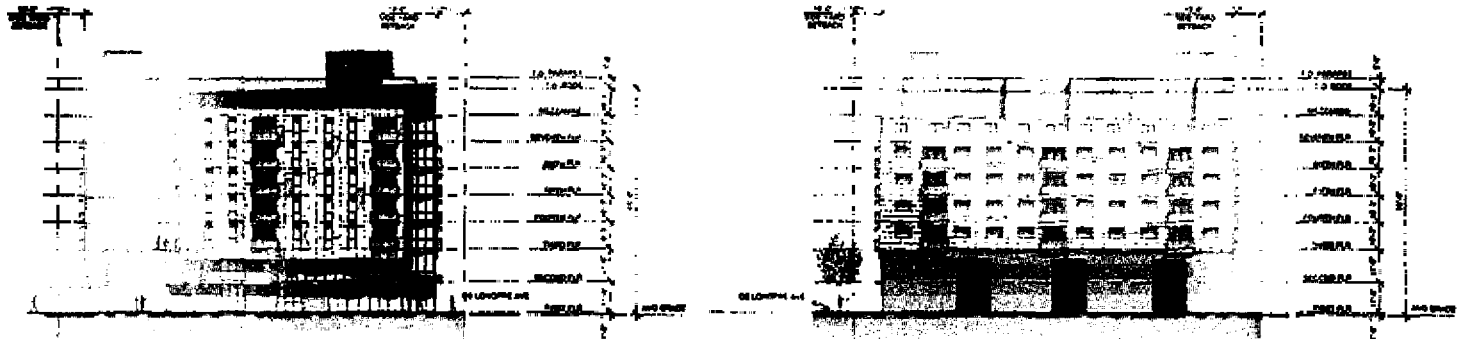
**1375 ST ANDREWS
L.L.C.**

1590 ROSECRANS AVE, #14303
MANHATTAN BEACH | CA
90266

**SITE PLAN
REVIEW**

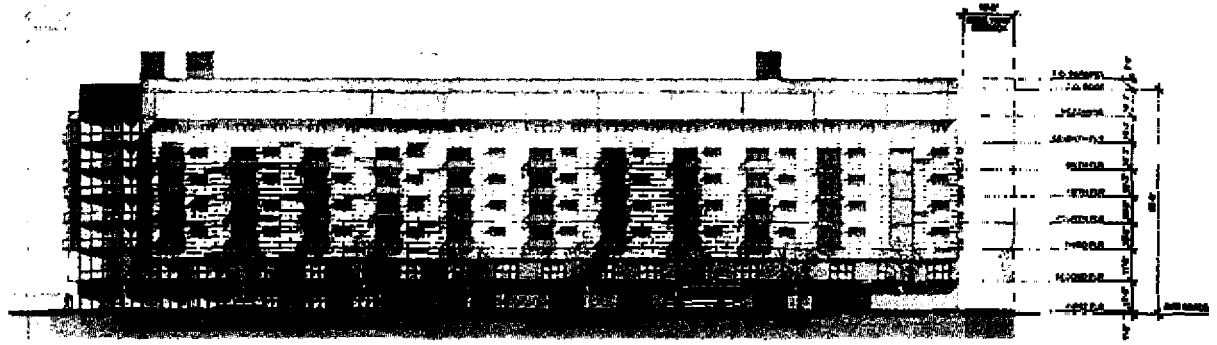
DECEMBER 18, 2015
PROJECT NO 15004

A2.00

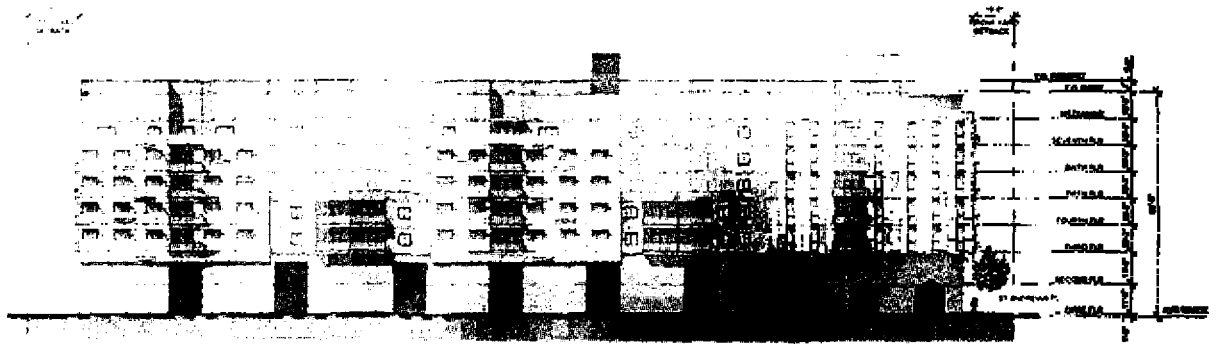


SECTION 1

SECTION 2



SECTION 3



SECTION 4

ST ANDREWS APARTMENTS

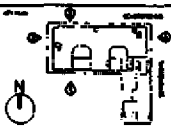
1376 ST ANDREWS PL.
5000-0077 FERWOOD AVE
LOS ANGELES | CA 90028

1376 ST ANDREWS LLC

1000 ROBERTS AVE, #D-303
MANHATTAN BEACH | CA
90266

SITE PLAN REVIEW

DECEMBER 19, 2016
PROJECT NO. 15004



BUILDING ELEVATIONS

A2.01



1000 Roberts Street | 3rd Floor
Los Angeles | CA 90005
www.psd.com

Exhibit 11

MASTER LAND USE PERMIT APPLICATION
LOS ANGELES CITY PLANNING DEPARTMENT

Planning Staff Use Only

ENV No.	Existing Zone	District Map
APC	Community Plan	Council District
Census Tract	APN	Case Filed With [DSC Staff]
		Date

CASE NO. DIR 2015-3566-DB-SPR

APPLICATION TYPE DENSITY BONUS & SITE PLAN REVIEW
(zone change, variance, conditional use, tract/parcel map, specific plan exception, etc.)

1. PROJECT LOCATION AND SIZE

Street Address of Project 5460 FOUNTAIN AVE (PREVIOUSLY: 1266-1276 N.WESTERN AVE) Zip Code 90029

Legal Description: Lot 4,5 & 6 Block A Tract NORTH PARK TRACT

Lot Dimensions 136.25' X 156.33' Lot Area (sq. ft.) 21142 SF Total Project Size (sq. ft.) 56,433 SF

2. PROJECT DESCRIPTION

Describe what is to be done: Proposed 75 unit Multi-residential 6-story with 1 Ground level Parking over 2 subterranean garage.

Present Use: Vacant Lots Proposed Use: Multi-RESidential building

Plan Check No. (if available) _____ Date Filed: _____

Check all that apply:

<input checked="" type="checkbox"/> New Construction	<input type="checkbox"/> Change of Use	<input type="checkbox"/> Alterations	<input checked="" type="checkbox"/> Demolition
<input type="checkbox"/> Commercial	<input type="checkbox"/> Industrial	<input checked="" type="checkbox"/> Residential	<input type="checkbox"/> Tier 1 LA Green Code

Additions to the building:

<input type="checkbox"/> Rear	<input type="checkbox"/> Front	<input checked="" type="checkbox"/> Height	<input type="checkbox"/> Side Yard
-------------------------------	--------------------------------	--	------------------------------------

No. of residential units: Existing 0 To be demolished 0 Adding 75 Total 75

3. ACTION(S) REQUESTED

Describe the requested entitlement which either authorizes actions OR grants a variance:

Code Section from which relief is requested: _____ Code Section which authorizes relief: 12.22.A.25
To allow 35% Density Bonus, giving 7 units (11%) for Very Low income household, asking for 2 on-menu incentives A) 20% Reduction of Frontyard requirement , B) 20% Reduction Open Space Requirements.

Code Section from which relief is requested: _____ Code Section which authorizes relief: LAME 16-05
Site Plan Review for 75 units

Code Section from which relief is requested: _____ Code Section which authorizes relief: _____

List related or pending case numbers relating to this site:

4. OWNER/APPLICANT INFORMATION

Applicant's name ISAAC COHANZAD Company Wiseman Development Inc.
 Address: 11601 Santa Monica blvd. Telephone: (310) 914.5555 Fax: (310) 914.5556
Los Angeles, CA. Zip: 90025 E-mail: isaac@wisemandevelopment.c

Property owner's name (if different from applicant) THOMAS MACDONALD & EILEEN CALANAN TRUST
 Address: 11601 Santa Monica blvd. Telephone: (310) 914.5555 Fax: (310) 914.5556
Los Angeles, CA. Zip: 90025 E-mail: mikecohanzad@gmail.com

Contact person for project information Don Tolentino Company Wiseman Development Inc.
 Address: 11601 Santa Monica Bl Telephone: (310) 914.5555 Fax: (310) 914.5556
Los Angeles, CA. Zip: 90025 E-mail: don@wisemanresidential.com

5. APPLICANT'S AFFIDAVIT

Under penalty of perjury the following declarations are made:

- a. The undersigned is the owner or lessee if entire site is leased, or authorized agent of the owner with power of attorney or officers of a corporation (submit proof). (NOTE: for zone changes lessee may not sign).
- b. The information presented is true and correct to the best of my knowledge.
- c. In exchange for the City's processing of this Application, the undersigned Applicant agrees to defend, indemnify and hold harmless the City, its agents, officers or employees, against any legal claim, action, or proceeding against the City or its agents, officers, or employees, to attack, set aside, void or annul any approval given as a result of this Application.

Signature:  Print: ISAAC COHANZAD

ALL-PURPOSE ACKNOWLEDGMENT

State of California

County of _____

On _____ before me, _____
 (Insert Name of Notary Public and Title)

personally appeared _____, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf on which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

 Signature (Seal)

6. ADDITIONAL INFORMATION/FINDINGS

In order for the City to render a determination on your application, additional information may be required. Consult the appropriate Special Instructions handout. Provide on attached sheet(s) this additional information using the handout as a guide.

NOTE: All applicants are eligible to request a one time, one-year only freeze on fees charged by various City departments in connection with your project. It is advisable only when this application is deemed complete or upon payment of Building and Safety plan check fees. Please ask staff for details on an application.

Planning Staff Use Only

Base Fee	Reviewed and Accepted by [Project Planner]	Date
Receipt No.	Deemed Complete by [Project Planner]	Date



1625 OLYMPIC BOULEVARD
SANTA MONICA, CA 90404
310.399.7975
KFA@LOSANGELES.COM



5460 FOUNTAIN AVE.

WESSEMAN DEVELOPMENT

JOB NUMBER
150629
ISSUE DATE
08/24/15
REFERENCE

SCALE

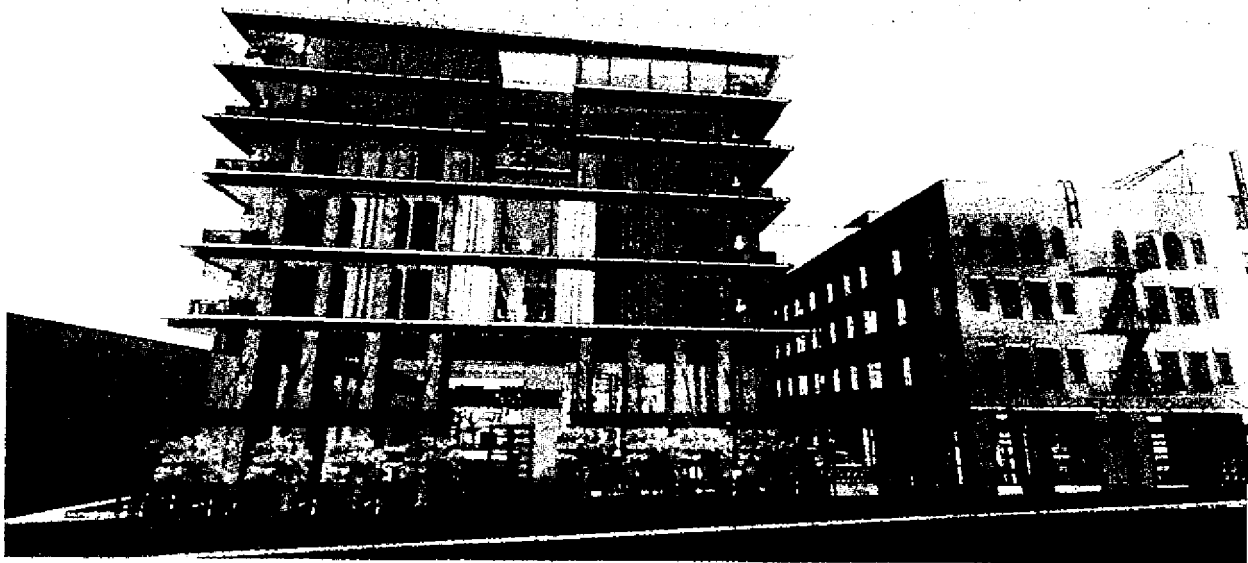
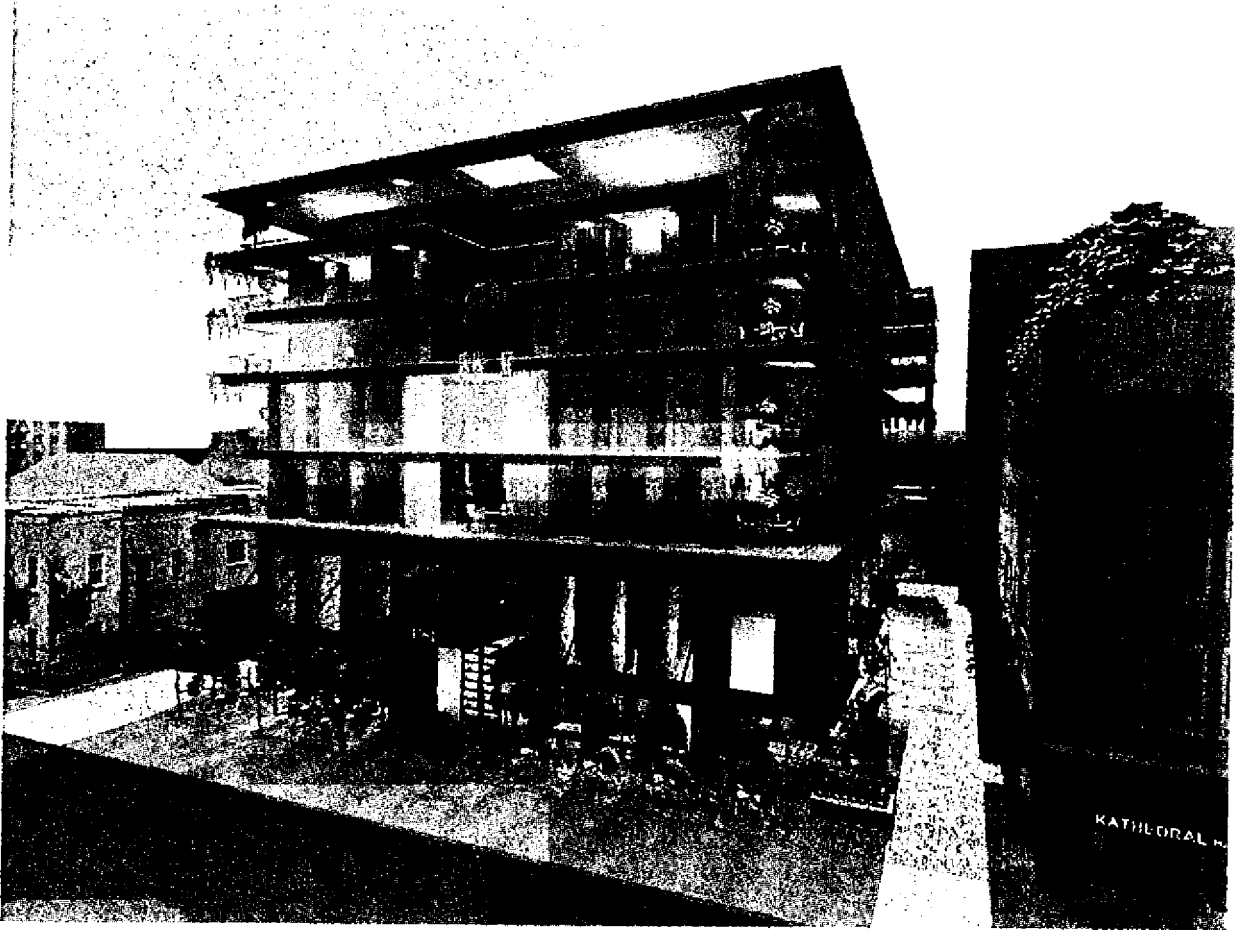
SHEET TITLE
COVER

DIP 2015 - 3566

SHEET NUMBER
A000
SHEET REVISIONS

Exhibit 12

Renderings



ENTREPRENEUR

MASTER LAND USE PERMIT APPLICATION
LOS ANGELES CITY PLANNING DEPARTMENT

Planning Staff Use Only

ENV No.	Existing Zone [Q] R5-2 and R4-2	District Map 148-5A193
APC Central	Community Plan Hollywood	Council District 13
Census Tract	APN 5544-025-007, -008, -009	Case Filed With [DSC Staff] Monique Acosta Mindy Nguyen
		Date 1/5/2016

CASE NO. _____

APPLICATION TYPE Site Plan Review, Project Permit Compliance Review, Specific Plan Exception, Sub-Surface Street Vacation
(zone change, variance, conditional use, tract/parcel map, specific plan exception, etc.) AH Density Bonus 2 on menu items

1. PROJECT LOCATION AND SIZE

Street Address of Project 1657-1661 Western Ave. , and 5517 W Carlton Way Zip Code 90028

Legal Description: Lot 7,8,9 Block None Tract Clark Tract

Lot Dimensions 150'x120' and 190'x48' Lot Area (sq. ft.) 27,176 sf Total Project Size (sq. ft.) 110,000

2. PROJECT DESCRIPTION

Describe what is to be done: See Attached Project Summary

Present Use: Empty Lot / 2 Single Duplex Family Homes Proposed Use: Mixed Use Development

Plan Check No. (if available) N/A Date Filed: N/A

Check all that apply:

<input checked="" type="checkbox"/> New Construction	<input checked="" type="checkbox"/> Change of Use	<input type="checkbox"/> Alterations	<input type="checkbox"/> Demolition
<input checked="" type="checkbox"/> Commercial	<input type="checkbox"/> Industrial	<input checked="" type="checkbox"/> Residential	<input type="checkbox"/> Tier 1 LA Green Code

Additions to the building:

<input type="checkbox"/> Rear	<input type="checkbox"/> Front	<input type="checkbox"/> Height	<input type="checkbox"/> Side Yard
-------------------------------	--------------------------------	---------------------------------	------------------------------------

No. of residential units: Existing 2 To be demolished 2 Adding 91 Total 91

3. ACTION(S) REQUESTED : SEE ATTACHMENT A

Describe the requested entitlement which either authorizes actions OR grants a variance:

Code Section from which relief is requested: N/A Code Section which authorizes relief: LAMC 11.5.7.C
Project Permit Compliance Review for a project located within the Vermont/Western
Transit Oriented District Specific Plan Area (Ordinance 173749)

Code Section from which relief is requested: N/A Code Section which authorizes relief: LAMC 12.22 A25
Two On-menu incentives of 35% FAR increase from 3.0 to 4.05 and a 10 ft height increase from 75ft to 85 ft.

Code Section from which relief is requested: N/A Code Section which authorizes relief: LAMC 16.05
Site Plan Review for a project with more than 50 proposed living units.

Code Section from which relief is requested: N/A Code Section which authorizes relief: LAMC Section 11.5.7.F
A Specific Plan Exception approval to the Vermont/Western Transit Oriented District Specific Plan's Design Standard to waive both step back requirements: the requirement to step back the portion of the building above 30 ft by 15 ft from the property line and the requirement to step back the second floor 10 ft behind the first floor.

Code Section from which relief is requested: N/A Code Section which authorizes relief: _____
A SUB-SURFACE STREET VACATION to maintain proposed parking basement walls up to the existing property line.

List related or pending case numbers relating to this site: _____

4. OWNER/APPLICANT INFORMATION

Applicant's name Samir Srivastava (owner) Company ABS Hollywood, LLC
 Address: 5500 Hollywood Blvd. 4th Floor/West Wing Telephone: (323) 464-7853 Fax: (323) 464-7854
Los Angeles Zip: 90028 E-mail: Samir@absllc.org

Property owner's name (if different from applicant) _____
 Address: _____ Telephone: () _____ Fax: () _____
 _____ Zip: _____ E-mail: _____

Contact person for project information Samir Srivastava (owner) Company ABS Hollywood, LLC
 Address: 5500 Hollywood Blvd. 4th Floor/West Wing Telephone: (323) 464-7853 Fax: (323) 464-7854
Los Angeles Zip: 90028 E-mail: Samir@absllc.org

5. APPLICANT'S AFFIDAVIT

Under penalty of perjury the following declarations are made:

- a. The undersigned is the owner or lessee if entire site is leased, or authorized agent of the owner with power of attorney or officers of a corporation (submit proof). (NOTE: for zone changes lessee may not sign).
- b. The information presented is true and correct to the best of my knowledge.
- c. In exchange for the City's processing of this Application, the undersigned Applicant agrees to defend, indemnify and hold harmless the City, its agents, officers or employees, against any legal claim, action, or proceeding against the City or its agents, officers, or employees, to attack, set aside, void or annul any approval given as a result of this Application.

Signature: [Handwritten Signature]

Print: SAMIR SRIVASTAVA

ALL-PURPOSE ACKNOWLEDGMENT

State of California

County of Los Angeles

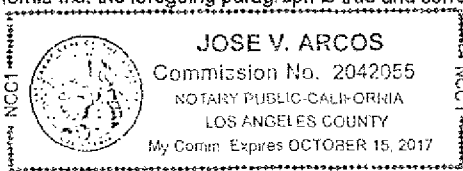
On Jan-5-2016 before me, Jose V Arcos, Notary Public.
 (Insert Name of Notary Public and Title)

personally appeared Samir Ashok Srivastava, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf on which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct

WITNESS my hand and official seal.

[Handwritten Signature] (Seal)
 Signature



6. ADDITIONAL INFORMATION/FINDINGS

In order for the City to render a determination on your application, additional information may be required. Consult the appropriate Special Instructions handout. Provide on attached sheet(s) this additional information using the handout as a guide.

NOTE: All applicants are eligible to request a one time, one-year only freeze on fees charged by various City departments in connection with your project. It is advisable only when this application is deemed complete or upon payment of Building and Safety plan check fees. Please ask staff for details or an application.

Planning Staff Use Only

Base Fee	Reviewed and Accepted by [Project Planner]	Date
Receipt No.	Deemed Complete by [Project Planner]	Date

THE ENTREPRENEUR

1661 WESTERN AVE. LOS ANGELES, CA 90028

PROJECT DATE / CODE ANALYSIS

PROJECT ADDRESS
 1661 WESTERN AVE. LOS ANGELES, CA 90028

APPLICANT
 THE ENTREPRENEUR

PROPOSITION
 RECONSTRUCTION OF EXISTING BUILDING TO CONFORM WITH THE 1991 CALIFORNIA BUILDING CODE AND THE 1991 CALIFORNIA MECHANICAL, PLUMBING AND ELECTRICAL CODES. THE PROPOSED RECONSTRUCTION WILL INCLUDE THE RECONSTRUCTION OF THE EXISTING BUILDING TO CONFORM WITH THE 1991 CALIFORNIA BUILDING CODE AND THE 1991 CALIFORNIA MECHANICAL, PLUMBING AND ELECTRICAL CODES. THE PROPOSED RECONSTRUCTION WILL INCLUDE THE RECONSTRUCTION OF THE EXISTING BUILDING TO CONFORM WITH THE 1991 CALIFORNIA BUILDING CODE AND THE 1991 CALIFORNIA MECHANICAL, PLUMBING AND ELECTRICAL CODES.

PERMITS REQUIRED

PLUMBING	MECHANICAL	ELECTRICAL	BUILDING
YES	YES	YES	YES

PERMITS REQUIRED - FEE SCHEDULE

PERMIT TYPE	PLUMBING	MECHANICAL	ELECTRICAL	BUILDING
PLUMBING	100.00	100.00	100.00	100.00
MECHANICAL	100.00	100.00	100.00	100.00
ELECTRICAL	100.00	100.00	100.00	100.00
BUILDING	100.00	100.00	100.00	100.00

PERMITS REQUIRED

PLUMBING	MECHANICAL	ELECTRICAL	BUILDING
YES	YES	YES	YES

PERMITS REQUIRED - FEE SCHEDULE

PERMIT TYPE	PLUMBING	MECHANICAL	ELECTRICAL	BUILDING
PLUMBING	100.00	100.00	100.00	100.00
MECHANICAL	100.00	100.00	100.00	100.00
ELECTRICAL	100.00	100.00	100.00	100.00
BUILDING	100.00	100.00	100.00	100.00

BUILDING CODE ANALYSIS

BUILDING CODE HISTORY

APPLICABLE CODES

OCUPANCY TYPE

CONSTRUCTION

BUILDING HEIGHT & PROPOSED BUILDING HEIGHT

CONSTRUCTION

CONSTRUCTION

PERMITS REQUIRED

PLUMBING	MECHANICAL	ELECTRICAL	BUILDING
YES	YES	YES	YES

PERMITS REQUIRED - FEE SCHEDULE

PERMIT TYPE	PLUMBING	MECHANICAL	ELECTRICAL	BUILDING
PLUMBING	100.00	100.00	100.00	100.00
MECHANICAL	100.00	100.00	100.00	100.00
ELECTRICAL	100.00	100.00	100.00	100.00
BUILDING	100.00	100.00	100.00	100.00

PERMITS REQUIRED

PLUMBING	MECHANICAL	ELECTRICAL	BUILDING
YES	YES	YES	YES

PERMITS REQUIRED - FEE SCHEDULE

PERMIT TYPE	PLUMBING	MECHANICAL	ELECTRICAL	BUILDING
PLUMBING	100.00	100.00	100.00	100.00
MECHANICAL	100.00	100.00	100.00	100.00
ELECTRICAL	100.00	100.00	100.00	100.00
BUILDING	100.00	100.00	100.00	100.00

BUILDING CODE ANALYSIS

BUILDING CODE HISTORY

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OCUPANCY TYPE

CONSTRUCTION

BUILDING HEIGHT & PROPOSED BUILDING HEIGHT

CONSTRUCTION

CONSTRUCTION

PERMITS REQUIRED

PLUMBING	MECHANICAL	ELECTRICAL	BUILDING
YES	YES	YES	YES

PERMITS REQUIRED - FEE SCHEDULE

PERMIT TYPE	PLUMBING	MECHANICAL	ELECTRICAL	BUILDING
PLUMBING	100.00	100.00	100.00	100.00
MECHANICAL	100.00	100.00	100.00	100.00
ELECTRICAL	100.00	100.00	100.00	100.00
BUILDING	100.00	100.00	100.00	100.00

PERMITS REQUIRED

PLUMBING	MECHANICAL	ELECTRICAL	BUILDING
YES	YES	YES	YES

PERMITS REQUIRED - FEE SCHEDULE

PERMIT TYPE	PLUMBING	MECHANICAL	ELECTRICAL	BUILDING
PLUMBING	100.00	100.00	100.00	100.00
MECHANICAL	100.00	100.00	100.00	100.00
ELECTRICAL	100.00	100.00	100.00	100.00
BUILDING	100.00	100.00	100.00	100.00

BUILDING CODE ANALYSIS

BUILDING CODE HISTORY

APPLICABLE CODES

OCUPANCY TYPE

CONSTRUCTION

BUILDING HEIGHT & PROPOSED BUILDING HEIGHT

CONSTRUCTION

CONSTRUCTION

BUILDING CODE ANALYSIS

BUILDING CODE HISTORY

APPLICABLE CODES

OCUPANCY TYPE

CONSTRUCTION

BUILDING HEIGHT & PROPOSED BUILDING HEIGHT

CONSTRUCTION

CONSTRUCTION

BUILDING CODE ANALYSIS

BUILDING CODE HISTORY

APPLICABLE CODES

OCUPANCY TYPE

CONSTRUCTION

BUILDING HEIGHT & PROPOSED BUILDING HEIGHT

CONSTRUCTION

CONSTRUCTION

FRANKLIN STUDIOS ARCHITECTURE GROUP

1661 WESTERN AVE. LOS ANGELES, CA 90028
 PH 323 450 1600
 FX 323 450 1604

ABS

1661 WESTERN AVE. LOS ANGELES, CA 90028
 PH 323 450 1600
 FX 323 450 1604

THE ENTREPRENEUR

1661 WESTERN AVE. LOS ANGELES, CA 90028

NEW CONSTRUCTION MEDICAL DEVELOPMENT

1661 WESTERN AVE. LOS ANGELES, CA 90028
 PH 323 450 1600
 FX 323 450 1604

VICINITY MAP

TITLE SHEET

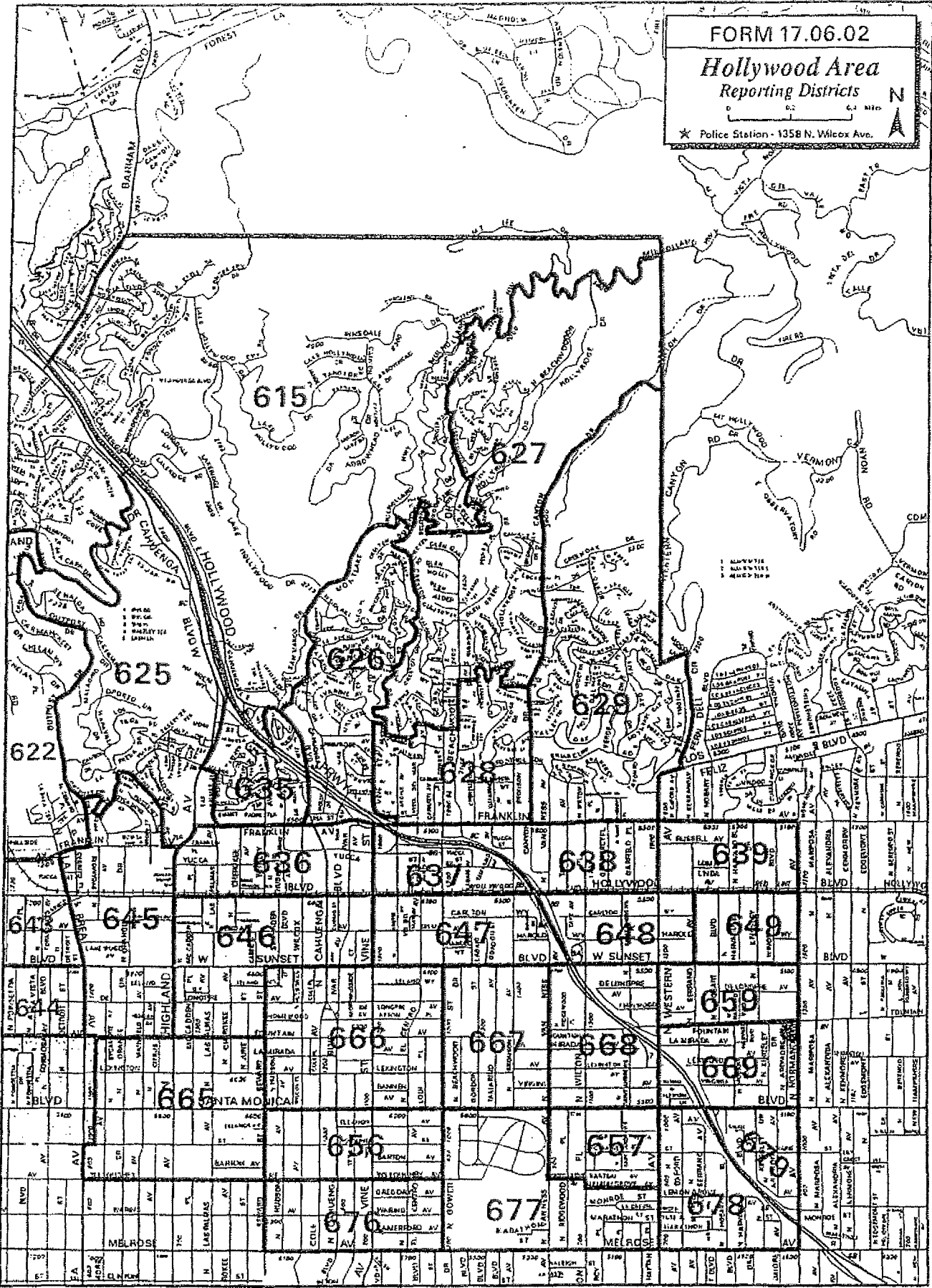
A-000

Exhibit 13

FORM 17.06.02
Hollywood Area
 Reporting Districts

★ Police Station - 1358 N. Wilcox Ave.

SEE FORM 17.06.01



Street Data Copyright © by Thomas Bros. Maps®

Prepared by ILAPD/PRD/GIS MAPPING

JANUARY 2009

APR 00 09 29 03 Rescan 001747

RD HOMICIDE RAPE ROBBERY AGG ASLT BURGLARY BIT AUTO PERS THEFT OTHER THFT AUTO THFT TOTAL

615	1			2	13	20		14	15	65
621				2	3	8		6	4	23
622		1	4	10	30	61		19	15	140
625		1	5	1	9	27		22	4	69
626			2	3	8	17		8	13	51
627				3	15	28		11	9	66
628			7	1	20	41		57	21	147
629		1	1		9	12		11	4	38
631				2	11	8		8	1	30
632		3	8	6	34	51		55	13	170
635		1			8	21		4	11	45
636		6	40	41	40	82	13	123	25	370
637		1	2	18	10	4		28	14	109
638		2	6	6	16	22		14	15	81
639		1	14	6	7	37	1	112	26	204
642			6		10	22	1	20	9	68
643		1	25	6	14	55	1	44	30	176
644		2	10	3	14	39		27	9	104
645		7	49	31	28	138	15	255	44	567
646		6	50	50	25	81	14	174	21	421
647		1	8	18	9	18	2	91	23	231
648		1	1	27	8	12	2	43	19	153
649		1	1	8	10	7		14	13	66
656		3	10	11	9	40		28	15	116
657		2		18	15	3		10	3	62
659		1	12	2	7	16	3	31	15	87
665			41	24	33	75	4	47	33	257
666		4	40	21	31	107	5	104	30	342
667		1	1	15	11	5	2	21	14	105
668		1	2	35	22	13	1	59	19	170
669		1	2	9	5	7		30	15	93
676			6	6	14	25		22	17	90
677		1	15	5	8	18		14	14	75
678		1	15	10	12	15	2	19	25	99
679			11	4	5	14	1	8	13	56
697									1	1

4947 TOTAL

701	1	9	17	38	70		65	33	233
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2010 LAP VRT 2 CRIMES
 EXCLUDES MOVING VIOLATIONS, TRAFFIC VIOLATIONS AND PEOPLE WITH FREQUENT ARRESTS
 APCO-08-2703 Rescan 001748

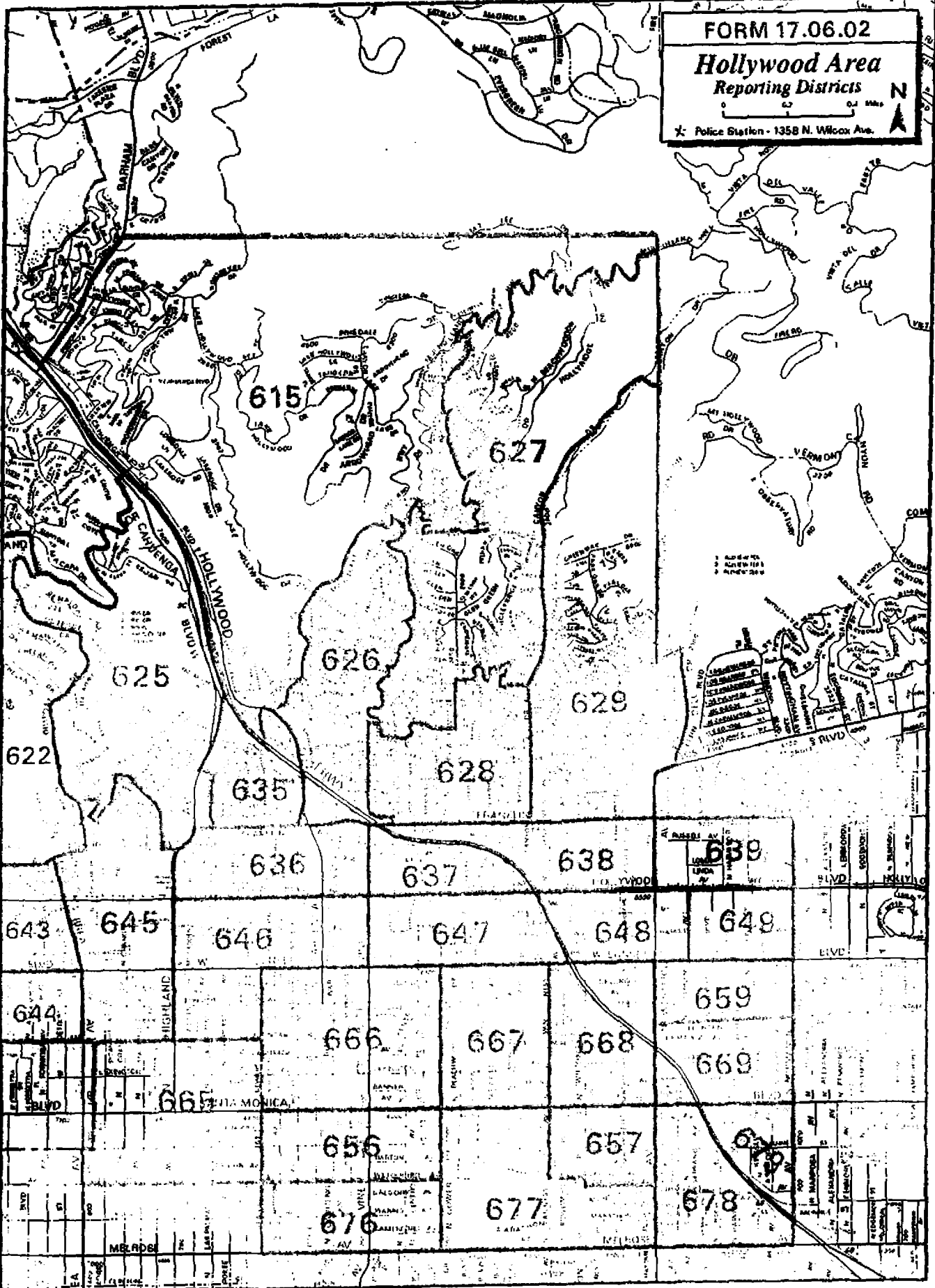
RD	OTHER ASHLT	FORG/ COUNT	EMBEZ FRAUD	STLN PROP	WEAPN VIOLS	PROST RELAT	SEX OFNCS	OFF AGST FAMILY	NARC DRUG	LIQR LAWS	DRUNK	DIST PEACE	DISOR CNDCT	GAMBL	DWI RELAT	OTHER	FED OFNCS	TOTAL
643	6	0	0	0	4	14	0	0	19	2	27	1	0	3	22	41	0	139
644	4	0	0	1	1	9	1	0	11	0	16	0	1	0	22	24	0	90
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657	7	0	1	0	1	15	1	0	33	1	10	0	2	0	13	29	0	113
659	3	1	0	3	2	101	6	0	39	3	28	1	5	0	5	44	0	242
665	27	3	1	5	7	60	8	0	366	8	477	0	7	0	113	322	0	1404
666	19	0	9	2	3	22	5	0	184	7	154	1	5	0	107	595	0	1113
667	5	0	1	0	1	20	5	0	45	2	11	1	1	0	18	21	0	131
668	7	2	6	6	6	13	5	0	71	2	40	2	4	7	31	103	0	305
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671	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2
672	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3
676	2	0	0	0	1	0	1	0	13	0	15	0	0	0	2	23	0	57
677	1	0	1	1	1	16	2	0	24	3	9	0	0	0	6	20	0	84
678	3	1	1	0	1	19	6	0	25	3	14	0	2	0	23	31	0	129
679	1	1	0	1	0	15	0	0	18	1	12	0	0	0	10	13	0	72
697	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	2
699	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	2
TOTAL	293	26	47	45	49	682	78	0	1761	98	2368	21	129	14	1204	3400	0	10106
700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
701	1	0	0	0	0	0	1	0	12	1	1	0	0	0	7	14	0	37
702	3	2	0	0	1	2	0	0	19	3	8	0	0	0	13	19	0	70
703	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	2
705	3	0	0	0	0	0	0	0	8	0	1	0	0	0	6	10	0	28
706	1	2	0	0	0	1	0	0	4	2	4	0	0	0	9	11	1	35
709	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
711	2	0	0	1	0	0	0	1	9	1	10	0	0	1	6	23	0	54
713	1	1	0	2	0	0	0	0	5	0	0	0	0	0	1	3	0	13
714	1	0	0	2	0	0	0	0	4	0	1	0	0	0	1	2	0	11
715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4	0	6
716	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
717	0	1	1	0	0	0	0	0	1	1	0	0	0	0	5	2	0	11
719	1	0	0	0	0	0	0	0	6	0	3	0	0	0	2	5	0	17
721	0	3	7	0	0	0	0	0	6	0	3	0	0	0	7	7	0	33
722	1	1	0	0	1	0	0	0	6	0	3	4	0	0	8	8	0	32
723	0	0	0	0	0	0	0	0	3	1	3	0	0	3	5	7	0	22
724	6	1	2	0	0	0	0	0	4	0	5	0	0	4	2	24	0	48
725	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	4
726	1	0	0	0	0	0	0	0	1	0	0	0	0	0	2	2	0	6
727	1	0	1	0	0	1	1	0	5	0	0	0	0	0	11	2	0	22
729	1	0	0	0	0	0	0	0	1	0	0	0	0	0	3	0	0	5
732	1	0	0	0	0	0	0	0	3	1	1	0	0	0	3	1	0	10
733	0	0	0	0	0	0	0	0	2	1	0	0	0	0	1	1	0	5
734	2	1	2	0	0	1	2	0	3	0	2	0	0	0	4	14	0	31
735	2	0	0	0	1	5	0	0	4	0	2	0	0	0	6	5	0	25
736	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	3	0	5

Exhibit 14

FORM 17.06.02

Hollywood Area Reporting Districts

* Police Station - 1358 N. Wilcox Ave.



SEE FORM 17.06.01

Street Data Copyright © by Thomas Bros. Maps

Prepared by ILAPD/PRD/GIS MAPPING

JANUARY 2009

2014 LAPD Crime Statistics

Number of Reporting Districts	1,244
Total Part I Crimes	102,925
Total Part II Arrests	99,807
Part I Crimes + Part II Arrests	202,732 "Total Crime"
Citywide Average Crimes	163
High Crime Reporting District	196 (120% of Citywide Averag

PART I CRIMES BY LAPD REPORTING DISTRICTS FROM 01/01/14 TO 12/31/14

RD	HOMICIDE	RAPE	ROBBERY	AGG ASLT	BURGLARY	AUTO THFT	LARCENY	TOTAL
0101	0	2	6	10	2	7	47	74
0105	0	0	1	5	1	4	10	21
0109	0	0	1	0	0	0	1	2
0111	0	7	20	20	34	23	173	277
0112	1	0	0	3	0	1	5	10
0118	0	0	0	9	7	9	11	36
0119	0	2	4	3	1	2	34	46
0121	0	0	0	3	1	0	6	10
0122	0	0	0	0	0	2	8	10
0123	0	0	2	1	0	2	22	27
0124	0	1	2	4	2	0	17	26
0127	0	0	1	3	0	0	10	14
0128	0	1	3	6	1	5	50	66
0129	0	0	0	5	3	2	15	25
0131	0	1	0	0	3	1	12	17
0132	0	1	4	4	2	1	30	42
0133	0	0	2	2	2	2	18	26
0134	0	1	6	3	2	2	22	36
0135	0	0	5	8	3	3	56	75
0138	0	3	7	9	7	7	95	128
0139	0	1	5	1	8	5	40	60
0141	0	1	0	1	0	0	4	6
0142	0	2	10	3	5	6	61	87
0143	0	2	8	11	7	2	58	88
0144	0	2	1	4	0	3	15	25
0145	0	1	4	2	1	1	15	24
0146	1	0	8	6	3	1	15	34
0147	0	0	24	18	1	0	35	78
0148	0	0	5	19	2	3	18	47
0151	0	0	2	1	2	1	8	14
0152	0	3	17	25	10	7	189	251
0153	0	10	30	27	15	1	131	214
0154	0	3	16	13	5	3	38	78
0155	0	1	4	14	0	2	31	52
0156	1	4	36	55	2	3	80	181
0157	0	2	24	41	4	14	64	149
0158	0	4	20	24	6	10	54	118
0159	1	2	11	10	4	15	90	133
0161	0	0	5	4	0	3	156	168
0162	0	5	21	19	5	5	222	277
0163	0	0	12	11	7	3	52	85
0164	0	2	7	6	6	4	54	79
0165	0	0	13	7	2	1	32	55
0166	2	4	36	39	5	2	77	165
0171	0	3	4	4	2	3	44	60
0174	0	1	7	5	6	5	42	66
0176	0	0	15	15	12	5	57	104
0181	0	1	0	3	0	1	74	79
0182	0	6	15	8	6	23	104	162
0185	0	1	19	29	15	19	131	214

0615	0	1	1	1	9	7	48	67
0621	0	0	0	0	8	1	10	19
0622	0	2	3	8	27	13	110	163
0625	0	2	2	3	22	2	37	68
0626	0	1	2	1	6	5	24	39
0627	0	1	0	2	11	5	24	43
0628	0	3	4	1	9	10	75	102
0629	0	0	2	2	6	3	23	36
0631	0	1	1	0	12	1	23	38
0632	0	5	7	10	15	9	70	116
0635	0	2	2	6	8	3	29	50
0636	2	13	32	47	59	36	258	447
0637	0	4	12	10	6	13	49	94
0638	0	0	9	6	10	11	48	84
0639	0	1	6	5	13	19	69	113
0642	0	1	7	6	11	6	36	67
0643	0	5	5	11	11	11	103	146
0644	1	0	8	14	10	5	84	122
0645	0	16	28	45	23	31	341	484
0646	1	8	42	48	31	27	261	418
0647	0	7	21	20	28	25	149	250
0648	0	3	20	18	9	15	82	147
0649	0	2	7	6	7	7	39	68
0656	0	2	7	16	7	14	53	99
0657	0	4	12	14	14	13	30	87
0659	0	1	11	11	9	13	49	94
0663	0	2	8	8	9	9	42	78
0665	1	0	12	5	3	5	52	78
0666	1	9	22	25	17	35	174	283
0667	0	3	8	5	11	17	38	82
0668	0	6	23	21	7	10	99	166
0669	0	1	15	11	12	14	53	106
0676	1	2	3	2	12	15	50	85
0677	0	0	7	6	12	9	28	62
0678	0	2	19	15	22	18	56	132
0679	0	0	2	8	6	13	26	55
0701	0	0	7	4	53	16	163	243
0702	0	2	14	12	31	19	101	179
0705	0	1	4	6	12	4	33	60
0706	0	1	11	2	14	14	64	106
0711	0	0	2	6	23	4	65	100
0713	0	2	6	2	6	9	22	47
0714	0	0	1	1	8	0	6	16
0715	0	0	0	3	2	6	7	18
0717	0	0	2	1	3	4	19	29
0719	0	0	4	2	28	7	63	104
0721	0	6	7	7	35	14	210	279
0722	0	3	8	2	17	3	140	173
0723	0	2	3	3	19	9	56	92
0724	0	0	3	6	11	2	114	136
0725	0	0	3	2	12	0	11	28
0726	0	0	3	3	9	2	22	39
0727	0	0	1	1	8	8	45	63
0729	1	0	2	0	18	3	31	55
0732	0	2	2	0	10	4	46	64

PART-2 ARRESTS BY LAPD REPORTING DISTRICTS FROM 01/01/14
EXCLUDES MOVING TRAFFIC, NON-CRIMINAL DETENTION, AND PRE-DELI

TO 12/31/14
INQUENT ARRESTS

RD	OTHER ASSLT	FORG / COUNT	EMBEZ FRAUD	STLN PROP	WEAPN VIOLS	PROST RELAT	SEX OFNCS	OFF AGST FAMILY	NARC DRUG	LIQUR LAWS	DRUNK
0100	0	0	0	0	0	0	0	0	0	1	3
0101	4	1	0	0	1	0	0	0	7	18	7
0105	3	0	0	0	1	0	0	0	0	0	0
0109	0	0	0	0	0	0	0	0	0	0	0
0111	22	2	4	3	1	1	2	2	11	7	23
0112	6	0	0	3	0	0	0	0	2	2	1
0118	4	0	0	1	3	1	0	0	5	4	1
0119	2	0	1	1	1	0	4	0	7	0	5
0121	0	0	0	0	0	0	0	0	2	0	0
0122	2	0	0	0	0	0	0	0	2	4	0
0123	3	0	0	0	3	0	0	0	4	3	0
0124	5	0	1	0	1	0	5	2	8	1	1
0127	6	1	9	1	3	1	2	1	19	0	3
0128	3	0	0	0	3	2	3	1	5	0	1
0129	0	0	1	0	1	0	0	0	1	1	1
0131	0	0	0	0	0	0	0	0	3	0	0
0132	1	1	0	2	0	0	0	0	9	4	2
0133	0	0	0	0	1	0	0	1	7	8	3
0134	4	0	0	0	0	0	0	0	7	14	16
0135	6	0	0	0	0	0	2	0	11	3	7
0138	10	0	1	0	2	0	1	0	64	10	18
0139	2	0	0	3	1	0	0	0	5	2	0
0141	0	0	0	0	0	0	0	0	2	1	2
0142	6	0	0	0	0	9	1	0	11	20	8
0143	12	0	1	0	1	0	1	0	21	29	30
0144	2	0	0	0	1	0	0	0	9	4	8
0145	6	0	0	0	2	1	2	1	10	4	6
0146	1	1	1	0	2	0	1	0	75	8	5
0147	17	0	1	0	2	0	2	0	111	18	23
0148	3	0	2	0	3	0	0	2	81	10	16
0151	0	0	0	0	0	0	0	0	4	1	1
0152	28	2	8	1	6	0	12	0	32	14	12
0153	44	2	2	0	5	0	3	1	42	30	33
0154	8	1	0	0	0	0	1	0	35	17	22
0155	16	2	0	0	5	3	15	1	197	41	42
0156	26	0	1	1	6	1	4	1	473	88	163
0157	32	0	2	1	14	9	5	1	527	124	185
0158	11	1	0	1	3	4	4	1	249	84	127
0159	6	0	0	0	0	0	1	0	33	6	12
0161	5	1	0	0	1	0	2	0	0	10	2
0162	13	1	3	0	3	1	5	0	27	15	13
0163	10	0	0	0	0	1	1	1	10	12	20
0164	9	0	0	1	1	2	3	1	26	9	21
0165	4	1	0	0	2	0	1	0	38	5	17
0166	22	0	1	0	7	1	3	1	348	35	57
0171	16	4	3	0	0	3	4	0	3	6	12
0174	6	1	0	0	0	0	2	0	14	4	12
0176	10	2	0	2	1	1	1	0	59	51	90
0181	10	0	0	0	0	0	1	0	2	5	4

DIST	DISOR	DWI	FED	TOTAL		
PEACE	CNDCT	GAMBL	RELAT	OTHER		
0	0	0	0	1	0	5
2	3	0	15	17	0	79
0	0	0	10	1	0	18
0	0	0	1	1	0	2
1	81	0	40	71	2	280
0	74	0	43	7	0	138
0	8	0	3	15	0	47
0	13	0	8	30	0	77
1	35	0	26	7	0	72
0	0	0	10	6	0	24
0	4	0	4	18	0	43
0	7	0	6	17	0	61
0	55	0	47	86	0	266
0	35	0	8	16	0	78
0	9	0	23	4	0	43
0	0	0	3	3	0	11
0	7	0	7	13	0	48
0	4	0	3	8	0	35
0	15	0	3	34	0	96
0	13	0	12	30	0	92
0	236	0	9	74	0	432
0	0	0	6	7	0	28
0	10	0	5	2	0	24
0	118	0	7	38	0	222
0	13	0	3	59	0	171
0	3	0	3	16	0	47
0	9	0	6	8	0	59
0	62	0	3	49	0	208
1	143	0	0	41	0	362
1	180	0	3	42	0	344
0	4	0	5	3	0	18
0	161	0	14	74	0	368
2	23	0	10	99	0	306
0	35	0	6	35	0	166
2	148	0	4	119	0	608
8	152	2	9	164	0	1117
1	429	0	7	211	1	1565
0	341	0	8	140	0	989
0	8	0	9	46	0	133
0	2	0	26	7	0	60
0	37	0	22	56	0	205
0	6	0	4	34	0	103
1	2	0	2	18	0	102
0	31	0	6	28	0	135
1	197	2	3	123	1	812
0	4	0	12	62	0	135
0	0	0	5	14	0	61
0	21	0	7	116	0	374
0	1	0	5	92	0	122

Exhibit 15



October 14, 2010

Sunset & Western, LLC (O)
9820 Willow Creek Road, Suite 400
San Diego, CA 92131

Robert M. Silverman (A)
Walgreen Co.
104 Wilmot Road, MS 1420
Deerfield, IL 60015

Matt Dzurec (R)
Armbruster Goldsmith & Delvac, LLC
10940 Wilshire Boulevard, Suite 2100
Los Angeles, CA 90024

CASE NO. ZA 2010-1314(CUB)
CONDITIONAL USE
5451 West Sunset Boulevard
Hollywood Planning Area
Zone : C2-1, [Q]R4-1
D. M. : 147B193
C. D. : 13
CEQA : ENV-2010-1315-ND
Legal Description: FR Lots 5, 6, 7, 8,
Hamptonia Tract; FR Lot 46, West
Portion of the Lick Tract

Pursuant to Los Angeles Municipal Code Section 12.24-W,1, I hereby APPROVE:

a Conditional Use Permit to allow the sale and dispensing of a beer and wine for off-site consumption at an existing 12,610 square-foot pharmacy and drug store in the C2-1 and [Q]R4-1 Zones,

upon the following additional terms and conditions:

1. All other use, height and area regulations of the Municipal Code and all other applicable government/regulatory agencies shall be strictly complied with in the development and use of the property, except as such regulations are herein specifically varied or required.
2. The use and development of the property shall be in substantial conformance with the plot plan submitted with the application and marked Exhibit "A", except as may be revised as a result of this action.
3. The authorized use shall be conducted at all times with due regard for the character of the surrounding district, and the right is reserved to the Zoning Administrator to impose additional corrective Conditions, if, in the Administrator's opinion, such Conditions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.

4. All graffiti on the site shall be removed or painted over to match the color of the surface to which it is applied within 24 hours of its occurrence.
5. A copy of the first page of this grant and all Conditions and/or any subsequent appeal of this grant and its resultant Conditions and/or letters of clarification shall be printed on the building plans submitted to the Zoning Administrator and the Department of Building and Safety for purposes of having a building permit issued.
6. Indemnification. The applicant shall defend, indemnify and hold harmless the City, its agents, officers, or employees from any claim, action, or proceeding against the City or its agents, officers, or employees to attack, set aside, void or annul this approval which action is brought within the applicable limitation period. The City shall promptly notify the applicant of any claim, action, or proceeding and the City shall cooperate fully in the defense. If the City fails to promptly notify the applicant of any claim action or proceeding, or if the City fails to cooperate fully in the defense, the applicant shall not thereafter be responsible to defend, indemnify, or hold harmless the City.
7. The grant made herein shall have a life of seven years after which the applicant shall file for a plan approval to extend the grant from the Office of Zoning Administration in order to continue the sale of a beer and wine for off-site consumption.
8. Approved herein is the sale and dispensing of beer and wine for off-site consumption in conjunction with the maintenance, use, and operation of an 12,610 square-foot pharmacy store 24 hours, daily.
9. Alcohol sales will be limited to 8:00 a.m. to midnight, daily. (Applicant volunteered)
10. No sales of malt liquor or single bottles of beer. (Applicant volunteered)
11. The Petitioner(s) shall be responsible for maintaining free of litter, the area and adjacent to the premises over which they have control.
12. Electronic age verification device(s) which can be used to determine the age any individual attempting to purchase alcoholic beverages shall be installed on the premise. These device(s) shall be maintained in an operational condition and all employees shall be instructed in their use prior to the sale of any alcoholic beverages.
13. Within six months of the opening, all personnel acting in the capacity of a manager and all personnel who sell alcoholic beverages and, including all security personnel, shall attend a Standardized Training for Alcohol Retailers (STAR) session sponsored by the LAPD. All employees who sell alcoholic beverages shall attend initial or follow-up STAR classes every 24 months. The business operator shall submit a copy to the Zoning Administrator of evidence from the Police Department that such training was completed within 30 days of the training event.

14. If at any time during the period of the grant, should documented evidence be submitted showing continued violation of any condition of the grant resulting in a disruption of or interference with the peaceful enjoyment of adjacent neighboring properties and/or alcohol-related enforcement actions from other public jurisdictions, the Zoning Administrator reserves the discretion to hold a public hearing. Such public hearing, held in conjunction with the Plan Approval and payment of associated fees, shall be publicly noticed for the purpose of conducting a public review of the Petitioner's compliance with and the effectiveness of the CUP conditions for approval and related enforcement actions. The Petitioner shall, prior to the public hearing, submit detailed documentation as to how compliance with each condition of the grant and related enforcement action has or will be attained.
15. "No Loitering" and "No Public Drinking of Alcoholic Beverages" signs shall be posted at the front, side, and rear of the site. These signs shall be in English and Spanish.
16. The applicant shall post signage inside and outside the premises requesting customers to be mindful of the residential neighborhood.
17. The applicant shall post a notice stating that California state law prohibits the sale of alcoholic beverages to persons who are under the age of 21 years and no such sale will be made.
18. Prior to the clearance of any conditions, the applicant shall show proof that all fees have been paid to the Department of City Planning, Expedited Processing Section
19. Prior to issuance of any permits relative to this matter, a covenant acknowledging and agreeing to comply with all the terms and conditions established herein shall be recorded in the County Recorder's Office. The agreement (standard master covenant and agreement for CP-6770) shall run with the land and shall be binding on any subsequent owners, heirs or assigns. This agreement with the conditions attached must be submitted to the Department of City Planning for approval before being recorded. After recordation, a certified copy bearing the Recorder's number and date shall be provided to the Department of City Planning for attachment to the subject case file.

OBSERVANCE OF CONDITIONS - TIME LIMIT - LAPSE OF PRIVILEGES - TIME EXTENSION

All terms and Conditions of the approval shall be fulfilled before the use may be established. The instant authorization is further conditional upon the privileges being utilized within two years after the effective date of approval and, if such privileges are not utilized or substantial physical construction work is not begun within said time and carried on diligently to completion, the authorization shall terminate and become void. A Zoning Administrator may extend the termination date for one additional period not to exceed one year, if a written request on appropriate forms, accompanied by the applicable fee is filed therefore with a public Office of the Department of City Planning setting forth the reasons for said request and a Zoning Administrator determines that good and reasonable cause exists therefore.

applicant, the applicant's representative, and Officer Abrams of the Los Angeles Police Department. Matt Dzurec, the applicant's representative, made the following comments in support of the request:

- The CUP request is for the off-site sales of beer and wine only.
- No malt liquor or single units of beer will be sold.
- The proposed location would be on a site that is developed with an existing mixed use development.
- Walgreens is located at the ground floor and has been at this location since 2005.
- The proposed sales and storage area will be within less than 1 percent of the store's floor area.
- The store would implement existing policies for selling alcohol.
- The store is open 24 hours a day.
- A security guard would continue to be on the premises from 10:00 p.m.
- The East Hollywood Neighborhood Council has submitted a letter of support.
- The applicant spoke with the LAPD about the proposed project.
- Council Office 13 is not concerned with the request as long as the hours of sales are from 8:00 a.m. to midnight.
- Walgreens has been a good neighbor to the community.
- The applicant has been a responsible retailer of alcohol, and had sold a full-line of alcohol in the early 1990s.

Officer Abrams of the Los Angeles Police Department stated the Department does not oppose the Conditional Use request.

BASIS FOR CONDITIONAL USE PERMITS

A particular type of development is subject to the conditional use process because it has been determined that such use of property should not be permitted by right in a particular zone. All uses requiring a conditional use permit from the Zoning Administrator are located within Section 12.24 of the Los Angeles Municipal Code. In order for the sale of beer and wine for off-site consumption to be authorized, certain designated findings have to be made. In these cases, there are additional findings in lieu of the four standard findings for most other conditional use categories.

MANDATED FINDINGS

Following (highlighted) is a delineation of the findings and the application of the relevant facts to same:

1. The proposed location will be desirable to the public convenience or welfare.

The subject site is located at the southeast corner of Western Avenue and Sunset Boulevard in the Hollywood Community Plan Area. There are no significant environmental resources observed on the project site. The subject property is approximately 32,121 square feet in size and is improved with an existing mixed use building and a standalone Verizon Wireless store. A Walgreens store is located at

Exhibit 16

CLASS BEAT

Chipotle's bent burrito?



KENA BETANCUR AFP/Getty Images

the burrito chain has no plans to tangle with a run ads critical of the company's health claims.

Center for Media Democracy last year had a recording of an addressing energy executives at a Colorado. ...talking various as- of his playbook, he on the recording that can either win ugly or pretty." This means nollishing" the moral hority of public-interest ups and ensuring that ponents "don't have any dibility with the public, th the media or with the gislators."

Berman told me this isn't big deal. "I've given peches like that for a long ime," he said. "The only way you can gain people's attention is by using these tactics."

otic-resistant bacteria "a critical public health concern."

Subway said last week it would stop using meat from cows, pigs and chickens that had been treated with antibiotics. McDonald's and Chick-fil-A have vowed to stop using chicken treated with antibiotics. Poultry powerhouses Tyson and Pilgrim's Pride said they'll cut back antibiotic use.

Berman said he singled out Chipotle because "they demonize companies that do not operate the way they operate. They say they're better than everyone else."

He challenged me to ask Chipotle whether the company will disclose to customers that some of its pork

2 small Targets to open in L.A.

BY ANDREW KHOURI

Target Corp. is opening two smaller-format stores in Los Angeles, part of an expansion in urban markets across the country.

In recent years, the Minneapolis retailer and other big-box companies have expanded their offerings in urban locations, in an effort to serve city dwellers who previously had to drive to the suburbs in search of bargains. By year's end, Target plans to have opened nine urban stores, compared with six traditional, big box locations.

"More and more folks are moving to urban centers," Target spokeswoman Erika Winkels said. "It's all about making sure that the Target experience is near and dear."

Locally, that means new stores in upcoming developments in Koreatown and near USC. And like other urban stores, including one in downtown Los Angeles, there will be an emphasis on smaller packs of toilet paper and other items, so goods are easier for people to carry on foot or public transportation.

The 25,000-square-foot USC-adjacent location, coming in July 2017 to the USC Village retail complex, will also have a focus on household items for dorms and apartments and sell USC clothing, in addition to groceries, tech products and more.

The 22,000-square-foot Koreatown location will have a baby and kids section. That store is scheduled to open in late 2017 or early 2018 on the bottom floor of a residential development off Virgil Avenue and 6th Street.

andrew.khour@latimes.com

Toyota takes sales lead back from VW

BY JERRY HIRSCH

Toyota Motor Corp. snatched the global auto sales lead back from Volkswagen Group in the third quarter.

Through the first nine months of this year, the Japanese automaker sold just under 7.5 million vehicles, making it the world's largest car company. But Toyota backed into the sales crown. Its numbers are off 1.5% from the same period a year ago.

Volkswagen AG had the lead for the first half of the year. Its sales for the last nine months were flat at 7.43 million vehicles.

VW's results took only a small hit during the quarter from the emission-test-rigging scandal.

Exhibit 17



ROBERT DEUTSON CBS Broadcasting

TINA TASSLER has been president of CBS Entertainment since 2004 and chairman since 2014.

Tina Tassler career highlights

Background

The oldest of three, Tassler grew up in upstate New York. When she was 14, her parents took her to see the Broadway musical "The Rothschilds," starring Hal Linden and Jill Clayburgh. She was mesmerized. Tassler worked backstage theater and in 1984 moved to Los Angeles with her husband, Jerry Levine, who had a part in the movie "Teen Wolf." Tassler landed a job at a talent agency.

Big break

In 1990, Tassler miraculously pursued a job at Lorimar Television, founding then programming executive Leslie Moonves. He agreed to hire her. They would work together nearly 25 years.

Program executive

While working with Moonves at Warner Bros., Tassler helped develop a show called "ER." She eventually followed Moonves to CBS, working

Source: Meg James

in drama development. Tassler agreed to take a pitch meeting for a project that would become "CSI: Crime Scene Investigation," the first installment of the franchise that helped catapult CBS into a ratings juggernaut. Tassler has overseen such shows as "The Good Wife," "The Big Bang Theory," "How I Met Your Mother," "NCIS," "Blue Bloods," "Madam Secretary" and "Undercover Boss."

Key dates

Tassler joined CBS in 1997. She became president of CBS Entertainment in 2004, and then chairman of CBS Entertainment in 2014. Her contract runs through 2017. She will step down as entertainment chief at the end of 2015 and continue for two years in an advisory role.

Outside projects

Tassler is editing a book, "What I Told My Daughter, Lessons From Leaders on Raising the Next Generation of Empowered Women," to be published by Simon & Schuster.

two years, particularly during the last, frenzied days of the shopping season, when retailers entice people into buying last-minute gifts by offering free shipping. Millions of packages arrived late in 2013 and 2014.

UPS said it is better-prepared this year because it is reaching out to more customers, including smaller retailers, to get estimates of how many orders they expect to receive.

GROCERIES

Target tries out home delivery

Target is testing the online grocery delivery waters. The discounter has teamed with San Francisco-based online grocery delivery service Instacart to let shoppers in the Minneapolis area order fruits and other perishables, as well as household, pet and baby products, and have them delivered to their homes in as little as an hour.

Target says it's exploring plans to expand to other markets.

Instacart works with other retailers including Whole Foods Market, Costco and Petco.

GREETING CARDS

Hallmark splits into 3 units

Hallmark Cards Inc. announced a major reorganization that creates three distinct businesses that formerly constituted its North America organization.

The three new, independently operated businesses are Hallmark Greetings, Hallmark Home and Gifts, and Hallmark Retail. Hallmark Greetings is the largest of the three units, a not-surprising fact since greeting cards have been Hallmark's main business since its founding.

The reorganization is designed to make focused, faster decisions based on specific customer and marketplace needs in each business, the company said.

—TIMES WIRE REPORTS

LA TIMES 9/16/15 P.C.S

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