IMPORTANT

1. This is a valuable PUBLIC DOCUMENT. While in your custody YOU ARE RESPONSIBLE for its safekeeping.

2. Section ~~44, (2)~~ 281(6) of the City Charter provides that the City Clerk shall have custody of, preserve and be responsible for this document when not in actual use by other officers. In compliance with this provision, RETURN FORTHWITH TO THE CITY CLERK WHEN NOT IN ACTUAL USE.

3. In this connection, the Government Code of California provides:

> "Sec. 6200. Every officer having the custody of any record, map, or book, or of any paper or proceeding of any court, filed

(3)

01-2587 City Administrative Officer (CAO) report relative to authorizing the Bureau of Engineering to expend $115,000 from the Construction Services Trust Fund for the acquisition of an Automated Cashiering System.

Fiscal Impact Statement Submitted: No

DISPOSITION _____

(4)

01-2588 CAO report relative to authorizing the Bureau of Engineering to expend $639,000 from the Construction Services Trust Fund to purchase software and installation services for a Web Portal.

Fiscal Impact Statement Submitted: No

DISPOSITION _____

(5)

01-2589 CAO report relative to a Bureau of Engineering request for authority to expend $519,000 from the Construction Services Trust Fund to upgrade the Geographic Information System Mapping System and recommendation for the Bureau to develop a two-phase approach to modifying its current Land Base Data Maintenance procedures.

Fiscal Impact Statement Submitted: No

DISPOSITION _____

(6)

CONTINUED FROM 4-3-2001

CF 00-1999
CPC 00-1976 SP
CD 13 Planning Department report and Housing Department to report, pursuant to Motion (Bernson-Hernandez), relative to the impact of new residential construction fees, as contained in the Vermont/Western Station Neighborhood Area Plan, on new construction and the housing market in the area known as East Hollywood located in the Hollywood and Wilshire Community Plan Areas, and other related matters.

Fiscal Impact Statement Submitted: No

DISPOSITION Verbal report from Planning staff

FILE CF00-1999
PLUM 1/8/02

January 8, 2002
STATEMENT of J. H. McQUISTON, P.E.
on Vermont/Western Residential Fees

Honorable Chairman and Members of the Committee:

The Vermont/Western Specific Plan is recognized as deficient, because it fails to provide the over-200 acres of local and community parks required for that area.

Because of its deficiency, our Councilmember provided for new residential construction fees to supplement other funding such as Prop K, so that our neighborhood could attain some semblance of what other City neighborhoods already enjoy.

Of course, such fees may operate to give pause to developers, but after proper reflection they realize that a neighborhood without park availability is to be avoided. They would not develop residences there.

Without those fees in the Plan there will be no parks.

Our neighborhood is fully built. Very little activity other than remodeling occurred before the Specific Plan, and very little occurred thereafter. Actions before BZA leads to the conclusion that the Specific Plan is yet little-known to property owners. Thus it is still too early to judge the effect on the Plan area regarding the park-fund and other fees.

Presently, the major impact on the area concerns the construction of schools that are necessary just to take care of the enormous amount of children being denied the opportunity to attend school close to their homes.

Even if such schools will be built, they will not be able to provide room for all the children expected to be jammed into the Plan area in 2020. There will have to be some downzoning in the Plan, if the quality of life enjoyed by the rest of the City will not be denied to them.

Nonetheless, we have suggested a way to obtain at least some park space in the Plan, aggregating only 25 instead of the rightful 250 acres, in 5 locations with the ability to be economically supervised, provide critical day-care, and be safe and utilitarian and beautiful while acting as a deterrent to unsaviory behavior.

These could be realizable given the City's economic status, and they would contribute substantially to the target of densifying the area, but would do so without degrading what makes the area desirable as a place to live and work.

The East Hollywood Community Association awaits movement on the City's part to make our reasonable suggestions a reality, and we are ready to assist in that goal.

Respectfully submitted,

J. H. McQuiston

J. H. McQuiston, P.E.

m

6212 Yucca St
Los Angeles, CA 90028-5223
(323) 464-6792

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2002 JAN -8 PM 1:21
CITY CLERK
BY _____ DEPUTY

J. MICHAEL CAREY
City Clerk

FRANK T. MARTINEZ
Executive Officer

When making inquiries relative to this matter refer to File No.

CITY OF LOS ANGELES
CALIFORNIA

RICHARD J. RIORDAN
MAYOR

Office of the
CITY CLERK
Council and Public Services
Room 615, City Hall
Los Angeles, CA 90012
Council File Information - (213) 485-5703
General Information - (213) 485-5705
Fax: (213) 847-0636
Fax: (213) 485-8944

HELEN GINSBURG
Chief, Council and Public Services Division

6

00-1999

CD 13

PLACE IN FILES

MAY 22 2001

DEPUTY

May 17, 2001

Planning and Land Use Management
Committee (with file)
Honorable Richard Riordan, Mayor
Council District 13
Planning Commission
Director of Planning
Office of Zoning Administration
Planning Department,
Community Planning Section
cc: GIS Section - Attn: Fae Tsukamoto
221 N. Figueroa St., Room 900
City Attorney
Attn: Claudia Culling

Bureau of Engineering,
Land Development Group
Department of Transportation,
Traffic/Planning Sections
Department of Building & Safety
c/o Zoning Coordinator
Bureau of Street Lighting,
"B" Permit Section
Department of Water and Power
Fire Department
Police Department
Chief Legislative Analyst

ADDITIONAL NOTIFICATIONS ON FOLLOWING PAGE

RE: AMENDING THE LOS ANGELES ADMINISTRATIVE CODE TO ESTABLISH VERMONT/WESTERN STATION NEIGHBORHOOD AREA PLAN PARKS FIRST AND CHILD CARE TRUST FUNDS

At the meeting of the Council held April 18, 2001, the following action was taken:

Attached report adopted	X
(2) Ordinances adopted	04-25-01
Ordinance numbers	173963 and 173964
Effective date	06-18-01
Publication date	05-18-01
Mayor failed to act by May 10, 2001 - APPROVED and EFFECTIVE May 11, 2001, pursuant to Section 4.133 of the Los Angeles Administrative Code and Charter Section 341	X

J. Michael Carey
City Clerk
bs

steno\001999

5/21/01

Recyclable and made from recycled waste.

Mayor's Time Stamp

RECEIVED

'01 APR 30 A10:36

DEPUTY MAYOR

TIME LIMIT FILES
ORDINANCES

RECEIVED
CITY CLERK'S OFFICE
City Clerk's Time Stamp

2001 APR 30 AM 10:30

CITY CLERK

BY _____ DEPUTY

COUNCIL FILE NUMBER 00-1999 COUNCIL DISTRICT 13

COUNCIL APPROVAL DATE April 25, 2001 LAST DAY FOR MAYOR TO ACT MAY 10 2001

ORDINANCE TYPE: ___ Ord of Intent ___ Zoning ___ Personnel ___ General

___ Improvement ____ LAMC __X__ LAAC __ CU or Var Appeals - CPC No _____

SUBJECT MATTER:

173963

Adding Chapter 130 of Division 5 of the LAAC to establish the SNAP Child Care Trust Fund and its administration by the Commission for Children, Youth, and Their Families and the President of the Council

173964

Adding Chapter 126 of Division 5 and amending Chapter 24 of Division 1 of the LAAC to establish the SNAP Parks First Trust Fund and its administration by the L.A. FOR KIDS Steering Committee

BY _____ DEPUTY
CITY CLERK
2001 MAY 11 AM 11:50
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	APPROVED	DISAPPROVED
PLANNING COMMISSION	X	
DIRECTOR OF PLANNING	X	
PLANNING AND LAND USE MANAGEMENT COMMITTEE	X	

DATE OF MAYOR APPROVAL, DEEMED APPROVED OR *VETO: _____
*VETOED ORDINANCES MUST BE ACCOMPANIED WITH OBJECTIONS IN WRITING PURSUANT TO CHARTER SEC. 250(b)(c)

(CITY CLERK USE ONLY PLEASE DO NOT WRITE BELOW THIS LINE)

DATE RECEIVED FROM MAYOR MAY 11 2001 ORDINANCE NO. See Above

DATE PUBLISHED MAY 18 2001 DATE POSTED _____ EFFECTIVE DATE JUN 18 2001

ORD OF INTENT: HEARING DATE _____ ASSESSMENT CONFIRMATION _____

ORDINANCE FOR DISTRIBUTION: Yes [] No []

calagend\001999.ord

20

PLANNING AND LAND USE MANAGEMENT COMMITTEE
Report/Communication for Signature

Council File Number 00-1999

Committee Meeting Date 4-3-01

Council Date 4-18-01

COMMITTEE MEMBERS	YES	NO	ABSENT
COUNCILMEMBER BERNSON, Chair	✓		
COUNCILMEMBER MISCIKOWSKI	✓		
COUNCILMEMBER HERNANDEZ	✓		

Remarks Ords. establishing Parks First Trust Fund & a Child Care Trust Fund

John A. White , **Legislative Assistant ♦♦♦♦♦ Telephone 485-5707**

ORDINANCE NO. 173963

An ordinance adding Chapter 130 of Division 5 of the Los Angeles Administrative Code to establish the Vermont/Western Station Neighborhood Area Plan Child Care Trust Fund and establish its administration by the Commission for Children, Youth and their Families and the President of the City Council.

THE PEOPLE OF THE CITY OF LOS ANGELES
DO ORDAIN AS FOLLOWS:

Section 1. A new Chapter 130 is added to the Los Angeles Administrative Code to read:

CHAPTER 130

VERMONT/WESTERN STATION NEIGHBORHOOD AREA PLAN CHILD CARE TRUST FUND

Sec. 5.530. Vermont/Western Station Neighborhood Area Plan Child Care Trust Fund.

A. Creation and Administration of Fund. This ordinance creates within the Treasury of the City of Los Angeles a special fund known as the Vermont/Western Station Neighborhood Area Plan Child Care Trust Fund, referred to in this chapter as the Child Care Fund or Fund. The Commission on Children, Youth and their Families (Commission) with the concurrence of the President of the City Council shall administer, have overall management of and expend funds from the Child Care Fund in accordance with the provisions of this ordinance. The Commission with the concurrence of the President of the City Council shall also administer the Fund in accordance with established City practice and in conformity with Government Code Section 66000, *et seq*. All interest or other earnings from money received into the Child Care Fund shall be credited to the Fund and devoted to the purposes listed in this chapter.

B. Purpose. The Child Care Fund shall be used for the deposit of money paid to the City of Los Angeles pursuant to the Vermont/Western Station Neighborhood Area Specific Plan and any other money appropriated or given to this Fund for the creation or development of Child Care programs or facilities in the Vermont/Western Station Neighborhood area.

C. Expenditures. Except as set forth below, Child Care Funds collected pursuant to the Vermont/Western Station Neighborhood Area Specific Plan and any other monies placed in this Fund shall be expended only for the purpose of acquiring facilities, developing, improving and operating Child Care programs physically located within the boundaries of the Vermont/Western Station Neighborhood Area Specific Plan area, and providing financial assistance with child care payments to qualifying parents in the area, as determined by the Commission.

The Commission with the concurrence of the President of the City Council is authorized to make expenditures from this Child Care Fund in accordance with the Vermont/Western Station Neighborhood Area Plan and the Vermont/Western Station Neighborhood Area Plan Development Standards and Design Guidelines. Administration of the Fund and expenditures from the Fund shall also be in compliance with the requirements in Government Code Section 66000, *et seq.*, including the following:

1. The Commission shall deposit all monies received pursuant to the Vermont/Western Station Neighborhood Area Specific Plan in the Fund and avoid any commingling of the monies with other City revenues and funds, except for temporary investments, and expend those monies solely for the purpose for which the Child Care payment was collected. Any interest income earned by monies in the Fund shall also be deposited in that Fund and shall be expended only for the purpose for which the Child Care payment was originally collected.

2. The Commission shall, within 180 days after the last day of each fiscal year, make available to the public all the information required by Government Code Section 66006 (a).

3. The City Council shall review the information made available to the public pursuant to Paragraph 2 within the time required by Section 66006, and give notice of that meeting as required by that Section.

4. When required to do so by Government Code Section 66001 (e) and (f), the City Council shall authorize refunds of payments made to the Child Care Fund.

Funds shall be used for the purposes set forth in Subsection B.

G. Reporting. The Commission shall report annually to the City Council and Mayor identifying and describing in detail receipts and expenditures of the Fund. The Commission shall submit each annual report within 60 days after the close of the fiscal year covered in the report.

Sec. 2. The City Clerk shall certify to the passage of this ordinance and have it published in a daily newspaper printed and published in the City of Los Angeles.

I hereby certify that the foregoing ordinance was introduced at the meeting of the Council of the City of Los Angeles APR 18 2001 and was passed at its meeting of APR 25 2001.

J. MICHAEL CAREY, City Clerk

By Maria Kostenko
Deputy

Approved _____

_____
Mayor

Approved as to Form and Legality

3/16/01
James K. Hahn, City Attorney

By Claudia Culling
CLAUDIA CULLING
Assistant City Attorney

Said ordinance was presented to the Mayor on April 30, 2001; the Mayor returned said ordinance to the City Clerk on May 11, 2001 without his approval or his objections in writing, being more than ten days after the same was presented to the Mayor.

Said ordinance shall become effective and be as valid as if the Mayor had approved and signed it. (Section 250(b), City Charter)

C.F. 00-1999

COUNCIL VOTE

18-Apr-01 10:57:44 AM, #5

Items For Which Public Hearings Have Been Held - Items 3-14
Voting on Item(s): 3-13
Roll Call

BERNSON	Yes
CHICK	Absent
FEUER	Yes
HERNANDEZ	Yes
HOLDEN	Yes
MISCIKOWSKI	Yes
PACHECO	Yes
PADILLA	Yes
RIDLEY-THOMAS	Yes
SVORINICH	Yes
WACHS	Absent
WALTERS	Yes
*GALANTER	Yes
	Absent
	Absent

Present: 11, Yes: 11 No: 0

Rept ADOPTED
ORDS OVER 1 WK
TO 4/25/01

CITY HALL
LOS ANGELES, CALIFORNIA 90012
(213) 847-2489

OFFICE OF THE MAYOR

RICHARD J. RIORDAN
MAYOR

To: City Clerk

From: Ann D'Amato
Ann D'Amato, Deputy Mayor
Community and Government Affairs

Date: May 11, 2001

RECEIVED
CITY CLERK'S OFFICE
2001 MAY 11 AM 11:55
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BY _____
DEPUTY

Re: C.F. 00-1999
Ordinance adding Chapter 130 of Division 5 of the LAAC to establish the SNAP Child Care Trust Fund and its administration by the Commission for Children, Youth, and Their Families and the President of the Council

Ordinance adding Chapter 126 of Division 5 and amending Chapter 24 of Division 8 of the LAAC to establish the SNAP Parks First Trust Fund and its administration by the L.A. FOR KIDS Steering Committee

MEMO TO FILE

C.F. 00-1999 relative to the Council's action of April 25, 2001 regarding the above-entitled matter, is herewith returned without Mayor's signature, with the understanding that this item will be considered deemed approved.

Said file was presented to the Mayor on 4-30-01; the Mayor returned said File to the City Clerk on 5-11-01 without his signature or his objections in writing. Being more than ten days after the same was presented to the Mayor, said File shall become effective and be as valid as if the Mayor had approved and signed. (Sec. 341, City Charter and/or Section 4.133 of the LAAC)

CF# 00-1999

ORDINANCE NO. 173964

An ordinance adding Chapter 126 of Division 5 and amending Chapter 24 of Division 8 of the Los Angeles Administrative Code to establish the Vermont/Western Station Neighborhood Area Plan Parks First Trust Fund and establish its administration by the L.A. FOR KIDS Steering Committee.

THE PEOPLE OF THE CITY OF LOS ANGELES
DO ORDAIN AS FOLLOWS:

Section 1. A new Chapter 126 is added to the Los Angeles Administrative Code to read:

CHAPTER 126

VERMONT/WESTERN STATION NEIGHBORHOOD AREA PLAN PARKS FIRST TRUST FUND

Sec. 5.526. Vermont/Western Station Neighborhood Area Plan Parks First Trust Fund.

A. Creation and Administration of Fund. This ordinance creates within the Treasury of the City of Los Angeles a special fund known as the Vermont/Western Station Neighborhood Area Plan Parks First Trust Fund, referred to in this chapter as the Parks First Fund or Fund. The L.A. FOR KIDS Steering Committee shall administer, have overall management of and expend funds from the Parks First Fund in accordance with the provisions of this ordinance. The Steering Committee shall also administer the Fund in accordance with established City practice and in conformity with Government Code Section 66000, *et seq*. All interest or other earnings from money received into the Parks First Fund shall be credited to the Fund and devoted to the purposes listed in this chapter.

B. Purpose. The Parks First Fund shall be used for the deposit of money paid to the City of Los Angeles pursuant to the Vermont/Western Station Neighborhood Area Specific Plan and any other money appropriated or given to this Fund for the creation or development of parks and open space in the Vermont/Western Station Neighborhood area.

C. Definitions.

L.A. FOR KIDS Steering Committee means the Steering Committee created in Chapter 24 of the Los Angeles Administrative Code.

Nonprofit organizations means any charitable organization described in Section 501(c)(3) of the Internal Revenue Code of 1986, as amended, which has among its purposes the provision of park, recreation or community services or facilities or providing services to youth.

Park means any land open and accessible to the public that provides outdoor recreational opportunities, advances public health and welfare, and enhances environmental quality including neighborhood parks, pocket parks, gardens, freeway lids, and shared streets.

D. Expenditures. Except as set forth below, Parks First Funds collected pursuant to the Vermont/Western Station Neighborhood Area Specific Plan and any other monies placed in this Fund shall be expended only for the purpose of acquiring land and developing, improving and maintaining parks and open space physically located within the boundaries of the Vermont/Western Station Neighborhood Area Specific Plan area.

The L.A. FOR KIDS Steering Committee is authorized to make expenditures from this Parks First Fund in accordance with the Vermont/Western Station Neighborhood Area Plan and the Vermont/Western Station Neighborhood Area Plan Development Standards and Design Guidelines. All expenditures shall be made pursuant to the competitive process described in Subsection E. Administration of the Fund and expenditures from the Fund shall also be in compliance with the requirements in Government Code Section 66000, *et seq.*, including the following:

1. The Steering Committee shall deposit all monies received pursuant to the Vermont/Western Station Neighborhood Area Specific Plan in the Fund and avoid any commingling of the monies with other City revenues and funds, except for temporary investments, and expend those monies solely for the purpose for which the Parks First fee was collected. Any interest income earned by monies in the Fund shall also be deposited in that Fund and shall be expended only for the purpose for which the Parks First fee was originally collected.

2. The Steering Committee shall, within 180 days after the last day of each fiscal year, make available to the public all the information required by Government Code Section 66006 (a).

3. The City Council shall review the information made available to the public pursuant to Paragraph 2 within the time required by Section 66006, and give notice of that meeting as required by that Section.

4. Expend the monies in the Fund within the time limits set forth in the Government Code and when required to do so by Section 66001 (e) and (f), the City Council shall authorize refunds of fees paid to the Parks First Fund.

Funds shall be used for the purposes set forth in Subsection B. Should any project become infeasible for any reason determined by the City Council or there are project savings, the City Council may reprogram the applicable funds during the competitive process described in Section E.

The Steering Committee must plan to allocate at least 15% of the monies in the Fund over the life of the Plan for operation and maintenance of the parks and open spaces developed in the Specific Plan area.

E. Competitive Process. The competitive grants will be available to nonprofit organizations, governmental entities and City departments for projects within the boundaries of the Specific Plan area. Priority for competitive grants will be given to projects that address one or more of the following criteria:

(a) Demonstrate need for project;

(b) Demonstrate community support;

(c) Demonstrate high cost-effectiveness;

(d) Demonstrate readiness of project;

(e) Demonstrate sustainability of project;

(f) Meet any other criteria as the City Council establishes.

The Steering Committee will develop a Request for Proposal process and documents (RFP) pursuant to all applicable state laws and local ordinances and regulations. The Steering Committee will make recommendations to the City Council on issuance of any RFP based on the availability of funding. The relative value afforded to the selection criteria will be included in the RFP. The RFP must be approved by the City Attorney as to form and legality. The City Council shall make the final funding decisions.

As a condition of the funding, every applicant for a non-City project shall agree to maintain and operate the improvements for a period of time as established in the RFP.

The Steering Committee will be responsible for reviewing all applications meeting the basic eligibility requirements of the RFP. The Councilmember of the

District or Districts in which the Specific Plan area is located (Councilmember) will establish a selection panel to review each application and rate the proposal according to the criteria described in the RFP. The Steering Committee shall adopt rules and regulations establishing criteria for membership on this selection panel. The selection panel shall make its recommendations on proposals to the Councilmember and transmit a copy of the recommendations to the Steering Committee for its information. A representative, employee, board member, officer, and/or trustee of a nonprofit organization, City department or other governmental entity applying for a competitive grant is prohibited from participating in the selection process. The Steering Committee shall make recommendations to the City Council for funding the competitive grants.

Regulations to administer these competitive grants shall be promulgated by the Steering Committee.

In order to receive any any money from the Fund, the non-profit organizations, governmental entities and City departments must demonstrate the financial ability to provide maintenance, programming and programming staff once the capital improvements are completed. No park shall become a City owned park unless it has been accepted by the Board of Recreation and Parks Commissioners.

Notwithstanding the above described process, a park or open space area funded by Kaiser Permanente pursuant to an MOU entered into prior to the effective date of this ordinance, shall be subject to the following restrictions: the name of the park or open space shall be acceptable to Kaiser Permanent, provided that Kaiser will not unreasonably withhold approval of a recommendation for a name made by the members of the local stakeholders selection panel; Kaiser Permanente shall have the right to install a plaque at the park or open space area acceptable to the members of the local stakeholders selection panel, provided that the members of that panel will not unreasonably withhold approval of the plaque; and the Councilmember of the district in which the Specific Plan is located shall appoint a representative of Kaiser to be a member of the local stakeholders selection panel.

F. Open and Accessible Requirements. Any park or facility acquired, developed, rehabilitated, or restored with funds derived under this Ordinance shall be open and accessible to the public without discrimination as to race, color, sex, sexual orientation, age, religious belief, national origin, marital status, physical or medical handicap, or medical condition. Reasonable public access to lands and facilities acquired with funds make available pursuant to this Ordinance shall be provided. Reasonable public access includes, but is not limited to, parking and public restrooms.

G. Reporting. The L.A. FOR KIDS Steering Committee shall report annually to the City Council and Mayor identifying and describing in detail receipts and expenditures of

the Fund. The L.A. FOR KIDS Steering Committee shall submit each annual report within 60 days after the close of the fiscal year covered in the report.

Sec. 2. Section 8.325 of Chapter 24 of Division 8 of the Los Angeles Administrative Code is amended to read:

Sec. 8.325.

The City Council designates the L.A. FOR KIDS Steering Committee (the "Steering Committee") as the administering entity of: (a) the L.A. FOR KIDS Program, pursuant to Section 9 of Proposition K. The City Council designates the L.A. for KIDS Steering Committee as the entity to administer the City's program for use of funds from the Safe Neighborhood Parks, Clean Water, Clean Air, and Coastal Protection Bond Act of 2000, a state ballot measure adopted in 2000, commonly referred to as Proposition 12 ("Proposition 12"). The City Council also designates the Steering Committee as the administering entity of the Vermont/Western Station Neighborhood Area Specific Plan Parks First Program.

Sec. 3. A new Subsection (h) is added to Section 8.325.2 of Chapter 24 of Division 8 of the Los Angeles Administrative Code to read:

(h) Administer the Vermont/Western Station Neighborhood Area Specific Plan Parks First Program Trust Fund and be responsible for the overall management of the Parks First Program and all expenditures from the Parks First Fund.

Sec. 4. A new Section 8.325.4 is added to Chapter 24 of Division 8 of the Los Angeles Administrative Code to read:

Sec. 8.325.4.

Parks First Program and Trust Fund. The Parks First Program is set forth in the Vermont/Western Station Neighborhood Area Specific Plan, Ordinance No. 173,749, and the Vermont/Western Station Neighborhood Area Plan in Council File No. 00-1999. The Parks First Trust Fund is established and described in Chapter 126 of Division 5 of this Code.

Sec. 5. The City Clerk shall certify to the passage of this ordinance and have it published in a daily newspaper printed and published in the City of Los Angeles.

I hereby certify that the foregoing ordinance was introduced at the meeting of the Council of the City of Los Angeles APR 18 2001 and was passed at its meeting of APR 25 2001.

J. MICHAEL CAREY, City Clerk

By Maria Kostenko
Deputy

Approved _____

_____
Mayor

Approved as to Form and Legality

3/16/01
James K. Hahn, City Attorney

By Claudia Culling
CLAUDIA CULLING
Assistant City Attorney

Said ordinance was presented to the Mayor on April 30, 2001; the Mayor returned said ordinance to the City Clerk on May 11, 2001 without his approval or his objections in writing, being more than ten days after the same was presented to the Mayor.

Said ordinance shall become effective and be as valid as if the Mayor had approved and signed it. (Section 250(b), City Charter)

C.F. 00-1999

TO THE COUNCIL OF THE CITY OF LOS ANGELES **FILE NO. 00-1999**

Your PLANNING AND LAND USE MANAGEMENT Committee reports as follows:

	Yes	No
Public Comments	XX	

PLANNING AND LAND USE MANAGEMENT COMMITTEE REPORT and ORDINANCES amending the Los Angeles Administrative Code to establish Vermont/Western Station Neighborhood Area Plan (SNAP) Parks First and Child Care Trust Funds.

Recommendations for Council action:

1. PRESENT and ADOPT accompanying ORDINANCE adding Chapter 130 of Division 5 of the Los Angeles Administrative Code to establish the SNAP Child Care Trust Fund and its administration by the Commission for Children, Youth, and their Families and the President of the Los Angeles City Council.

2. PRESENT and ADOPT accompanying ORDINANCE adding Chapter 126 of Division 5 and AMENDING Chapter 24 of Division 8 of the Los Angeles Administrative Code to establish the SNAP Parks First Trust Fund and its administration by the L.A. FOR KIDS Steering Committee.

Fiscal Impact Statements: None submitted by the City Attorney. Neither the Office of Administrative and Research Services nor the Chief Legislative Analyst has completed a financial analysis of this report.

Summary:

At its meeting held April 3, 2001, the Planning and Land Use Management Committee recommended that Council approve the accompanying Ordinances establishing the SNAP Parks First and Child Care Trust Funds.

Respectfully submitted,

PLANNING AND LAND USE MANAGEMENT COMMITTEE

Rept. ADOPTED
APR 18 2001
LOS ANGELES CITY COUNCIL

JAW:ys
4/5/01
Ordinances

ORDS ADOPTED
APR 25 2001
LOS ANGELES CITY COUNCIL

#001999b

ORDS OVER ONE WEEK TO APR 11. 25. 2001

CITY OF LOS ANGELES
CALIFORNIA

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
(213) 580-5234

RICHARD J. RIORDAN
MAYOR

EXECUTIVE OFFICES
16TH FLOOR
CON HOWE
DIRECTOR
(213) 580-1160
FRANKLIN P. EBERHARD
DEPUTY DIRECTOR
(213) 580-1163
GORDON B. HAMILTON
DEPUTY DIRECTOR
(213) 580-1165
ROBERT H. SUTTON
DEPUTY DIRECTOR
(213) 580-1167
FAX: (213) 580-1176
INFORMATION
(213) 580-1172

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2001 MAR 21 PM 1:40
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BY
DEPUTY

March 21, 2001

Councilman Hal Bernson, Chairman
Planning and Land Use Management Committee
Room 615, City Hall East
200 North Spring Street
Los Angeles, CA 90012

Honorable Councilman Bernson,

THE PARKS FIRST FEE IN THE VERMONT/ WESTERN STATION NEIGHBORHOOD PLAN, CPC NO. 2000-1976 SP; CF NO. 2000-1999

RECOMMENDATION

As a result of staff's research into this matter the $4,300 Parks First Fee per dwelling unit would, at this time at least, amount to a defacto moratorium on market rate housing in the Vermont/ Western Station Neighborhood Plan (SNAP) Area. If the City does not want to discourage the construction of market rate housing in the area, a $1,000 fee, in addition to either the Quimby Fee or Dwelling Unit Construction Tax, would be more realistic in staff's opinion.

History of the Parks First Fee in the Vermont/ Western Station Neighborhood Plan

On August 10, 2000 the City Planning Commission approved an ordinance establishing a specific plan which also included Development Standards and Design Guidelines for 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. Subsequently, the Mayor vetoed the ordinance on December 11, 2000. On January 23, 2001, the Planning and Land Use Management

Committee adopted to overrule the Mayor's veto of the Council action to approve the Specific Plan Ordinance relative to the Vermont/Western SNAP including the Development Standards and Design Guidelines, and General Plan amendments for the area known as East Hollywood located in the Hollywood and Wilshire Community Plan Areas. The ordinance was adopted by Council and (No. 173,749) was published on January 29, 2001 and became effective on March 1, 2001. On February 6, 2001 the Planning and Land Use Management Committee requested that staff analyze the Parks First Fee in the SNAP ordinance to ensure that it does not preclude the development of market rate and affordable housing, and staff was instructed to report back in 30 days with suggestions.

As a part of the SNAP ordinance, the Parks First Program requires that the applicant for any residential project (single-family and multi-family) shall pay a fee to the Parks first Trust Fund of $4,300 per dwelling unit, or shall provide a park or open space either on or off-site which meets the conditions outlined in the ordinance. The ordinance allows exemptions for projects for which complete plans were accepted by the Department of Building and Safety for plan check and for which a plan check fee was paid on or before March 1, 2001; senior citizen and student housing, and low and very low income housing. The calculation of a Parks First Trust Fund Fee to be paid or actual park space to be provided shall be off-set by the amount of any Quimby Fee or Dwelling Unit Construction Tax paid as a result of the project.

The City currently collects $500 per dwelling unit in the Dwelling Unit Construction Tax. This tax is deposited in a "Park and Recreational Sites and Facilities Fund". These funds are collected for apartments and condominiums, for both new construction and units created through conversion or modification of existing buildings. Federal or State subsidized housing is exempted from the Dwelling Unit Tax, and recently an amendment was made to exempt housing built to replace units lost during an earthquake.

The City also collects "Quimby Fees" for units created as a consequence of subdivisions. The fees are adjusted annually, and currently vary per unit based on zone from $1,132 to $7,134 per dwelling unit. The fees are accepted by the Department of Recreation and Parks for the purpose of establishing new open space and recreational facilities for the subject subdivision. Apartments are not required to pay Quimby Fees unless they are being subdivided and converted to condominiums.

Survey of Realtors/ Developers

Staff conducted a survey of realtors and developers in the Hollywood area to assess the possible impact of the $4,300 fee per new dwelling unit on the housing market. Every realtor/ developer surveyed thought that the fee would create a negative impact on housing production within the SNAP area. Most said that the current fee would preclude housing development altogether. The participants of the survey expressed the need for some type of fee to provide for parks, but emphasized that it should be a much lesser fee. Fees in the amounts of $500 - $2,000 were suggested as alternatives. Some of the interviewees

stressed that this fee should not be incurred by the developer, but it should be passed on to the land owner who owned the property at the time that the ordinance became effective.

Housing Construction in the SNAP Area[1] Versus Other Parts of the City

Staff also looked at the construction of dwelling units in the SNAP area versus the construction of dwelling units in other parts of the City. The data that was used consists of Building and Safety building permits issued from January 1998 - November of 2000. As of this date, data is unavailable since the ordinance became effective. Within the SNAP area, there were a total of 78 units built from January of 1998 - November of 2000. Of this 78, 38 units were constructed as affordable housing.

The SNAP area had a .19% increase in new multi-family units from January 1998 through November 2000 (a total of 72 units of which 38 are affordable housing units). Seven community plan areas had less than a .19% increase in new multi-family units. 28 community plan areas had more than a .19% increase in new multi-family units.

The SNAP area had a .12% increase in new single-family units from January 1998 through November 2000 (a total of 6 units). Five community plan areas had less than or equal to a .12% increase in new single family units. 30 community plan areas had more than a .12% increase in new single family units.

The SNAP area had a .18% increase in all housing units from January 1998 though November 2000. Three community plan areas had less than a .18% increase in all housing units. 32 community plan areas had more than a .18% increase in all housing units. The number of housing units constructed in the SNAP area increased by 78 units built from January of 1998- November of 2000. Of this 78, 38 units were constructed as affordable housing. Therefore, only 40 units would be subject to the Parks First Fee.

The above data shows that compared to the SNAP area, a greater number of dwelling units are being built in other parts of the City. The SNAP area is producing less multiple and single family housing than the rest of the City. According to the citywide totals, the SNAP area production of housing from January 1998 - November 2000 was .24% less than the citywide average.

This information indicates that the SNAP area is not producing a high percentage of the City's housing stock, therefore, by imposing any type of fee, developers may altogether be discouraged from building in this area. This could reflect that the fee would not be effective, since a large number of housing units are not being constructed within the SNAP area.

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[1] The SNAP area data was collected by census tract. The census tracts include portions of Hollywood beyond the boundaries of the SNAP area. Therefore, the calculations reflect additional dwelling units outside the boundaries of the SNAP area.

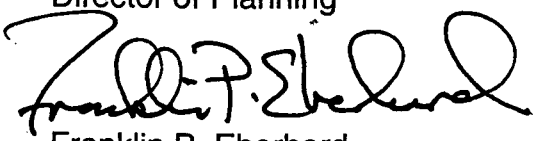
CONCLUSION

Staff recommends that a minor Parks First Fee of approximately $1,000 per unit be imposed with the exceptions that are already included in the effective SNAP ordinance. The $1,000 fee would be in addition to Quimby Fees and the Dwelling Unit Construction Tax. If the fee is kept minimal, then it should not preclude the development of housing, and the Parks Trust Fund would collect some money to provide parks within the SNAP area.

The Los Angeles Housing Department is currently conducting a study on the possibility of imposing a linkage fee on new commercial developments which would be used to provide for housing in the area. This study will look more closely at the current economic market. The $1,000 fee could be reviewed at the time that the study concludes to ensure that it is on target with the current economic market forces.

Should you need any additional information, please contact Undine Petrulis at (213) 580-5226 or Cora Smith at (213) 580-5498 with questions.

CON HOWE
Director of Planning



Franklin P. Eberhard
Deputy Director

Attachments

COUNCIL VOTE

25-Apr-01 11:26:42 AM, #8

ITEM(S)
Voting on Item(s): 20,21,22,23,25,26
Roll Call

BERNSON	Yes
CHICK	Yes
FEUER	Yes
HERNANDEZ	Yes
HOLDEN	Absent
MISCIKOWSKI	Yes
PACHECO	Yes
PADILLA	Yes
RIDLEY-THOMAS	Yes
SVORINICH	Yes
WACHS	Yes
WALTERS	Yes
*GALANTER	Yes
	Absent
	Absent

Present: 12, Yes: 12 No: 0

ORDS ADOPTED

FILE

CF 00-1999

STATEMENT of J. H. McQUISTON, Planning Representative

EAST HOLLYWOOD COMMUNITY ASSOCIATION

April 16, 2001

Honorable Chairman and Members of the Committee:

Two proposed ordinances relative to the Vermont/Western Stations Area Plan have been graciously given to us by your Committee for review. Below are our comments.

A. We have no comment re: "Child Care Trust Fund", except to propose that the local Community Council(s) within a 1000-foot radius of the expenditure site should be timely notified of any proposed expenditure and they should be permitted to respond with their comments prior to the expenditure or commitment to expend City monies.

We propose a simple amendment as follows:

"Replace last sentence of C 4 (Funds shall be used * * * Subsection B) with the following:

"Funds shall be used for the purposes set forth in Subsection B. Before any funds are committed to any specific purpose, each local Community Council (per Article IX, City Charter) shall be timely notified if its area lies within 1000 feet of the location of the specific purpose, and each council shall be permitted to respond, at a hearing or otherwise, with comments before the funds are finally committed to the specific purpose."

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2001 APR 17 AM 10:48
CITY CLERK

B. We have an important comment re: "Parks First Trust Fund", inasmuch as the proposed language does not abide by the promises made by the Mayor and Councilperson when the enabling ordinance was enacted.

Moreover, the implementation as set forth conflicts with the United States Supreme Court's rulings which prohibit legislative bodies from exerting the powers of the executive body.

We propose a few modifications which will bring the proposed ordinance into agreement with the above authorities:

1. The LA for Kids Steering Committee is apparently not representative of the Plan Area and is not an agency of the Executive Branch, inasmuch as it reports to the City Council, the Legislative Branch. Moreover, the membership on that Committee and/or the selection panel for reviewing applications is apparently under the control of the Council or a Council member.

In Springer v Philippine Island, 277 U.S. 189 (1928), the Supreme Court declared that a legislative branch member may not participate in "executive" matters. Thus this City Council is forbidden, under our new City Charter Sec 230, from active control of executing the matters in the ordinance.

In I.N.S. v Chadha, 462 U.S. 919 (1983), the concept of a legislative-veto power over the act of an executive branch was struck down as improper. The new City Charter Section 240 restricts activities of Council members to legislating ordinances. Although Sec 245 ostensibly "permits" a limited legislative veto of "Board" actions,

it cannot be used as an excuse for the Council member's interfering in what is a purely executive act, namely executing an ordinance enacted by the Council. And, of course, Sec 245 is of doubtful validity under Chadha.

2. In replacing the aforementioned executives, we believe there is an excellent alternative which is in conformance with the "local control" which the stakeholders of the area were promised by the mayor and Council person.

Administration of a "parks" program is required to be done by the Mayor, subject to appropriation of funding by the City Council. It appears that the Department of Recreation and Parks is the appropriate City Department to manage park purposes, and that Department already has a local group organized to assist it on local problems.

We have not relished the performance of the local groups under the Department, because their comments have not seemed to be effective. Nonetheless, the proper approach,if the Council also does not relish them,is to enact an ordinance amending those local groups,rather than to duplicate them elsewhere. We are not contemplating here a bond-issue oversight group with a special mission. We are contemplating an ordinary execution of a regular ordinance,affecting a City Department and the expenditure of City fees,which would affect that Department's operation.

Moreover, we are directing that certain conditions within the area be conducted before other developments occur. Thus we are controlling operations which demand attention of the executive branch after receiving comment by the local stakeholders.

3. To accomplish the two objectives, please amend the proposed ordinance as follows:

In A, replace "LA FOR KIDS Steering Committee" with "Department of Recreation and Parks" in the second sentence; replace "Steering Committee" with "Department" in the third sentence.

In C, remove definition of LA FOR KIDS Steering Committee; add to "Park" definition "community parks, recreation facilities,"; add definition: "Community Council means any local-area group composed of all persons who live, work, or own property in the area;" add definition: "Affected persons means anyone living, working, or owning property within 1000 feet of the area under review".

In D, replace "LA FOR KIDS Steering Committee" with "Department of Recreation and Parks" in the second paragraph; replace "Steering Committee" in #1 & 2 with "Department": add after "shall" in #2 "report when requested and" ; add after "make available" in #2 "also to each Community Council and" ; add after "by that Section" in #3 "and by Sections 54954.1 of the Government Code and 907 of the City Charter"; in the paragraph after #4 amend the wording after "determined" to read "by the Department" instead of "by the City Council" ; in the second paragraph after #4 amend the first line to read "The Department may allocate up to 15 percent of the construction-budgeted funds " and strike "Fund over the life of the Plan" in the second line.

In E, amend "will" to "may" in the first two sentences; add to (b) after "support": "of the Community Council and affected persons" and delete prior "community";

(E cont) add "(g) Demonstrate no adverse impact on the neighborhood."

In first paragraph after (g) added, replace "Steering Committee will" with "Department shall" in two places.

In second paragraph after (g) added, strike "for a non-City project" and add after "RFP" ", and supply a performance bond as specified in the RFP".

In third paragraph after (g) added, strike the paragraph and replace with: "The Director of Parks and Recreation or his or her delegate shall be responsible for the review of all RFP's and shall, after giving notice and receiving and responding to comment in a hearing to which the Community Council, affected persons, and the public received notice, communicate his or her recommendation to the City Council for funding or not funding the RFP."

In fourth paragraph after (g) added, strike the paragraph and replace with: "Regulations to administer the competitive process shall be promulgated by the Board of Recreation and Park Commission, in ordinance format and for approval by the City Council."

In sixth paragraph after (g) added, amend "members of the local stakeholders selection panel" to read "local Community Council or affected persons" ; amend "members of that panel will" to read "Community Council or affected persons may"; and strike all after "plaque;" and replace with "and the name suggested by Kaiser Permanente, if any, shall be given great weight."

In F, first sentence, insert "free" after "shall be"; add sentence at end: "The park or facility shall have a supervisor present whenever it is open to the public."

In G, amend "LA FOR KIDS Steering Committee" to read "Department of Parks and Recreation" in both sentences, and add a sentence: "The report shall be sent to the local Community Council concurrently."

In Sec 8.325, first paragraph, delete last sentence : " The City Council also * * * Parks First Program."

In Sec 8.325.2, delete (h): "Administer the Vermont/Western * * * Parks First Fund."

(END of 3)

With these amendments, the Parks First program will adhere to the promises made and the Supreme Court's decisions.

Respectfully submitted,

J. H. McQuiston
for East Hollywood Community Association

6212 Yucca St
Los Angeles, CA 90028-5223
(323) 464-6792

J. MICHAEL CAREY
City Clerk

FRANK T. MARTINEZ
Executive Officer

When making inquiries relative to this matter refer to File No.

CITY OF LOS ANGELES
CALIFORNIA

RICHARD J. RIORDAN
MAYOR

Office of the
CITY CLERK
Council and Public Services
Room 615, City Hall
Los Angeles, CA 90012
Council File Information - (213) 485-5703
General Information - (213) 485-5705
Fax: (213) 847-0636
Fax: (213) 485-8944

HELEN GINSBURG
Chief, Council and Public Services Division

#10

00-1999
CPC 2000-1976 SP
CD 12

March 23, 2001

PLANNING & LAND USE MANAGEMENT COMMITTEE

In accordance with Council Rules, communication from the City Attorney and the Director of Planning relative to draft ordinances amending the Administrative Code to establish a Parks First Trust Fund and a Child Care Trust Fund implementing the Vermont/Western Station Neighborhood Area Specific Plan and the Parks First Fee, was referred on March 23, 2001, to the PLANNING & LAND USE MANAGEMENT COMMITTEE.

J. Michael Carey
City Clerk
amm

Recyclable and made from recycled waste.

New Construction in SNAP Area

January 1998 - November 2000

Analysis Area / *Census Tract*	*Single-Family Units*			*Multiple-Family Units*			*All Housing Units*		
	*Existing**	*New***	*% New*	*Existing**	*New***	*% New*	*Existing**	*New***	*% New*
Vermont/Western Station									
191500	318	0	0.00%	1,381	6	0.43%	1,699	6	0.35%
189200	808	2	0.25%	2,529	2	0.08%	3,337	4	0.12%
190301	84	0	0.00%	2,730	10	0.37%	2,814	10	0.36%
190400	28	0	0.00%	2,933	0	0.00%	2,961	0	0.00%
190500	108	0	0.00%	3,050	0	0.00%	3,158	0	0.00%
191201	146	1	0.68%	1,566	38	2.43%	1,712	39	2.28%
191202	242	0	0.00%	1,921	0	0.00%	2,163	0	0.00%
189100	493	1	0.20%	2,993	0	0.00%	3,486	1	0.03%
191400	207	0	0.00%	2,575	6	0.23%	2,782	6	0.22%
211300	28	0	0.00%	2,641	0	0.00%	2,669	0	0.00%
195200	1,345	2	0.15%	1,777	2	0.11%	3,122	4	0.13%
195300	421	0	0.00%	1,183	0	0.00%	1,604	0	0.00%
192600	164	0	0.00%	2,799	2	0.07%	2,963	2	0.07%

* *Housing Stock estimate as of October 1, 1999*

** *Permits for New Buildings from January 1998 through November, 2000*

Analysis Area	Single-Family Units			Multiple-Family Units			All Housing Units		
Census Tract	Existing*	New**	% New	Existing*	New**	% New	Existing*	New**	% New
192700	177	0	0.00%	861	2	0.23%	1,038	2	0.19%
211100	134	0	0.00%	3,873	4	0.10%	4,007	4	0.10%
211200	78	0	0.00%	1,968	0	0.00%	2,046	0	0.00%
191300	298	0	0.00%	1,787	0	0.00%	2,085	0	0.00%
Area Totals	**5,079**	**6**	**0.12%**	**38,567**	**72**	**0.19%**	**43,646**	**78**	**0.18%**

* *Housing Stock estimate as of October 1, 1999*

** *Permits for New Buildings from January 1998 through November, 2000*

New Construction in Community Plan Areas

January 1998 - November 2000

Community Planning Area	*Single-Family Units*			*Multiple-Family Units*			*All Housing Units*		
	*Existing**	*New***	*% New*	*Existing**	*New***	*% New*	*Existing**	*New***	*% New*
Arleta/Pacoima	15,507	34	0.22%	6,482	49	0.76%	21,989	83	0.38%
Bel Air	7,977	121	1.52%	806	0	0.00%	8,783	121	1.38%
Boyle Hts	8,309	25	0.30%	15,059	478	3.17%	23,368	503	2.15%
Brentwood	14,301	260	1.82%	11,643	364	3.13%	25,944	624	2.41%
Canoga Park	37,404	261	0.70%	22,725	332	1.46%	60,129	593	0.99%
Central City	151	1	0.66%	11,155	88	0.79%	11,306	89	0.79%
Chatsworth	19,187	472	2.46%	11,732	0	0.00%	30,919	472	1.53%
Encino/Tarzana	15,983	244	1.53%	14,428	16	0.11%	30,411	260	0.85%
Granada Hills	16,238	58	0.36%	4,193	11	0.26%	20,431	69	0.34%
Harbor Gateway	5,534	11	0.20%	6,249	74	1.18%	11,783	85	0.72%
Hollywood	19,891	109	0.55%	80,946	183	0.23%	100,837	292	0.29%
Mission Hills/Panorama	15,579	96	0.62%	20,944	173	0.83%	36,523	269	0.74%
North Central City	301	0	0.00%	4,743	6	0.13%	5,044	6	0.12%
North Hollywood	15,236	19	0.12%	35,748	272	0.76%	50,984	291	0.57%
Northeast LA	39,614	79	0.20%	35,116	42	0.12%	74,730	121	0.16%
Northridge	12,678	82	0.65%	9,597	24	0.25%	22,275	106	0.48%

* *Housing Stock estimate as of October 1, 1999*

** *Permits for New Buildings from January 1998 through November, 2000*

Community Planning Area	*Single-Family Units*			*Multiple-Family Units*			*All Housing Units*		
	*Existing**	*New***	*% New*	*Existing**	*New***	*% New*	*Existing**	*New***	*% New*
Palms/Mar Vista/Del Rey	13,928	44	0.32%	35,833	1,053	2.94%	49,761	1,097	2.20%
Reseda	19,949	121	0.61%	14,132	66	0.47%	34,081	187	0.55%
San Pedro	11,541	100	0.87%	17,411	12	0.07%	28,952	112	0.39%
Sherman Oaks	16,017	153	0.96%	24,902	453	1.82%	40,919	606	1.48%
Silverlake	10,946	28	0.26%	17,661	159	0.90%	28,607	187	0.65%
South Central	34,747	20	0.06%	48,177	186	0.39%	82,924	206	0.25%
Southeast LA	31,472	106	0.34%	32,842	421	1.28%	64,314	527	0.82%
Sun Valley	13,849	22	0.16%	8,672	0	0.00%	22,521	22	0.10%
Sunland/Tujunga	14,254	208	1.46%	5,432	2	0.04%	19,686	210	1.07%
Sylmar	13,059	570	4.36%	5,281	40	0.76%	18,339	610	3.33%
Van Nuys	18,575	58	0.31%	40,210	424	1.05%	58,785	482	0.82%
Venice	6,816	148	2.17%	14,924	265	1.78%	21,740	413	1.90%
West Adams	24,754	13	0.05%	42,167	169	0.40%	66,921	182	0.27%
West LA/Century City	10,083	45	0.45%	26,818	501	1.87%	36,901	546	1.48%
Westchester	10,076	28	0.28%	13,541	639	4.72%	23,617	667	2.82%
Westlake	1,985	3	0.15%	33,781	929	2.75%	35,766	932	2.61%
Westwood	3,588	11	0.31%	16,784	127	0.76%	20,372	138	0.68%
Wilmington	10,523	351	3.34%	13,671	129	0.94%	24,194	480	1.98%
Wilshire	15,791	16	0.10%	101,154	475	0.47%	116,945	491	0.42%

* *Housing Stock estimate as of October 1, 1999*

** *Permits for New Buildings from January 1998 through November, 2000*

Community Planning Area	*Single-Family Units*			*Multiple-Family Units*			*All Housing Units*		
	*Existing**	*New***	*% New*	*Existing**	*New***	*% New*	*Existing**	*New***	*% New*
City Wide Totals	525,840	3,917	0.10%	804,960	8,162	0.47%	1,330,800	12,079	0.42%
City Wide Averages			0.81%			1.04%			1.08%

* *Housing Stock estimate as of October 1, 1999*

** *Permits for New Buildings from January 1998 through November, 2000*

JAMES K. HAHN
CITY ATTORNEY

WRITER'S DIRECT DIAL: (213) 847-0562
FAX: (213) 485-8899
TTY:

Office of the City Attorney
Los Angeles, California

REPORT NO. R01-0153
MAR 16, 2001

DRAFT ORDINANCES AMENDING THE ADMINISTRATIVE CODE TO ESTABLISH A PARKS FIRST TRUST FUND AND A CHILD CARE TRUST FUND IMPLEMENTING THE VERMONT/WESTERN STATION NEIGHBORHOOD AREA SPECIFIC PLAN

The Honorable Los Angeles City Council
of the City of Los Angeles
Room 615, City Hall East
200 North Main Street
Los Angeles, California 90012

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2001 MAR 19 AM 7:43
CITY CLERK
BY

(Council File No. C.F. 00-1999 - not transmitted)
(C.P.C. No. 00-1976 SP -not transmitted)

Honorable Members:

On January 23, 2001, you adopted an ordinance creating the Vermont/Western Station Neighborhood Area Specific Plan. Pursuant to your instructions at that time, this Office transmits to you for your action, approved as to form and legality, two draft ordinances creating trusts funds for deposit of the moneys collected pursuant to that Specific Plan. We have worked with the Controller, the Commission on Children, Youth and Their Families and the Departments of City Planning and Recreation and Parks on these ordinances, incorporating many comments. Pursuant to Council Rule 38, we are sending copies of both final draft ordinances to these agencies and requesting that they make any additional comments they may have directly to you.

A member of this office will be available when you consider this matter to answer any questions you may have.

Very truly yours,

JAMES K. HAHN, City Attorney

By claudia culling
CLAUDIA CULLING
Assistant City Attorney

CC:rp
Transmittal

PLAN & LAND USE MGT (63636)
MAR 22 2001

10811

ORDINANCE NO. _____

An ordinance adding Chapter 126 of Division 5 and amending Chapter 24 of Division 8 of the Los Angeles Administrative Code to establish the Vermont/Western Station Neighborhood Area Plan Parks First Trust Fund and establish its administration by the L.A. FOR KIDS Steering Committee.

THE PEOPLE OF THE CITY OF LOS ANGELES
DO ORDAIN AS FOLLOWS:

Section 1. A new Chapter 126 is added to the Los Angeles Administrative Code to read:

CHAPTER 126

VERMONT/WESTERN STATION NEIGHBORHOOD AREA PLAN PARKS FIRST TRUST FUND

Sec. 5.526. Vermont/Western Station Neighborhood Area Plan Parks First Trust Fund.

A. Creation and Administration of Fund. This ordinance creates within the Treasury of the City of Los Angeles a special fund known as the Vermont/Western Station Neighborhood Area Plan Parks First Trust Fund, referred to in this chapter as the Parks First Fund or Fund. The L.A. FOR KIDS Steering Committee shall administer, have overall management of and expend funds from the Parks First Fund in accordance with the provisions of this ordinance. The Steering Committee shall also administer the Fund in accordance with established City practice and in conformity with Government Code Section 66000, *et seq*. All interest or other earnings from money received into the Parks First Fund shall be credited to the Fund and devoted to the purposes listed in this chapter.

B. Purpose. The Parks First Fund shall be used for the deposit of money paid to the City of Los Angeles pursuant to the Vermont/Western Station Neighborhood Area Specific Plan and any other money appropriated or given to this Fund for the creation or development of parks and open space in the Vermont/Western Station Neighborhood area.

C. Definitions.

L.A. FOR KIDS Steering Committee means the Steering Committee created in Chapter 24 of the Los Angeles Administrative Code.

Nonprofit organizations means any charitable organization described in Section 501(c)(3) of the Internal Revenue Code of 1986, as amended, which has among its purposes the provision of park, recreation or community services or facilities or providing services to youth.

Park means any land open and accessible to the public that provides outdoor recreational opportunities, advances public health and welfare, and enhances environmental quality including neighborhood parks, pocket parks, gardens, freeway lids, and shared streets.

D. Expenditures. Except as set forth below, Parks First Funds collected pursuant to the Vermont/Western Station Neighborhood Area Specific Plan and any other monies placed in this Fund shall be expended only for the purpose of acquiring land and developing, improving and maintaining parks and open space physically located within the boundaries of the Vermont/Western Station Neighborhood Area Specific Plan area.

The L.A. FOR KIDS Steering Committee is authorized to make expenditures from this Parks First Fund in accordance with the Vermont/Western Station Neighborhood Area Plan and the Vermont/Western Station Neighborhood Area Plan Development Standards and Design Guidelines. All expenditures shall be made pursuant to the competitive process described in Subsection E. Administration of the Fund and expenditures from the Fund shall also be in compliance with the requirements in Government Code Section 66000, *et seq.*, including the following:

1. The Steering Committee shall deposit all monies received pursuant to the Vermont/Western Station Neighborhood Area Specific Plan in the Fund and avoid any commingling of the monies with other City revenues and funds, except for temporary investments, and expend those monies solely for the purpose for which the Parks First fee was collected. Any interest income earned by monies in the Fund shall also be deposited in that Fund and shall be expended only for the purpose for which the Parks First fee was originally collected.

2. The Steering Committee shall, within 180 days after the last day of each fiscal year, make available to the public all the information required by Government Code Section 66006 (a).

3. The City Council shall review the information made available to the public pursuant to Paragraph 2 within the time required by Section 66006, and give notice of that meeting as required by that Section.

4. Expend the monies in the Fund within the time limits set forth in the Government Code and when required to do so by Section 66001 (e) and (f), the City Council shall authorize refunds of fees paid to the Parks First Fund.

Funds shall be used for the purposes set forth in Subsection B. Should any project become infeasible for any reason determined by the City Council or there are project savings, the City Council may reprogram the applicable funds during the competitive process described in Section E.

The Steering Committee must plan to allocate at least 15% of the monies in the Fund over the life of the Plan for operation and maintenance of the parks and open spaces developed in the Specific Plan area.

E. Competitive Process. The competitive grants will be available to nonprofit organizations, governmental entities and City departments for projects within the boundaries of the Specific Plan area. Priority for competitive grants will be given to projects that address one or more of the following criteria:

(a) Demonstrate need for project;

(b) Demonstrate community support;

(c) Demonstrate high cost-effectiveness;

(d) Demonstrate readiness of project;

(e) Demonstrate sustainability of project;

(f) Meet any other criteria as the City Council establishes.

The Steering Committee will develop a Request for Proposal process and documents (RFP) pursuant to all applicable state laws and local ordinances and regulations. The Steering Committee will make recommendations to the City Council on issuance of any RFP based on the availability of funding. The relative value afforded to the selection criteria will be included in the RFP. The RFP must be approved by the City Attorney as to form and legality. The City Council shall make the final funding decisions.

As a condition of the funding, every applicant for a non-City project shall agree to maintain and operate the improvements for a period of time as established in the RFP.

The Steering Committee will be responsible for reviewing all applications meeting the basic eligibility requirements of the RFP. The Councilmember of the

District or Districts in which the Specific Plan area is located (Councilmember) will establish a selection panel to review each application and rate the proposal according to the criteria described in the RFP. The Steering Committee shall adopt rules and regulations establishing criteria for membership on this selection panel. The selection panel shall make its recommendations on proposals to the Councilmember and transmit a copy of the recommendations to the Steering Committee for its information. A representative, employee, board member, officer, and/or trustee of a nonprofit organization, City department or other governmental entity applying for a competitive grant is prohibited from participating in the selection process. The Steering Committee shall make recommendations to the City Council for funding the competitive grants.

Regulations to administer these competitive grants shall be promulgated by the Steering Committee.

In order to receive any any money from the Fund, the non-profit organizations, governmental entities and City departments must demonstrate the financial ability to provide maintenance, programming and programming staff once the capital improvements are completed. No park shall become a City owned park unless it has been accepted by the Board of Recreation and Parks Commissioners.

Notwithstanding the above described process, a park or open space area funded by Kaiser Permanente pursuant to an MOU entered into prior to the effective date of this ordinance, shall be subject to the following restrictions: the name of the park or open space shall be acceptable to Kaiser Permanent, provided that Kaiser will not unreasonably withhold approval of a recommendation for a name made by the members of the local stakeholders selection panel; Kaiser Permanente shall have the right to install a plaque at the park or open space area acceptable to the members of the local stakeholders selection panel, provided that the members of that panel will not unreasonably withhold approval of the plaque; and the Councilmember of the district in which the Specific Plan is located shall appoint a representative of Kaiser to be a member of the local stakeholders selection panel.

F. Open and Accessible Requirements. Any park or facility acquired, developed, rehabilitated, or restored with funds derived under this Ordinance shall be open and accessible to the public without discrimination as to race, color, sex, sexual orientation, age, religious belief, national origin, marital status, physical or medical handicap, or medical condition. Reasonable public access to lands and facilities acquired with funds make available pursuant to this Ordinance shall be provided. Reasonable public access includes, but is not limited to, parking and public restrooms.

G. Reporting. The L.A. FOR KIDS Steering Committee shall report annually to the City Council and Mayor identifying and describing in detail receipts and expenditures of

the Fund. The L.A. FOR KIDS Steering Committee shall submit each annual report within 60 days after the close of the fiscal year covered in the report.

Sec. 2. Section 8.325 of Chapter 24 of Division 8 of the Los Angeles Administrative Code is amended to read:

Sec. 8.325.

The City Council designates the L.A. FOR KIDS Steering Committee (the "Steering Committee") as the administering entity of: (a) the L.A. FOR KIDS Program, pursuant to Section 9 of Proposition K. The City Council designates the L.A. for KIDS Steering Committee as the entity to administer the City's program for use of funds from the Safe Neighborhood Parks, Clean Water, Clean Air, and Coastal Protection Bond Act of 2000, a state ballot measure adopted in 2000, commonly referred to as Proposition 12 ("Proposition 12"). The City Council also designates the Steering Committee as the administering entity of the Vermont/Western Station Neighborhood Area Specific Plan Parks First Program.

Sec. 3. A new Subsection (h) is added to Section 8.325.2 of Chapter 24 of Division 8 of the Los Angeles Administrative Code to read:

(h) Administer the Vermont/Western Station Neighborhood Area Specific Plan Parks First Program Trust Fund and be responsible for the overall management of the Parks First Program and all expenditures from the Parks First Fund.

Sec. 4. A new Section 8.325.4 is added to Chapter 24 of Division 8 of the Los Angeles Administrative Code to read:

Sec. 8.325.4.

Parks First Program and Trust Fund. The Parks First Program is set forth in the Vermont/Western Station Neighborhood Area Specific Plan, Ordinance No. 173,749, and the Vermont/Western Station Neighborhood Area Plan in Council File No. 00-1999. The Parks First Trust Fund is established and described in Chapter 126 of Division 5 of this Code.

Sec. 5. The City Clerk shall certify to the passage of this ordinance and have it published in a daily newspaper printed and published in the City of Los Angeles.

I hereby certify that the foregoing ordinance was passed by the Council of the City of Los Angeles, at its meeting of _____.

J. MICHAEL CAREY, City Clerk

By _____
Deputy

Approved _____

_____
Mayor

Approved as to Form and Legality

3/16/01
James K. Hahn, City Attorney

By Claudia Culling
CLAUDIA CULLING
Assistant City Attorney

File No. CF 00-1999

ORDINANCE NO. _____

An ordinance adding Chapter 130 of Division 5 of the Los Angeles Administrative Code to establish the Vermont/Western Station Neighborhood Area Plan Child Care Trust Fund and establish its administration by the Commission for Children, Youth and their Families and the President of the City Council.

THE PEOPLE OF THE CITY OF LOS ANGELES
DO ORDAIN AS FOLLOWS:

Section 1. A new Chapter 130 is added to the Los Angeles Administrative Code to read:

CHAPTER 130

VERMONT/WESTERN STATION NEIGHBORHOOD AREA PLAN CHILD CARE TRUST FUND

Sec. 5.530. Vermont/Western Station Neighborhood Area Plan Child Care Trust Fund.

A. Creation and Administration of Fund. This ordinance creates within the Treasury of the City of Los Angeles a special fund known as the Vermont/Western Station Neighborhood Area Plan Child Care Trust Fund, referred to in this chapter as the Child Care Fund or Fund. The Commission on Children, Youth and their Families (Commission) with the concurrence of the President of the City Council shall administer, have overall management of and expend funds from the Child Care Fund in accordance with the provisions of this ordinance. The Commission with the concurrence of the President of the City Council shall also administer the Fund in accordance with established City practice and in conformity with Government Code Section 66000, *et seq*. All interest or other earnings from money received into the Child Care Fund shall be credited to the Fund and devoted to the purposes listed in this chapter.

B. Purpose. The Child Care Fund shall be used for the deposit of money paid to the City of Los Angeles pursuant to the Vermont/Western Station Neighborhood Area Specific Plan and any other money appropriated or given to this Fund for the creation or development of Child Care programs or facilities in the Vermont/Western Station Neighborhood area.

C. Expenditures. Except as set forth below, Child Care Funds collected pursuant to the Vermont/Western Station Neighborhood Area Specific Plan and any other monies placed in this Fund shall be expended only for the purpose of acquiring facilities, developing, improving and operating Child Care programs physically located within the boundaries of the Vermont/Western Station Neighborhood Area Specific Plan area, and providing financial assistance with child care payments to qualifying parents in the area, as determined by the Commission.

The Commission with the concurrence of the President of the City Council is authorized to make expenditures from this Child Care Fund in accordance with the Vermont/Western Station Neighborhood Area Plan and the Vermont/Western Station Neighborhood Area Plan Development Standards and Design Guidelines. Administration of the Fund and expenditures from the Fund shall also be in compliance with the requirements in Government Code Section 66000, *et seq.*, including the following:

1. The Commission shall deposit all monies received pursuant to the Vermont/Western Station Neighborhood Area Specific Plan in the Fund and avoid any commingling of the monies with other City revenues and funds, except for temporary investments, and expend those monies solely for the purpose for which the Child Care payment was collected. Any interest income earned by monies in the Fund shall also be deposited in that Fund and shall be expended only for the purpose for which the Child Care payment was originally collected.

2. The Commission shall, within 180 days after the last day of each fiscal year, make available to the public all the information required by Government Code Section 66006 (a).

3. The City Council shall review the information made available to the public pursuant to Paragraph 2 within the time required by Section 66006, and give notice of that meeting as required by that Section.

4. When required to do so by Government Code Section 66001 (e) and (f), the City Council shall authorize refunds of payments made to the Child Care Fund.

Funds shall be used for the purposes set forth in Subsection B.

G. Reporting. The Commission shall report annually to the City Council and Mayor identifying and describing in detail receipts and expenditures of the Fund. The Commission shall submit each annual report within 60 days after the close of the fiscal year covered in the report.

Sec. 2. The City Clerk shall certify to the passage of this ordinance and have it published in a daily newspaper printed and published in the City of Los Angeles.

I hereby certify that the foregoing ordinance was passed by the Council of the City of Los Angeles, at its meeting of _____.

J. MICHAEL CAREY, City Clerk

By _____
Deputy

Approved _____

_____
Mayor

Approved as to Form and Legality

3/16/01
James K. Hahn, City Attorney

By Claudia Culling
CLAUDIA CULLING
Assistant City Attorney

File No. CF 00-1999

CITY OF LOS ANGELES
CALIFORNIA

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

CITY PLANNING
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March 21, 2001

Councilman Hal Bernson, Chairman
Planning and Land Use Management Committee
Room 615, City Hall East
200 North Spring Street
Los Angeles, CA 90012

Honorable Councilman Bernson,

THE PARKS FIRST FEE IN THE VERMONT/ WESTERN STATION NEIGHBORHOOD PLAN, CPC NO. 2000-1976 SP; CF NO. 2000-1999

RECOMMENDATION

As a result of staff's research into this matter the $4,300 Parks First Fee per dwelling unit would, at this time at least, amount to a defacto moratorium on market rate housing in the Vermont/ Western Station Neighborhood Plan (SNAP) Area. If the City does not want to discourage the construction of market rate housing in the area, a $1,000 fee, in addition to either the Quimby Fee or Dwelling Unit Construction Tax, would be more realistic in staff's opinion.

History of the Parks First Fee in the Vermont/ Western Station Neighborhood Plan

On August 10, 2000 the City Planning Commission approved an ordinance establishing a specific plan which also included Development Standards and Design Guidelines for 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. Subsequently, the Mayor vetoed the ordinance on December 11, 2000. On January 23, 2001, the Planning and Land Use Management

PLAN & LAND USE MGT.
MAR 22 2001

Committee adopted to overrule the Mayor's veto of the Council action to approve the Specific Plan Ordinance relative to the Vermont/Western SNAP including the Development Standards and Design Guidelines, and General Plan amendments for the area known as East Hollywood located in the Hollywood and Wilshire Community Plan Areas. The ordinance was adopted by Council and (No. 173,749) was published on January 29, 2001 and became effective on March 1, 2001. On February 6, 2001 the Planning and Land Use Management Committee requested that staff analyze the Parks First Fee in the SNAP ordinance to ensure that it does not preclude the development of market rate and affordable housing, and staff was instructed to report back in 30 days with suggestions.

As a part of the SNAP ordinance, the Parks First Program requires that the applicant for any residential project (single-family and multi-family) shall pay a fee to the Parks first Trust Fund of $4,300 per dwelling unit, or shall provide a park or open space either on or off-site which meets the conditions outlined in the ordinance. The ordinance allows exemptions for projects for which complete plans were accepted by the Department of Building and Safety for plan check and for which a plan check fee was paid on or before March 1, 2001; senior citizen and student housing, and low and very low income housing. The calculation of a Parks First Trust Fund Fee to be paid or actual park space to be provided shall be off-set by the amount of any Quimby Fee or Dwelling Unit Construction Tax paid as a result of the project.

The City currently collects $500 per dwelling unit in the Dwelling Unit Construction Tax. This tax is deposited in a "Park and Recreational Sites and Facilities Fund". These funds are collected for apartments and condominiums, for both new construction and units created through conversion or modification of existing buildings. Federal or State subsidized housing is exempted from the Dwelling Unit Tax, and recently an amendment was made to exempt housing built to replace units lost during an earthquake.

The City also collects "Quimby Fees" for units created as a consequence of subdivisions. The fees are adjusted annually, and currently vary per unit based on zone from $1,132 to $7,134 per dwelling unit. The fees are accepted by the Department of Recreation and Parks for the purpose of establishing new open space and recreational facilities for the subject subdivision. Apartments are not required to pay Quimby Fees unless they are being subdivided and converted to condominiums.

Survey of Realtors/ Developers

Staff conducted a survey of realtors and developers in the Hollywood area to assess the possible impact of the $4,300 fee per new dwelling unit on the housing market. Every realtor/ developer surveyed thought that the fee would create a negative impact on housing production within the SNAP area. Most said that the current fee would preclude housing development altogether. The participants of the survey expressed the need for some type of fee to provide for parks, but emphasized that it should be a much lesser fee. Fees in the amounts of $500 - $2,000 were suggested as alternatives. Some of the interviewees

stressed that this fee should not be incurred by the developer, but it should be passed on to the land owner who owned the property at the time that the ordinance became effective.

Housing Construction in the SNAP Area[1] Versus Other Parts of the City

Staff also looked at the construction of dwelling units in the SNAP area versus the construction of dwelling units in other parts of the City. The data that was used consists of Building and Safety building permits issued from January 1998 - November of 2000. As of this date, data is unavailable since the ordinance became effective. Within the SNAP area, there were a total of 78 units built from January of 1998 - November of 2000. Of this 78, 38 units were constructed as affordable housing.

The SNAP area had a .19% increase in new multi-family units from January 1998 through November 2000 (a total of 72 units of which 38 are affordable housing units). Seven community plan areas had less than a .19% increase in new multi-family units. 28 community plan areas had more than a .19% increase in new multi-family units.

The SNAP area had a .12% increase in new single-family units from January 1998 through November 2000 (a total of 6 units). Five community plan areas had less than or equal to a .12% increase in new single family units. 30 community plan areas had more than a .12% increase in new single family units.

The SNAP area had a .18% increase in all housing units from January 1998 though November 2000. Three community plan areas had less than a .18% increase in all housing units. 32 community plan areas had more than a .18% increase in all housing units. The number of housing units constructed in the SNAP area increased by 78 units built from January of 1998- November of 2000. Of this 78, 38 units were constructed as affordable housing. Therefore, only 40 units would be subject to the Parks First Fee.

The above data shows that compared to the SNAP area, a greater number of dwelling units are being built in other parts of the City. The SNAP area is producing less multiple and single family housing than the rest of the City. According to the citywide totals, the SNAP area production of housing from January 1998 - November 2000 was .24% less than the citywide average.

This information indicates that the SNAP area is not producing a high percentage of the City's housing stock, therefore, by imposing any type of fee, developers may altogether be discouraged from building in this area. This could reflect that the fee would not be effective, since a large number of housing units are not being constructed within the SNAP area.

---

[1] The SNAP area data was collected by census tract. The census tracts include portions of Hollywood beyond the boundaries of the SNAP area. Therefore, the calculations reflect additional dwelling units outside the boundaries of the SNAP area.

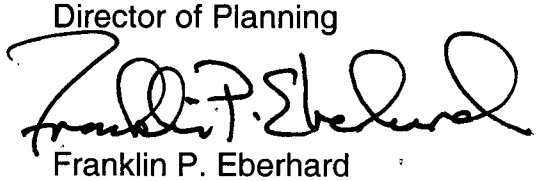
CONCLUSION

Staff recommends that a minor Parks First Fee of approximately $1,000 per unit be imposed with the exceptions that are already included in the effective SNAP ordinance. The $1,000 fee would be in addition to Quimby Fees and the Dwelling Unit Construction Tax. If the fee is kept minimal, then it should not preclude the development of housing, and the Parks Trust Fund would collect some money to provide parks within the SNAP area.

The Los Angeles Housing Department is currently conducting a study on the possibility of imposing a linkage fee on new commercial developments which would be used to provide for housing in the area. This study will look more closely at the current economic market. The $1,000 fee could be reviewed at the time that the study concludes to ensure that it is on target with the current economic market forces.

Should you need any additional information, please contact Undine Petrulis at (213) 580-5226 or Cora Smith at (213) 580-5498 with questions.

CON HOWE
Director of Planning



Franklin P. Eberhard
Deputy Director

Attachments

New Construction in SNAP Area

January 1998 - November 2000

Analysis Area		*Single-Family Units*			*Multiple-Family Units*			*All Housing Units*		
	Census Tract	*Existing**	*New***	*% New*	*Existing**	*New***	*% New*	*Existing**	*New***	*% New*
Vermont/Western Station										
	191500	318	0	0.00%	1,381	6	0.43%	1,699	6	0.35%
	189200	808	2	0.25%	2,529	2	0.08%	3,337	4	0.12%
	190301	84	0	0.00%	2,730	10	0.37%	2,814	10	0.36%
	190400	28	0	0.00%	2,933	0	0.00%	2,961	0	0.00%
	190500	108	0	0.00%	3,050	0	0.00%	3,158	0	0.00%
	191201	146	1	0.68%	1,566	38	2.43%	1,712	39	2.28%
	191202	242	0	0.00%	1,921	0	0.00%	2,163	0	0.00%
	189100	493	1	0.20%	2,993	0	0.00%	3,486	1	0.03%
	191400	207	0	0.00%	2,575	6	0.23%	2,782	6	0.22%
	211300	28	0	0.00%	2,641	0	0.00%	2,669	0	0.00%
	195200	1,345	2	0.15%	1,777	2	0.11%	3,122	4	0.13%
	195300	421	0	0.00%	1,183	0	0.00%	1,604	0	0.00%
	192600	164	0	0.00%	2,799	2	0.07%	2,963	2	0.07%

* *Housing Stock estimate as of October 1, 1999*

** *Permits for New Buildings from January 1998 through November, 2000*

Analysis Area	*Single-Family Units*			*Multiple-Family Units*			*All Housing Units*		
Census Tract	*Existing**	*New***	*% New*	*Existing**	*New***	*% New*	*Existing**	*New***	*% New*
192700	177	0	0.00%	861	2	0.23%	1,038	2	0.19%
211100	134	0	0.00%	3,873	4	0.10%	4,007	4	0.10%
211200	78	0	0.00%	1,968	0	0.00%	2,046	0	0.00%
191300	298	0	0.00%	1,787	0	0.00%	2,085	0	0.00%
Area Totals	**5,079**	**6**	**0.12%**	**38,567**	**72**	**0.19%**	**43,646**	**78**	**0.18%**

* *Housing Stock estimate as of October 1, 1999*

** *Permits for New Buildings from January 1998 through November, 2000*

New Construction in Community Plan Areas

January 1998 - November 2000

Community Planning Area	*Single-Family Units*			*Multiple-Family Units*			*All Housing Units*		
	*Existing**	*New***	*% New*	*Existing**	*New***	*% New*	*Existing**	*New***	*% New*
Arleta/Pacoima	15,507	34	0.22%	6,482	49	0.76%	21,989	83	0.38%
Bel Air	7,977	121	1.52%	806	0	0.00%	8,783	121	1.38%
Boyle Hts	8,309	25	0.30%	15,059	478	3.17%	23,368	503	2.15%
Brentwood	14,301	260	1.82%	11,643	364	3.13%	25,944	624	2.41%
Canoga Park	37,404	261	0.70%	22,725	332	1.46%	60,129	593	0.99%
Central City	151	1	0.66%	11,155	88	0.79%	11,306	89	0.79%
Chatsworth	19,187	472	2.46%	11,732	0	0.00%	30,919	472	1.53%
Encino/Tarzana	15,983	244	1.53%	14,428	16	0.11%	30,411	260	0.85%
Granada Hills	16,238	58	0.36%	4,193	11	0.26%	20,431	69	0.34%
Harbor Gateway	5,534	11	0.20%	6,249	74	1.18%	11,783	85	0.72%
Hollywood	19,891	109	0.55%	80,946	183	0.23%	100,837	292	0.29%
Mission Hills/Panorama	15,579	96	0.62%	20,944	173	0.83%	36,523	269	0.74%
North Central City	301	0	0.00%	4,743	6	0.13%	5,044	6	0.12%
North Hollywood	15,236	19	0.12%	35,748	272	0.76%	50,984	291	0.57%
Northeast LA	39,614	79	0.20%	35,116	42	0.12%	74,730	121	0.16%
Northridge	12,678	82	0.65%	9,597	24	0.25%	22,275	106	0.48%

* *Housing Stock estimate as of October 1, 1999*

** *Permits for New Buildings from January 1998 through November, 2000*

Community Planning Area	*Single-Family Units*			*Multiple-Family Units*			*All Housing Units*		
	*Existing**	*New***	*% New*	*Existing**	*New***	*% New*	*Existing**	*New***	*% New*
Palms/Mar Vista/Del Rey	13,928	44	0.32%	35,833	1,053	2.94%	49,761	1,097	2.20%
Reseda	19,949	121	0.61%	14,132	66	0.47%	34,081	187	0.55%
San Pedro	11,541	100	0.87%	17,411	12	0.07%	28,952	112	0.39%
Sherman Oaks	16,017	153	0.96%	24,902	453	1.82%	40,919	606	1.48%
Silverlake	10,946	28	0.26%	17,661	159	0.90%	28,607	187	0.65%
South Central	34,747	20	0.06%	48,177	186	0.39%	82,924	206	0.25%
Southeast LA	31,472	106	0.34%	32,842	421	1.28%	64,314	527	0.82%
Sun Valley	13,849	22	0.16%	8,672	0	0.00%	22,521	22	0.10%
Sunland/Tujunga	14,254	208	1.46%	5,432	2	0.04%	19,686	210	1.07%
Sylmar	13,059	570	4.36%	5,281	40	0.76%	18,339	610	3.33%
Van Nuys	18,575	58	0.31%	40,210	424	1.05%	58,785	482	0.82%
Venice	6,816	148	2.17%	14,924	265	1.78%	21,740	413	1.90%
West Adams	24,754	13	0.05%	42,167	169	0.40%	66,921	182	0.27%
West LA/Century City	10,083	45	0.45%	26,818	501	1.87%	36,901	546	1.48%
Westchester	10,076	28	0.28%	13,541	639	4.72%	23,617	667	2.82%
Westlake	1,985	3	0.15%	33,781	929	2.75%	35,766	932	2.61%
Westwood	3,588	11	0.31%	16,784	127	0.76%	20,372	138	0.68%
Wilmington	10,523	351	3.34%	13,671	129	0.94%	24,194	480	1.98%
Wilshire	15,791	16	0.10%	101,154	475	0.47%	116,945	491	0.42%

* *Housing Stock estimate as of October 1, 1999*

** *Permits for New Buildings from January 1998 through November, 2000*

Community Planning Area	*Single-Family Units*			*Multiple-Family Units*			*All Housing Units*		
	*Existing**	*New***	*% New*	*Existing**	*New***	*% New*	*Existing**	*New***	*% New*
City Wide Totals	525,840	3,917	0.10%	804,960	8,162	0.47%	1,330,800	12,079	0.42%
City Wide Averages			0.81%			1.04%			1.08%

* *Housing Stock estimate as of October 1, 1999*

** *Permits for New Buildings from January 1998 through November, 2000*

J. MICHAEL CAREY
City Clerk

CITY OF LOS ANGELES
CALIFORNIA

Office of the
CITY CLERK

Council and Public Services
Room 615, City Hall
Los Angeles, CA 90012
Council File Information - (213) 485-5703
General Information - (213) 485-5705

When making inquiries relative to this matter refer to File No.

RICHARD J. RIORDAN
MAYOR

February 9, 2001

CD 13

CF 00-1999, CPC 00-1976 SP
(files transmitted)

Con Howe, Director of Planning
Planning Department; attn: Frank Eberhard

REQUEST FOR REPORT: Vermont/Western Station Neighborhood Area Plan (SNAP)

At its meeting held February 6, 2001, the Planning and Land Use Management Committee considered accompanying Motion (Bernson-Hernandez) relative to the impact of new residential construction fees, as contained in the Vermont/Western Station Neighborhood Area Plan, on new construction and the housing market in the area known as East Hollywood located in the Hollywood and Wilshire Community Plan Areas, and related matters. At that time, the Committee requested that you report back relative to:

1. Effects on new construction and anticipated revenue impact of reducing by 50% the fee on market rate housing. In conjunction with the Housing Department, determine whether fee adjustments are necessary to encourage new construction. This analysis should include a determination as to whether the current SNAP fee is too high.

2. Recommendations for alternative incentives for housing construction starts such as providing exemptions from the fee for mixed-use commercial/residential projects and including affordable housing units in market rate housing construction projects.

3. Identify alternative sources of funding, such as Proposition 12 funds, for open space acquisition in densely populated communities lacking in park space.

4. Determine whether tax-increment financing can be used to fund a city-wide housing trust fund and/or open space and park acquisition fund.

5. In conjunction with the Mayor's Office and the Department of Building and Safety, identify all construction projects currently under consideration which may be subject to the new SNAP market

housing fee.

In compliance with the Committee's direction, the Council file is being transmitted for staff review. This matter is scheduled for further consideration by the Committee at its meeting to be held March 13, 2001. Please transmit your report to the Planning and Land Use Management Committee, in care of the City Clerk's Office, Room 615, City Hall East.

Sincerely,

John A. White, Legislative Assistant
Planning and Land Use Management, (213) 485-5707
e-mail: jwhite@clerk.ci.la.ca.us

cc: Councilmember Hal Bernson; attn: Phyllis Winger
Housing Department
Department of Building and Safety

#001999.mem

White

CF 00-1999

STATEMENT of J. H. McQUISTON, Planning Representative

EAST HOLLYWOOD COMMUNITY ASSOCIATION

April 16, 2001

Honorable Chairman and Members of the Committee:

Two proposed ordinances relative to the Vermont/Western Stations Area Plan have been graciously given to us by your Committee for review. Below are our comments.

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CITY CLERK

A. We have no comment re: "Child Care Trust Fund", except to propose that the local Community Council(s) within a 1000-foot radius of the expenditure site should be timely notified of any proposed expenditure and they should be permitted to respond with their comments prior to the expenditure or commitment to expend City monies.

We propose a simple amendment as follows:

"Replace last sentence of C 4 (Funds shall be used * * * Subsection B) with the following:

"Funds shall be used for the purposes set forth in Subsection B. Before any funds are committed to any specific purpose, each local Community Council (per Article IX, City Charter) shall be timely notified if its area lies within 1000 feet of the location of the specific purpose, and each council shall be permitted to respond, at a hearing or otherwise, with comments before the funds are finally committed to the specific purpose."

B. We have an important comment re: "Parks First Trust Fund", inasmuch as the proposed language does not abide by the promises made by the Mayor and Councilperson when the enabling ordinance was enacted.

Moreover, the implementation as set forth conflicts with the United States Supreme Court's rulings which prohibit legislative bodies from exerting the powers of the executive body.

We propose a few modifications which will bring the proposed ordinance into agreement with the above authorities:

1. The LA for Kids Steering Committee is apparently not representative of the Plan Area and is not an agency of the Executive Branch, inasmuch as it reports to the City Council, the Legislative Branch. Moreover, the membership on that Committee and/or the selection panel for reviewing applications is apparently under the control of the Council or a Council member.

In Springer v Philippine Island, 277 U.S. 189 (1928), the Supreme Court declared that a legislative branch member may not participate in "executive" matters. Thus this City Council is forbidden, under our new City Charter Sec 230, from active control of executing the matters in the ordinance.

In I.N.S. v Chadha, 462 U.S. 919 (1983), the concept of a legislative-veto power over the act of an executive branch was struck down as improper. The new City Charter Section 240 restricts activities of Council members to legislating ordinances. Although Sec 245 ostensibly "permits" a limited legislative veto of "Board" actions,

it cannot be used as an excuse for the Council member's interfering in what is a purely executive act, namely executing an ordinance enacted by the Council. And, of course, Sec 245 is of doubtful validity under Chadha.

2. In replacing the aforementioned executives, we believe there is an excellent alternative which is in conformance with the "local control" which the stakeholders of the area were promised by the mayor and Council person.

Administration of a "parks" program is required to be done by the Mayor, subject to appropriation of funding by the City Council. It appears that the Department of Recreation and Parks is the appropriate City Department to manage park purposes, and that Department already has a local group organized to assist it on local problems.

We have not relished the performance of the local groups under the Department, because their comments have not seemed to be effective. Nonetheless, the proper approach,if the Council also does not relish them,is to enact an ordinance amending those local groups,rather than to duplicate them elsewhere. We are not contemplating here a bond-issue oversight group with a special mission. We are contemplating an ordinary execution of a regular ordinance,affecting a City Department and the expenditure of City fees,which would affect that Department's operation.

Moreover, we are directing that certain conditions within the area be conducted before other developments occur. Thus we are controlling operations which demand attention of the executive branch after receiving comment by the local stakeholders.

3. To accomplish the two objectives, please amend the proposed ordinance as follows:

In A, replace "LA FOR KIDS Steering Committee" with "Department of Recreation and Parks" in the second sentence; replace "Steering Committee" with "Department" in the third sentence.

In C, remove definition of LA FOR KIDS Steering Committee; add to "Park" definition "community parks, recreation facilities,"; add definition: "Community Council means any local-area group composed of all persons who live, work, or own property in the area;" add definition: "Affected persons means anyone living, working, or owning property within 1000 feet of the area under review".

In D, replace "LA FOR KIDS Steering Committee" with "Department of Recreation and Parks" in the second paragraph; replace "Steering Committee" in #1 & 2 with "Department": add after "shall" in #2 "report when requested and" ; add after "make available" in #2 "also to each Community Council and" ; add after "by that Section" in #3 "and by Sections 54954.1 of the Government Code and 907 of the City Charter"; in the paragraph after #4 amend the wording after "determined" to read "by the Department" instead of "by the City Council" ; in the second paragraph after #4 amend the first line to read "The Department may allocate up to 15 percent of the construction-budgeted funds " and strike "Fund over the life of the Plan" in the second line.

In E, amend "will" to "may" in the first two sentences; add to (b) after "support": "of the Community Council and affected persons" and delete prior "community";

(E cont) add "(g) Demonstrate no adverse impact on the neighborhood."

In first paragraph after (g) added, replace "Steering Committee will" with "Department shall" in two places.

In second paragraph after (g) added, strike "for a non-City project" and add after "RFP" ", and supply a performance bond as specified in the RFP".

In third paragraph after (g) added, strike the paragraph and replace with: "The Director of Parks and Recreation or his or her delegate shall be responsible for the review of all RFP's and shall, after giving notice and receiving and responding to comment in a hearing to which the Community Council, affected persons, and the public received notice, communicate his or her recommendation to the City Council for funding or not funding the RFP."

In fourth paragraph after (g) added, strike the paragraph and replace with: "Regulations to administer the competitive process shall be promulgated by the Board of Recreation and Park Commission, in ordinance format and for approval by the City Council."

In sixth paragraph after (g) added, amend "members of the local stakeholders selection panel" to read "local Community Council or affected persons" ; amend "members of that panel will" to read "Community Council or affected persons may"; and strike all after "plaque;" and replace with "and the name suggested by Kaiser Permanente, if any, shall be given great weight."

In F, first sentence, insert "free" after "shall be"; add sentence at end: "The park or facility shall have a supervisor present whenever it is open to the public."

In G, amend "LA FOR KIDS Steering Committee" to read "Department of Parks and Recreation" in both sentences, and add a sentence: "The report shall be sent to the local Community Council concurrently."

In Sec 8.325, first paragraph, delete last sentence : " The City Council also * * * Parks First Program."

In Sec 8.325.2, delete (h): "Administer the Vermont/Western * * * Parks First Fund."

(END of 3)

With these amendments, the Parks First program will adhere to the promises made and the Supreme Court's decisions.

Respectfully submitted,

J. H. McQuiston
for East Hollywood Community Association

6212 Yucca St
Los Angeles, CA 90028-5223
(323) 464-6792

February 12, 2001

STATEMENT of J. H. McQUISTON, P.E.
East Hollywood Community Association

on PLANNING in EAST HOLLYWOOD

Mr Chairman and Members of the PLUM Committee:

I represent the East Hollywood Community Association as their Planning Representative. The Association is organized in accordance with Los Angeles Charter Article IX, and as the Chairman is aware from LAFCO proceedings we speak for ALL our stakeholders.

Council Member Wachs told me that he was unaware that I spoke officially for our Association when the SNAP Ordinances were debated in the City Council. There seems to be a problem of authenticity when we send one delegate instead of a roomful to hearings. I believe we must correct that problem, inasmuch as not to do so torpedoes the entire Neighborhood Council provision in the Charter.

Our testimony and Statements on the record of CF 00-1999 stated our position, we believe, clearly and as set forth by our stakeholders. We believe the Plan was unwise and unsound, and that adjudicators like the Honorable Stephen Reinhardt will agree with us that it violates Federal Law as well.

We are appreciative of the burden placed on the Council and City Commissioners to fairly establish City Ordinances, but we suggest that this Plan harbors "the Devil" in its details. Moreover, we believe your Committee realizes that also.

Council Member Bernson's Motion #13A will further jeopardize the East Hollywood area we represent because it fails to address the major faults in the Plan. These faults concern the extreme density without reasonable City infrastructure and the extreme imbalance between residences and occupations. Moreover, lifting the safety restraints currently in the Hollywood Plan, simply to shoehorn more population into this area (and not into less-dense parts of the City which are environmentally safer) exposes the City to unnecessary financial and moral liability.

The LAUSD has chosen the only concession in the City Plan for appropriation as a school instead of leaving that concession alone as a playground. We believe either use would be inappropriate at that site, but we believe such independent and un-coordinated planning is inappropriate for Los Angeles. And, our alternative plan sited both uses in better locations.

We believe the idea of discriminatory developer fees is inappropriate for our area, but we believe the fees that were enacted will serve to hold in check the conversion of our area into a downward-spiraling ghetto of monoculture. We believe such a horrid monoculture is not appropriate for any part of Los Angeles.

According to area statistics, a City Executive might next decide Northridge should be converted to super-density, and then later the Palisades could be converted. Each area would be outvoted 14 to 1 in the Council.

Martin Niemoller aptly said it many years ago. If we don't defend others, when our turn comes for the axe there will be no one left to defend us.

We believe our Association is careful and has operated rationally with respect to City plans. We have offered what we believe is sound advice and it was ignored. We once again pray that your Committee will listen to us and let us help the City to become better.

Surely more is correctable in the Plan than simply that cited in Motion 13A. And, surely a similar problem exists in several other Council Districts right now.

Isn't it time we all attacked those problems, before the population gets larger?

Respectfully submitted,
EAST HOLLYWOOD COMMUNITY ASSOCIATION

J. H. McQuiston, P.E, Planning Representative

McQuiston Associates
6212 Yucca St
Los Angeles, CA 90028-5223
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Be a part of your Community

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The **East Hollywood Community Association** meets on the **1st Monday of every month** at the **Cahuenga Branch Library, 4591 Santa Monica Blvd.** (at Madison). Meetings start at **6 p.m.** Everyone is invited!

Meetings In 2001

January 8
February 5
March 5
April 2
May 7
June 4
July 2
August 6
September 10
October 1
November 5
December 3

East Hollywood Community Association

P.O. Box 292024 • Los Angeles, CA 90029
Tel: 213.353.8647 Email: *ehca@email.com*
http://www.e-trinity.org/ehca

¡Haga Una Differencia En su Vencindad!

La Asociación de la Comunidad del Este de Hollywood es una organization de residentes, empleados y dueños de negocios, en la area del Este de Hollywood (esos son los del codigo 90029 y los del codigo 90027 sur de Hollywood Blvd.) Dedicados a mejorar la calidad de vida en nuestra comunidad.

Formada en Mayo de 1996, nosotros organizamos nuestras necesidades y las idea con funcionarios elegidos, personas engargada de hacer cumplir la ley y líderes de la comunidad para hacer una diferencia.

ACEH se reunen el primer lunes de cada mes en la Biblioteca Cahuenga,
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La reunion comienza a las 6 p.m. ¡Todos son bienvenidos!

reuniones en el 2001

8 de enero
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2 de julio
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1 de octubre
5 de noviembre
3 de diciembre

East Hollywood Community Association
Asociacion de la Comunidad del Este de Hollywood (ACEH)

Para mas informacion, por favor e-mail: ehca@email.com o escribo a la ACEH: P.O. Box 292024, Los Angeles, CA 90029.

Nosotros tambien estamos buscando personas para traductores con fluides en Inglés/Espanol.

File

February 12, 2001

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McQuiston Associates
6212 Yucca St
Los Angeles, CA 90028-5223
(323) 464-6792

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EAST HOLLYWOOD COMMUNITY ASSOCIATION

J. H. McQuiston, P.E, Planning Representative

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East Hollywood Community Association
Asociacion de la Comunidad del Este de Hollywood (ACEH)

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J. MICHAEL CAREY
City Clerk

FRANK T. MARTINEZ
Executive Officer

When making inquiries relative to this matter refer to File No.

CITY OF LOS ANGELES
CALIFORNIA

RICHARD J. RIORDAN
MAYOR

Office of the
CITY CLERK
Council and Public Services
Room 615, City Hall
Los Angeles, CA 90012
Council File Information - (213) 485-5703
General Information - (213) 485-5705
Fax: (213) 847-0636
Fax: (213) 485-8944

HELEN GINSBURG
Chief, Council and Public Services Division

00-1999

CD 13

January 25, 2001

Planning and Land Use Management
Committee, Attn: J. White (with file)
Honorable Richard Riordan, Mayor
Council District 13
Office of Zoning Administration
Planning Department - GIS Section
Attn: Fae Tsukamoto - Room 900
Department of Transportation,
Traffic/Planning Sections
Bureau of Street Lighting,
"B" Permit Section
Fire Department
City Attorney
Attn: Claudia Culling

Councilmember Bernson
Councilmember Hernandez
Planning Commission
Director of Planning
Planning Department - Community
Planning Section
Bureau of Engineering, Development
Services Division
Department of Building and Safety
c/o Zoning Coordinator
Department of Water and Power
Police Department
Chief Legislative Analyst

(SEE ATTACHED FOR FURTHER NOTIFICATIONS)

RE: MAYOR'S VETO MESSAGE OVERRIDDEN AND ORDINANCE RE-ADOPTED ESTABLISHING A SPECIFIC PLAN FOR THE VERMONT/WESTERN STATION NEIGHBORHOOD AREA PLAN

At the meeting of the Council held January 23, 2001, the following action was taken:

Attached report adopted	X
Ordinance re-adopted	X
Ordinance number	173749
Effective date	3-1-01
Publication date	1-29-01
Mayor approved	
Mayor vetoed	12-11-00
FORTHWITH	X
Mayor failed to act - deemed approved	

J. Michael Carey
City Clerk
aff

steno\001999

Recyclable and made from recycled waste.

COUNCIL FILE NUMBER 00-1999

COUNCIL DISTRICT 13

COUNCIL APPROVAL DATE January 23, 2001

SUBJECT MATTER: MAYOR'S VETO MESSAGE OVERRIDDEN AND ORDINANCE RE-ADOPTED ESTABLISHING A SPECIFIC PLAN FOR THE VERMONT/WESTERN STATION NEIGHBORHOOD AREA PLAN

DATE RECEIVED FROM MAYOR _____ ORDINANCE NO. 173749

DATE PUBLISHED JAN 29 2001 DATE POSTED _____ EFFECTIVE DATE MAR 01 2001

ORD OF INTENT: HEARING DATE _____ ASSESSMENT CONFIRMATION _____

ORDINANCE FOR DISTRIBUTION: Yes [] No []

steno\001999.ord

PLANNING & LAND USE MANAGEMENT COMMITTEE SPEAKERS

☒ SUPPORT Project/Proposal

AGENDA ITEM # 3 Date 6 February 2001

☐ OPPOSE Project/Proposal

Council File # 00-1999 00-1976

Phone No. 213.386.3754

Name Joe Linton

Address 131 1/2 Bimini Place

City LA Zip Code 90004

Representing Parks First Coalition

☐ Applicant ☐ Property Owner(s) ☒ Assoc. ☒ Other

☐ Appellant ☐ Surrounding Property Owner(s) ☒ Organization local resident

13

PLANNING AND LAND USE MANAGEMENT COMMITTEE
Report/Communication for Signature

Council File Number 00-1999

Committee Meeting Date 1-16-01

Council Date 1-23-01

COMMITTEE MEMBERS	YES	NO	ABSENT
COUNCILMEMBER BERNSON, Chair	✓		
COUNCILMEMBER MISCIKOWSKI	✓		
COUNCILMEMBER HERNANDEZ	✓		

Remarks SNAP - Mayor's Vetos

John A. White, Legislative Assistant ♦♦♦♦♦ Telephone 485-5707

PLANNING AND LAND USE MANAGEMENT COMMITTEE
SUGGESTED NOTIFICATION OF COUNCIL ACTION

Council File No. 00-1999

sign

	Applicant/Appellant/Owner	Representative
___	_____	_____
	_____	see attached list
	_____	_____
	_____	_____

- ✓ Council Member(s) 13
- ✓ Planning Commission ~~(w/file)~~
- ✓ Director of Planning
- ✓ Office of Zoning Administration (2 copies)
- ___ Advisory Agency
- ✓ Planning Dept. - Community Planning Section
- ✓ Planning Department - GIS Section - Attn: Fae Tsukamoto
  221 North Figueroa Street, Room 900
- ___ Information Technology Agency
- ✓ Bureau of Engineering, Development Services Division
- ✓ Department of Transportation, Traffic/Planning Sections
- ✓ Department of Building & Safety c/o Zoning Coordinator
- ✓ Bureau of Street Lighting, "B" Permit Section
- ✓ Department of Water and Power
- ✓ Fire Department
- ✓ Police Department
- ___ Community Development Department
- ✓ City Attorney-Attn: Claudia Culling
- ___ Office of Administrative and Research Services (OARS)
- ✓ Chief Legislative Analyst (CLA)
- ___ Office of the Mayor (w/file) - Section_____
- ___ Los Angeles County Assessor
- ✓ PLUM Cont w/ file

Other

_____
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CF 00-1999
CPC 00-1976 SP
from speaker cards 11-14-00 & 1-16-01 mtg
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Lois Arkin
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Los Angeles, CA 90004

Rebecca Belletoo
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Los Angeles, CA 90004

Charles Brucker
333 S. Camden Dr.
Beverly Hills, CA 90212

Dore Burry
117 Bimini Pl., #117
Los Angeles, CA 90004

Rev. Jeff Carr
3401 W. Third St.
Los Angeles, CA 90020

Gerardo Cosneros
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Los Angeles, CA 90004

Gloria Corado
184 S. Bimini Pl.
Los Angeles, CA 90004

Seth Eklund
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Jose Garcia
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Los Angeles, CA 90027

Ana Huina
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Los Angeles, CA 90004

Joe Linton
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Los Angeles, CA 90004

Edward Locke
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Los Angeles, CA 90004

Jim McQuiston
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Los Angeles, CA 90028-5223

Randy Metz
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Ed Narvaez
4101 W. Oakwood Ave., #307
Los Angeles, CA 90004

Carmen Parada
638 N. Berendo St. #2
Los Angeles, CA 90004

Antonio E. Sanchez
4453 Willowbrook Ave.
Los Angeles, CA 90029

Geoffrey Saldivar
4343 ½ Burns Ave.
Los Angeles, CA 90029

Martin Schlageter
3435 Wilshire Blvd., Ste. 320
Los Angeles, CA 90010-1904

Mike Thomas
184 S. Bimini Pl.
Los Angeles, CA 90004

Fonda Whitehead
3401 W. 3rd St.
Los Angeles, CA 90020

MAILED 2-13-01 P&LUM
AGENDA ON 2-8-01
BY lp

MAILED 3-27-01 P&LUM
AGENDA ON 3-22-01
BY lp

MAILED 1-3-02 P&LUM
AGENDA ON 1-8-02
BY lp

Notification

ORDINANCE NO. 173749

An Ordinance establishing a Specific Plan for the Vermont/Western Station Neighborhood Area Plan.

WHEREAS, the Vermont/Western Station Neighborhood Area Plan covers an approximately 2.2 square mile area within the Hollywood and Wilshire Communities in the City of Los Angeles, within the 4th and 13th Council Districts; and

WHEREAS, approximately 50,000 people live in the Plan Area today, and up to 62,000 people will live there by the year 2020; and

WHEREAS, the Plan Area currently lacks adequate facilities for schools, parks (including public pools and athletic fields), police stations and libraries; and

WHEREAS, during the Nineties the community also absorbed the disruption caused by the 1992 Civil Unrest, the 1994 Northridge Earthquake, and construction at four Metro Red Line subway stations; and

WHEREAS, the Vermont/Western Station Neighborhood Area Plan was created for the purpose of making the neighborhood more livable, economically viable, as well as pedestrian and transit friendly in an effort to heal the community of the disruptions of the Nineties, mitigate population growth and achieve maximum benefit from the subway stations as a valuable public asset; and

WHEREAS, preparation of the Plan was funded by the City with substantial assistance from the Federal Transit Administration, the Los Angeles County Metropolitan Transportation Authority, the Southern California Association of Governments, and the California League of Conservation Voters; and

WHEREAS, the Plan was developed in concert with area residents, property owners, local businesses, City staff, Council District staffs, other public agencies, and consultants in the fields of urban design, economics, computer mapping, law, recreation and parks and transportation; and

WHEREAS, the Plan is a document that describes the Neighborhood Vision to the year 2020 for more public facilities and services, jobs, housing, transit ridership, growth management and civic involvement; and

WHEREAS, the Plan contains strategies for achieving the Neighborhood Vision that require the implementation of this Specific Plan Ordinance; and

WHEREAS, the Vermont/Western Station Neighborhood Area Plan desires to promote and facilitate the objectives of the State of California under the Alfred E. Alquist Hospital Facilities Seismic Safety Act of 1983 and the Federal Emergency Management Agency's (FEMA) Public Assistance Programs;

NOW THEREFORE,

THE PEOPLE OF THE CITY OF LOS ANGELES DO ORDAIN AS FOLLOWS:

Section 1. ESTABLISHMENT OF THE SPECIFIC PLAN. This Vermont/Western Station Neighborhood Area Specific Plan is applicable to that area of the City of Los Angeles shown on Map No. 1.

Section 2. PURPOSES. This Specific Plan is intended to:

A. Implement the goals and policies of the Hollywood Community Plan, the Wilshire Community Plan, the City General Plan Framework Element and the Transportation Element, including the new formats and terminology regarding land use designations created by the General Plan Framework;

B. Encourage sufficient schools, child care facilities, parks, public pools, soccer fields, open space, libraries and police stations within the Plan Area by the horizon year of 2020;

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. 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;

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. Preserve the quality of existing residential neighborhoods by limiting new residential development which would exceed the prevailing density of such neighborhoods, and establish standards for new construction in such neighborhoods to conform to the existing neighborhood character;

G. Create a transit friendly area by requiring conformance to pedestrian oriented design guidelines that establish building facade treatments, landscape standards, 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;

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 facilitating collaborative public/private enterprises, and promoting cultural districts, facilities and services;

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

K. Promote the provision of more small public parks among the residential neighborhoods;

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;

M. Require improvement of the public right of way along Vermont Avenue and Hollywood Boulevard to be in accordance with the Vermont Avenue/Hollywood Boulevard Transit/Pedestrian Improvement Project, Concept Guidelines, Volume One-Vermont Avenue, May 1998, or most current version; or the provisions in the Hollywood Crossroads-Restoring a Regional Destination with Neighborhood Streetscapes, December 1998, or the most current version;

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

O. Support the hospital core near the corner of Sunset Boulevard and Vermont Avenue such that this industry will generate jobs and medical services for local residents, give local businesses expanded markets, and provide a coherent architectural presence at that corner;

P. Support the ability of local hospitals to respond successfully to the new requirements in The Alfred E. Alquist Hospital Facilities Seismic Safety Act of 1983, as amended and

set forth in the Statewide Health and Safety Code Sections 129675, et seq., for seismic upgrades of acute care facilities;

Q. Support the expansion of educational facilities and adult training opportunities such that 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;

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

T. Support, in anticipation of the full implementation of the Welfare to Work Reform Program, the provision of child care facilities within the neighborhoods, at transit stops and at large employment sites such that all local working parents and their children are accommodated.

Section 3. RELATIONSHIP TO PROVISIONS OF THE MUNICIPAL CODE.

A. Does Not Convey Rights. The regulations of this Specific Plan are in addition to those set forth in the Planning and Zoning provisions of Chapter 1 of the Los Angeles Municipal Code (Code) and any other relevant ordinances, and do not convey any rights not otherwise granted under those provisions, except as specifically provided.

B. More and Less Restrictive Uses. Wherever this Specific Plan contains provisions which require or permit greater or lesser setbacks, street dedications, open space, densities, heights, uses, parking, or other controls on development than would be allowed or required pursuant to the provisions contained in Chapter 1 of the Code, the Specific Plan shall prevail and supersede the applicable provisions of the Code.

Section 4. DEFINITIONS. Whenever the following terms are used in this Specific Plan, they shall be construed as defined in this Section. Words and phrases not defined here shall be construed as defined in Sections 12.03, 13.07 C and 13.09 B 3, Division 4 of Article 1, Chapter 9 of the Code, and Division 62 of Article 1, Chapter 9 of the Code if defined there:

Applicant. An individual person or entity submitting an application for a building permit, grading permit, change of use permit, tract or parcel map approval, or Project Permit Compliance approval.

Community Facilities. Any use whose primary purpose is to provide non-profit, or not-for-profit assistance to the general public in the specific plan area, as determined by the Director of Planning. Included are government offices and services or privately funded services or charities that are provided to the public at a free, subsidized or reduced rate. Examples are child care centers, job assistance centers, business assistance centers, libraries, schools, adult day care, and related administrative offices, health clinics, museums, cultural centers, telecommuting centers, gyms or recreation centers, restrooms open to the general public, rooms available to the general public for community meetings, and pedestrian amenities like covered arcades, covered promenades, showers for bicyclists, sites for purchase of transit tokens, tickets or passes, or at which transit information is displayed. Houses of Worship and public parking structures are community facilities when they include another community service, such as child care or roof top parks if these uses meet the requirements of Section 6.

Existing Hospital Replacement Project. A Replacement In-Patient Facility Project for which design development drawings have been preliminarily submitted to the State of California Health and Human Services Agency, Office of Statewide Health Planning and Development, Facilities Division, prior to the effective date of this Specific Plan.

Extensive Remodeling. Any alteration to, including addition to, an existing building in which the aggregated value of the work in any one year exceeds 75% of the replacement value of the existing building, as determined by the Department of Building and Safety.

Floor Area Ratio (FAR). A multiplier applied to the buildable area of a lot to determine the maximum allowable square footage of all buildings on the lot.

Guidelines. The Vermont/Western Station Neighborhood Area Plan Development Standards and Design Guidelines, as adopted by the City Planning Commission on August 10, 2000, and as modified.

Ground Floor. The lowest level within a building which: (1) is accessible to the street; (2) has a floor level within three feet above or below curb level; (3) has frontage on and is primarily facing any public street; and (4) is at least 25 feet in depth or the total depth of the building, whichever is less, but in no event less than ten feet.

Hospital and Medical Uses. Hospital and medical office uses, medical clinics, medical service facilities and ancillary medical-related uses, including pharmacies, medical laboratories and teaching or research facilities.

Mixed Use. Any Project which combines a commercial use with a residential use, either in the same building or in separate buildings on the same lot or lots in a unified development.

Parks First Trust Fund. A fund established by separate ordinance within the Treasury of the City of Los Angeles for the purpose of retention, receipt and disbursement of funds for the support of the Parks First Program for the Vermont/Western Station Neighborhood Area Plan.

Parks First Program. A program described in the Vermont/Western Station Neighborhood Plan and Development Standards and Design Guidelines for the purpose of developing ten or more acres of small parks and other open space within the plan area.

Project. The construction of any new building or structure or the Extensive Remodeling of an existing building or structure on a lot located in whole or in part within the Specific Plan Area, which requires the issuance of a building permit after the effective date of this Specific Plan. A Project shall also include a change of use for any building or structure or land.

Replacement In-Patient Facility. A Project constructed in conjunction with the replacement of an existing building or structure, pursuant to and in compliance with the Alfred E. Alquist Hospital Facilities Seismic Safety Act, as amended, and set forth at Health and Safety Code Sections 129675, *et seq.*

Unified Hospital Development Site. A development site with a single ownership interest held by a legal entity or its affiliated entities, for the purpose of conducting Hospital or Medical Uses, if the site is composed of two or more contiguous lots, one or more tied lots or lots of record separated only by a street or alley, and has a combination of functional linkages, such as vehicular or pedestrian connections.

Section 5. PROHIBITION.

A. Project Permit Compliance. No demolition, grading or building permit shall be issued for any Project unless a Project Permit Compliance has been issued pursuant to Section 12 of this Specific Plan.

B. Exemptions.

1. Notwithstanding the above or anything else to the contrary in this Specific Plan, this prohibition shall not apply to any Project for which plans sufficient for a complete plan check have been accepted by the Department of Building and Safety and for which a plan check fee has been paid as of August 10, 2000.

2. Notwithstanding the above or anything else to the contrary in this Specific Plan, an Existing Hospital Replacement Project is (i) not subject to Subsection A above, (ii) not required to comply with Section 12 of this Specific Plan, and (iii) exempt from the requirements of the Guidelines and any other requirement of Sections 6 G, 6 L 4, 9 B 3 (as to setbacks only) and 9 G of this Specific Plan, if:

(a) the Existing Hospital Replacement Project is subject to a Memorandum of Understanding (MOU) entered into prior to the effective date of this ordinance between the Applicant and the Commission for Children, Youth and their Families;

(b) that MOU contains an agreement by the Applicant to (i) make payments in lieu of the requirements for child care facilities in Section 6 G, setbacks in Sections 6 L 4 and 9 B 3, and pedestrian throughways in Section 9 G, and (ii) execute and record a covenant promising to make the in lieu fee payments as described in the MOU; and

(c) the Applicant has in fact complied with the terms of the covenant.

Section 6. LAND USE REGULATIONS AND DESIGNATION OF SUBAREAS.

A. Designation of Subareas. The Specific Plan area is divided into five Subareas, as shown on the Map 1. The Subareas are designated as follows:

Subarea A - Neighborhood Conservation
Subarea B - Mixed Use Boulevard
Subarea C - Community Center
Subarea D - Light Industrial/Commercial
Subarea E - Public Facility

B. Prohibited Uses. The following uses shall not be permitted within the Specific Plan area:

1. Automotive Yards. Any automobile dismantling yard or automotive repair use, as defined in Section 12.03 of the Code, in addition to any auto-related uses involving automobile hoists, which are not conducted completely within an enclosed building; and

2. Signs. Any pole, roof or off-site sign, any sign containing flashing, mechanical or strobe lights.

C. Joint Live/Work Quarters. The provisions of this subsection shall apply to Joint Live/Work Quarters, as defined in Section 12.13 A 2 (a)(27) of the Code.

1. Application. In connection with a Project Permit Compliance application pursuant to Section 12 of this Specific Plan, the owner of any property within Subareas B or C may apply to the Director of Planning for a Joint Live/Work Quarter approval. Prior to granting an approval, the Director shall find that the property satisfies the following criteria for a Joint Live/Work Quarter: as described in Section 12.13 A 2 (a)(27) of the Code:

Notwithstanding any provisions of the Code to the contrary, Joint Live/Work Quarters shall be permitted in any commercial or any residential zone within Subareas B and C.

3. Incentives for Existing Buildings. Notwithstanding any provision of the Code to the contrary, the only incentives Joint Live/Work Quarters shall be entitled to are the following: (1) Mezzanines, (2) Density, (3) Off-Site Automobile Parking, (4) Mini-Shopping Center and Commercial Corner Development Regulations and (6) Loading Space, as provided in Section 12.22 A 26.

4. Exceptions for Existing Buildings. Notwithstanding the nonconforming provisions of Section 12.23, only the following exceptions shall apply to buildings in which Joint Live/Work Quarters are located: (1) Floor Area, (2) Height, and (3) Yards, as provided in Section 12.22 A 26.

D. Small Assembly Workshops. The provisions of this subsection shall apply to small manufacturing and assembly workshops when conducted wholly within a completely enclosed building and in accordance with the requirements specified in Section 12.17.1 A 2(b) of the Code: manufacturing or assembling of clothing or linens from previously prepared materials; bakery; book bindery; box lunch preparation or catering establishment; candy, confectioner or ice cream manufactory; cosmetics, toiletries, or perfumes manufacturing or blending; jewelry manufacturing and any other similar use as determined by the Director of Planning.

1. Application. In connection with a Project Permit Compliance application pursuant to Section 12 of this Specific Plan, the Applicant may apply to the Director for approval of a small assembly workshop. Prior to approval, the Director shall find that the property satisfies the criteria in Subdivisions 2 through 8 below.

2. Location. These small manufacturing and assembling establishments is permitted on any lot in any commercial or any residential zone in Subareas B or C if the lot has a lot line adjoining Virgil Avenue, Vermont Avenue, Western Avenue, Hollywood Boulevard, Sunset Boulevard, or Santa Monica Boulevard.

3. Size. No more than twenty persons may be engaged in assembly or manufacturing at one time, excluding office and delivery personnel.

4. Responsible Employer. Employers must abide by all applicable Federal and State Laws regarding labor and work place safety, including minimum wage requirements.

5. Workshop Delivery Trucks. The use shall be limited to commercial vehicles with a maximum one ton capacity for the delivery of materials to or from the premises.

6. Deliveries. Deliveries or pickups by commercial shipping companies are limited to a total of two per day.

7. Noise. The use shall not cause any excessive noise in violation of the provisions of Sections 111.00, 112.00 and 114.00 of the Code, nor any excessive light, dust, fumes, vibration or electrical interference.

8. No "Extremely Hazardous Substances." No "extremely hazardous substances" as listed in Section 335 (Appendix A) of Title 40 of the Code of Federal Regulations shall be used, sold or stored on the site; and no "hazardous materials," as listed in Article 9, Title 22 of the California Health and Safety Code, shall be utilized on the site except those associated with normal household use.

E. Community Facilities. The floor area of a Community Facility shall not be included in the calculation of the building floor area in determining the permitted FAR, provided the use is limited to a Community Facility use for the life of the Project and the Applicant executes and records a covenant to that effect as described in Section 13 of this Specific Plan. Community Facilities shall be a permitted use in any zone in Subareas A, B, C, and E of this Specific Plan Area.

F. Parks First Program and Park Fees.

1. Account. Monies in the Parks First Trust Fund shall be used to acquire an interest in properties and develop the properties for parks and open space, for landscaping of public properties, maintenance and related facilities located within the Specific Plan Area shown on Map 1, and further described in the Guidelines.

2. Park First Program Fees.

(a) Residential. Prior to issuance of a Certificate of Occupancy, the Applicant for any residential Project shall pay a fee to the Parks First Trust Fund of $4,300 per dwelling unit.

(b) Exemptions.

(1) Projects in Plan Check. Residential Projects for which complete plans were accepted by the Department of Building and Safety for plan check and for which a plan check fee was paid on or before the

effective date of this Specific Plan are exempt from the Parks First Trust Fund fee.

(2) Senior Citizen and Student Housing. Residential units with fewer than three habitable rooms reserved exclusively for seniors or full-time students and which both (i) qualify as low and very low income housing as defined by the United States Department of Housing and Urban Development and (ii) are subsidized with public funds and/or Federal or State Tax Credits with affordability covenants of at least 30 years are exempt from the Parks First Trust Fund fee.

(3) Low and Very Low Income Housing. All residential units in a Project containing low and very low income residential units as defined by the United States Department of Housing and Urban Development that are subsidized with public funds and/or Federal or State Tax Credits with affordability covenants of at least 30 years are exempt from the Parks First Trust Fund fee.

(c) In Lieu Provision of Park Fees. In lieu of paying the Parks First Trust Fund fee as required in Section 6 F 2, an Applicant may choose to provide park or open space either on-site or off-site, so long as the following conditions are met.

(1) The park or open space provided is in addition to other Project open space, setbacks, step backs, pedestrian walk-throughs, child care or landscaping requirements of this Specific Plan.

(2) The Applicant shall commit to providing this park or open space prior to the granting of a Project Permit Compliance by the Director of Planning.

(3) The park or open space shall be an area of at least 5,000 contiguous square feet; open and accessible to the general public during daylight hours in a manner similar to other public parks; improved to prevailing public park standards, except that the open space may be provided above the ground floor on roof tops or above parking structures if public access is provided that conforms with the Americans With Disabilities Act standards.

(4) On-Site. For on-site park or open space, the Applicant shall provide land area equal to what would be purchasable with the Parks First Trust Fund fee amount required in Subdivision 2 above and construct or covenant to construct the improvements for the park or open space on-site to the satisfaction of the Director of Planning in consultation with the

Department of Recreation and Parks and the Councilmember of the District(s) involved; or

(5) Off-Site. For off-site park or open space, the Applicant shall provide land area equal to what would be purchasable with the Parks First Trust Fund fee required in Subdivision 2 above and construct or covenant to construct the improvements for the park or open space off-site, but within the Specific Plan area, to the satisfaction of the Director of Planning in consultation with the Department of Recreation and Parks and the Councilmember of the District(s) involved.

(d) Set-Offs. The calculation of a Parks First Trust Fund fee to be paid or actual park space to be provided pursuant to this ordinance shall be off-set by the amount of any Quimby Fee (LAMC § 17.12) or dwelling unit construction tax (LAMC § 21.10.1, *et seq.*) paid as a result of the Project.

G. Childcare Facility Requirements. In Subareas B, C and D, all commercial and Mixed Use Projects, which total 100,000 net square feet or more of non-residential floor area shall include child care facilities to accommodate the child care needs of the Project employees for pre-school children, including infants, and shall meet the following requirements:

1. Calculation of Child Care Facility Requirement. The size of the child care facility necessary to accommodate commercial, Mixed Use, Unified Hospital Development Site or Replacement In-Patient Facilities Project employees' child care needs shall be: one square foot of floor area of an indoor child care facility or facilities, for every 50 square feet of net, usable non-residential floor area; or to the satisfaction of the Commission for Children, Youth and their Families consistent with the purpose in Section G.

(a) Ground Floor Play Area. In addition to the requirements specified in Subsection G 1 above, the Applicant shall provide outdoor play area per child served by the child care facility as required by the California Department of Social Services, Community Care Licensing Division, Title 22.

(b) Setback and Throughways. The child care play area at a child care facility provided as required by this subsection, on- or off-site, or as an in lieu cash payment, shall count on a one-for-one square foot basis toward either any building setback requirements of Section 6 L or pedestrian throughways as required in Section 9 G 2.

2. Floor Area. The floor area provided for a child care facility shall be used for that purpose 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 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. At the Applicant's request, the Commission for Children, Youth and their Families may authorize a cash payment in lieu of some or all of the minimum indoor square footage and play area required in Subsection G 1. In lieu cash payments 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 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 Subdivision 4 above.

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

(a) Indoor Facility. The Commission for Children, Youth and their Families shall 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 Commission for Children, Youth and their Families 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 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 Commission for Children, Youth and their Families so that the same square footage of existing child care facility is only credited once.

(b) Outdoor Play Area. The Director of Planning shall authorize credit for existing ground level outdoor play areas provided within 750 feet of the Project site toward the minimum required open space, building setback, 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 shall calculate the credit as one square foot per one square foot of existing outdoor play area available to the children of the Project employees. Open space credit shall be inventoried by the Director so that the same square footage of existing play area is only credited once.

7. Enforcement. The Commission for Children, Youth and their Families shall be responsible for monitoring and the Department of Building and Safety shall be responsible for enforcement of the requirements of this Subsection. All Project owners required to provide a child care facility shall submit an annual report to the Commission for Children, Youth and their Families. The report shall document the annual number of children served. The first report shall be due 12 months after issuance of any certificate of occupancy for the child care facility or facilities.

H. Motels. Floor area associated with a hotel, motel or apartment hotel use shall be counted as commercial floor area for the purposes of this Specific Plan.

I. Sidewalk Cafes. Sidewalk cafes shall be permitted within a public street right-of-way with the approval of the Department of Public Works, provided a minimum of ten feet of sidewalk width remains for pedestrian circulation.

J. Public Street Improvements. The regulations and procedures contained in Section 12.37 of the Code shall apply to any public street improvements, except for the highway and street improvement standards contained in Section 12.37 H. Instead, the Guidelines shall be utilized to the extent physically feasible for any improvements of streets in the Specific Plan area.

K. Lot Assembly.

1. Application. In connection with a Project Permit Compliance application pursuant to Section 12 of this Specific Plan, the owner of any property within Subareas B, C or D may apply to the Director of Planning for a designation of property for lot assembly. The Planning Director shall determine if the property satisfies the criteria for a lot assembly in Subsection 6 K of this Specific Plan.

2. Mixed-Use Subareas. An FAR bonus of 15% over what is otherwise permitted in this Specific Plan and the underlying zone, whichever is greater, shall apply to Project sites that result from the assembly of two or more lots in Subareas B or C, so long as the site has a total lot area of no less than 10,000 square feet and no more than 40,000 square feet. This FAR bonus may not be combined with the floor area averaging bonus in Section 6 L.

3. Subarea D - Light Manufacturing. An FAR bonus of 15% over what is otherwise permitted in this Specific Plan and the underlying zone, whichever is greater, shall apply to Project sites that result from the assembly of two or more lots in Subarea D, so long as the site has a total lot area of no less than 20,000 square feet and no more than 500,000 square feet. This FAR bonus may not be combined with the floor area averaging bonus in Section 6 L. The FAR on commercially zoned lots in Height District 1 may not exceed a 1.5:1 FAR.

L. Unified Hospital Development Sites.

1. Application. In connection with a Project Permit Compliance application pursuant to Section 12 of this Specific Plan, the Applicant for any Project within Subarea C may apply to the Director of Planning for an approval of the property as a Unified Hospital Development Site. The Director shall determine if the property satisfies the following criteria for a Unified Hospital Development Site:

(a) Location. A Unified Hospital Development Site for purposes of this subdivision shall only be authorized in Subarea C. Some portion of the Unified Hospital Development Site must be within 1,500 feet of a subway portal.

(b) Title Search. A current title report showing the record ownership and vesting of the owners of all lots and parcels comprising the Unified Hospital Development Site shall be submitted with the application for Project Permit Compliance to ensure that all parcels are held in ownership by the Applicant or its corporate affiliated entities.

(c) Covenant. Prior to the issuance a Project Permit Compliance, the applicant must file with the Department of Building and Safety a covenant as described in Section 13 of this Specific Plan that:

(1) guarantees the continued operation and maintenance of the development as a Unified Hospital Development Site in perpetuity;

(2) indicates the floor area used on each lot and the floor area potential, if any, that would remain;

(3) guarantees the continued maintenance of the unifying design and landscaping elements, including child care facilities, open space and pedestrian amenities in perpetuity; and

(4) specifies an individual or entity to be responsible and accountable for this maintenance.

2. Floor Area Averaging. The Director may permit FAR averaging for buildings on a Unified Hospital Development Site, even if buildings on each individual lot would exceed the otherwise permitted FAR, so long as the Unified Hospital Development Site meets the criteria in Subdivisions 3 and 4 below.

3. Maximum Floor Area and Height. The FAR for a Unified Hospital Development Site when calculated as a whole may not exceed 3.0 and the height of any building or structure may not exceed 100 feet plus the height of

roofs and roof structures for the purposes specified in Section 12.21.1 B 3 of the Code.

Notwithstanding the above, in connection with a Project Permit Compliance pursuant to Section 12 of this Specific Plan, the Director of Planning may approve additional height for Hospital and Medical Use buildings up to 200 feet and additional FAR for Hospital and Medical Use buildings up to a maximum of 4.5 if the Director makes the following findings:

(a) Public Welfare. The additional height and/or FAR will be desirable to the public convenience or welfare.

(b) Compatible. The additional height and /or FAR will be in proper relation to adjacent uses or to the development of the community and that the arrangement of buildings and structures (including height, bulk and setbacks), off street-parking facilities, loading areas, lighting, landscaping trash collection and other similar improvements, will be compatible with existing and future development on neighboring properties;

(c) Mitigation. The Project incorporates feasible mitigation measures, monitoring measures when necessary, or alternatives identified in the environmental review which would substantially lessen any significant environmental impacts of the Project, and/or any additional findings as may be required by the California Environmental Quality Act.

(d) Compliance with this Specific Plan. The Project complies with all applicable provisions of this Specific Plan and the Guidelines adopted by the City Planning Commission on August 10, 2000, and as amended, including the child care requirements, pedestrian throughways, building step backs, setbacks, streetscape, landscaping requirements, *etc.*; and

(e) Consistency. The Project is consistent with the General Plan and any applicable adopted Redevelopment Plan.

4. Setbacks.

(a) Setback Requirements. A landscaped or sidewalk area having a minimum 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 Hospital Development 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 Hospital Development Site. Setbacks shall be improved according to the requirements contained in the Guidelines.

(b) In Lieu Provision of Setbacks. The Applicant shall provide one or more or any combination of the following in lieu of the setback requirement in Paragraph (a) prior to the Director granting a Project Permit Compliance:

(1) On-Site. Provide land area equal to what would be required in Paragraph (a) above as a setback and construct or covenant to construct that square footage of land and improvements for parks or open space on-site meeting the requirements in Section 6 F 2 (c)(3) above, to the satisfaction of the Director of Planning in consultation with the Department of Recreation and Parks; or

(2) Off-Site. Provide land area equal to what would be required in Paragraph (a) above as a setback and construct or covenant to construct improvements for parks or open space off-site, but within the Specific Plan area, meeting the requirements in Section 6 F 2 (c)(3) above, to the satisfaction of the Director of Planning in consultation with the Department of Recreation and Parks; or

(3) Cash Payment. Deposit in the Parks First Trust Fund an amount equal to the current cost of purchasing land and constructing improvements for the setback required in Paragraph (a) above to the satisfaction of the L.A. FOR KIDS Steering Committee. This money shall be used for parks or open space meeting the requirements in Section 6 F 2 (c)(3) of this Specific Plan.

M. Parking Reduction Within 1,500 Feet of a Metro Red Line Station. In connection with a Project Permit Compliance pursuant to Section 12 of this Specific Plan, the Director of Planning shall grant a 15% reduction in the minimum parking space standards otherwise required by this Specific Plan for any Project in any zone on any lot, any portion of which is located within 1,500 feet of a portal entrance to a Metro Red Line subway station.

N. Free Delivery. An Applicant for any Project containing 40,000 square feet or more of retail commercial floor area shall submit to the Director of Planning as part of the application for a Project Permit Compliance, a program for retail use designed to provide free delivery of purchases made at the site by residents living within the Specific Plan area.

O. Amending the Development Standards and Design Guidelines. Amendments to the Guidelines may be approved by the City Planning Commission following a public hearing, preceded by a published and posted notice meeting the requirements of Section 12.32 C 4 (a) and (c) of the Code.

Section 7. Subarea A - Neighborhood Conservation.

A. Residentially Zoned Properties. Notwithstanding any provisions of the Code to the contrary, the uses allowed by the existing residential zoning classification of any lot located within Subarea A, as shown on Subarea Map 1, shall be permitted, provided, however, that no more than two lots, having a total combined lot area of 15,000 square feet, may be tied together to form a single building site. Parking shall be prohibited in required front yard areas.

B. Commercially Zoned Properties. Notwithstanding any provisions of the Code to the contrary, commercial uses on commercially zoned lots located within Subarea A, as shown on Subarea Map 1, shall be limited to those uses defined as "Neighborhood Retail" and "Neighborhood Serving" in Section 13.07 of the Code, and shall be permitted on the Ground Floor level only. Uses above the ground floor level shall be limited to residential. No more than two lots, having a combined lot area of 10,000 square feet, may be tied together to form a single building site. All storage must be conducted wholly within an enclosed building. Parking shall be prohibited in required front yard areas.

C. Schools, Child Care and Community Facilities. Notwithstanding any provision of the Code to the contrary, public or private schools, child care facilities, parks, community gardens, Community Facilities, shall be permitted on any lot or lots provided that the building site for those uses has no more than two acres of combined lot area.

D. Transitional Height. The maximum height of any Project shall not exceed a height that is within 15 feet of the height of the shortest existing building on any adjacent lot. Roofs and roof structures for the purposes specified in Section 12.21.1 B 3 of the Code, and architectural rooftop features, such as roof decks, trellises and gazebos, may be erected up to ten feet above the height limit established in this section, if the structures and features are set back a minimum of ten feet from the roof perimeter and screened from view at street level by a parapet or a sloping roof.

E. Building Setback. All buildings shall face public or publicly accessible streets. The exterior wall of the building frontage shall be located no closer to the street than the exterior wall of the adjacent building closest to the street, and shall be located no further from the street than the exterior wall of the adjacent building farthest from the street.

F. Usable Open Space. Notwithstanding the contrary provisions of Section 12.21 G 2 of the Code, Projects containing two or more residential units, shall contain usable open space in accordance with the standards of Section 12.21 G 2, with the following exceptions:

1. Above Grade. Up to 50% of the common or private open space, regardless of the underlying zone, may be located above the grade level or first habitable room level;

2. Roof Decks. Roof decks, regardless of the underlying zone, may be used in their entirety as common or private open space, excluding that portion of the roof within 20 feet of the roof perimeter.

G. Project Parking Requirements.

1. Residential.

(a) Minimum Standard. Notwithstanding the contrary provisions of Section 12.21 A 4 (a) of the Code, parking shall be provided at the following ratios: at least one parking space for each dwelling unit having fewer than three habitable rooms, and at least one and one-half parking spaces for each dwelling unit having more than three habitable rooms, in addition to at least one-quarter parking space for each dwelling unit as guest parking.

(b) Maximum Standard. Notwithstanding the contrary provisions of Section 12.21 A 4 (a) of the Code and regardless of the underlying zone, the maximum number of parking spaces provided shall be limited to the following ratios: a maximum of one parking space for each dwelling unit having fewer than three habitable rooms, a maximum of one and one-half parking spaces for each dwelling unit having three habitable rooms, a maximum of two parking spaces for each dwelling unit having more than three habitable rooms, and no more than one-quarter parking space for each dwelling unit as guest parking.

2. Bicycle Parking Spaces. Notwithstanding the contrary provisions of Section 12.21 A 16 of the Code and regardless of the underlying zone, for any Project with two or more dwelling units, off-street parking spaces for bicycles shall be provided at a ratio of one-half parking space per dwelling unit, and for Projects with non-residential uses, regardless of the underlying zone, off-street parking spaces for bicycles shall be provided at a ratio of one parking space for every 1,000 square feet of non-residential floor area. Bicycle parking spaces shall conform to the standards set forth in Section 12.21 A 16 (c) through (h) of the Code, and the Guidelines.

3. Commercial. Notwithstanding the contrary provisions of Section 12.21 A 4 of the Code, for Projects which include commercial uses, the maximum number of off-street parking spaces which may be provided shall be limited to two parking spaces for each 1,000 square feet of combined floor area of commercial uses contained within all buildings on a lot.

4. Existing Buildings.

(a) Change of use. Notwithstanding the contrary provisions of Section 12.21 A 4 (m) of the Code or any other provisions of this Specific Plan, no additional parking shall be required for a change of use in an existing building to a use permitted by this Specific Plan provided that the existing parking is maintained.

(b) Extensive Remodeling of Residential Buildings. Notwithstanding the contrary provisions of Section 12.21 A 4 (m) of the Code or any other provisions of this Specific Plan, no additional parking shall be required for an Extensive Remodeling of an existing building with residential uses permitted by this Specific Plan.

(c) Maintenance of Off Street Parking. Notwithstanding anything to the contrary in Section 12.21 A 4 (m) of the Code or any provisions of this Specific Plan, off-street automobile parking spaces being maintained in connection with any existing use on a lot as of the effective date of this ordinance shall be maintained, so long as the main building or structure remains, and shall not be reduced.

H. Conversion Requirements.

1. Acoustics and Utilities. An acoustical report and a utility metering report meeting the requirements of Section 12.95.2 D 1 (c) (2) c and d of the Code, respectively, shall be required as part of any application for a Project Permit Compliance for any Project containing dwelling units.

2. Permission to Convert to Condominiums. Notwithstanding the contrary provisions of the Code, including Section 91.106.4.1, Exceptions 5 and 11, building permits and demolition permits may be issued without a requirement for the owner to agree and covenant to refrain from constructing or converting to a condominium, stock cooperative or community apartment Project for any time period following construction or demolition of two or more dwelling units.

I. Development Standards. Projects shall be in substantial conformance with the Guidelines .

Section 8. SUBAREA B MIXED-USE BOULEVARDS.

A. Use. Notwithstanding any provisions of the Code to the contrary, residential uses permitted in the R3 Zone by Section 12.10 of the Code and commercial uses permitted in the C1.5 Limited Commercial Zone by Section 12.13.5 of the Code, in addition to Live/Work Quarters and Small Assembly Workshops, shall be permitted on any lot

located within Subarea B as shown on Map 1, provided that the following requirements are met:

1. Commercial Uses. Commercial uses in a Mixed Use Project shall be limited to the Ground and second floors of any building, and any commercial use in a Live/Work Quarters shall be limited to those uses permitted in a C1.5 Zone;

2. Enclosed Activities. With the exception of outdoor merchandise displays during sidewalk sales, outdoor eating areas and newsstands, all commercial activities, including storage, shall be conducted wholly within an enclosed building;

3. Mixed-Use Regulations. Mixed Use Projects shall comply with the Mixed-Use Development Standards of Section 13.09 F of the Code; and

4. Commercial Corner Exemption. Notwithstanding any provisions of Sections 12.22 A 23 and 12.24 W 26 of the Code to the contrary, and except as otherwise required by this Specific Plan, Projects that constitute a Commercial Corner Development or Mini-shopping Center may be developed within Subarea B without first obtaining a conditional use approval pursuant to Section 12.24 W 26 of the Code or having to comply with the requirements and conditions set forth in Section 12.22 A 23 of the Code.

B. Height And Floor Area Ratio.

1. Mixed-Use and Residential Only Projects. The maximum height of any building for a Mixed-Use Project or a Project comprised exclusively of residential uses, shall not exceed 50 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 height limit established in this section, if those structures and features are setback a minimum of ten feet from the roof perimeter and are screened from view at street level by a parapet or a sloping roof. The maximum permitted FAR for a Mixed-Use Project shall be 2.0. Commercial uses in a Mixed-Use Project shall be limited to a maximum FAR of 1.5.

2. Commercial Only Projects. Projects comprised exclusively of commercial uses shall not exceed a maximum building height of 35 feet and a maximum FAR of 1.5.

C. Transitional Height.

1. Height Limits. Notwithstanding any provisions of Sections 12.21.1 A 10 of the Code to the contrary, portions of buildings on a lot located within Subarea B

shall not exceed the transitional height limits set forth below when located within the distances specified from an abutting lot line within Subarea A:

Distance	Height
0 to 49 feet	25 feet
50 to 99 feet	33 feet

2. Calculating Distance. Transitional Height limits as set forth above in Section 8 C of this Specific Plan shall only apply to lots adjoining or abutting a lot in Subarea A and shall not apply to lots separated by a public street.

D. Usable Open Space. Notwithstanding any provisions of Sections 12.21 G of the Code to the contrary, a Project constituting a Mixed-Use Project containing two or more residential units or a Project comprised exclusively of residential uses containing two or more residential units shall contain usable open space in accordance with the standards of Section 12.21 G 2 of the Code, with the following exceptions:

1. Above Grade. Up to 50% of the common or private open space, regardless of the underlying zone, may be located above the grade level or first habitable room level;

2. Roof decks. Roof Decks, regardless of the underlying zone, may be used in their entirety as common or private open space, excluding that portion of the roof within 20 feet of the roof perimeter.

E. Project Parking Requirements.

1. Residential Projects.

(a) Minimum Standards. Notwithstanding the contrary provisions of Section 12.21 A 4 (a) of the Code and regardless of the underlying zone, the minimum number of parking spaces required shall be provided at the following ratios: at least one parking space for each dwelling unit having fewer than three habitable rooms, and at least one and one-half parking spaces for each dwelling unit having more than three habitable rooms, in addition to at least one-quarter parking space for each dwelling unit as guest parking.

(b) Maximum Standards. Notwithstanding the contrary provisions of Section 12.21 A 4 (a) of the Code and regardless of the underlying zone, the maximum number of parking spaces provided shall be limited to the following ratios: a maximum of one parking space for each dwelling unit having fewer than three habitable rooms, a maximum of one and one-half parking spaces for each dwelling unit having three habitable rooms, a maximum of two parking spaces for

each dwelling unit having more than three habitable rooms, and a maximum of one-half parking space for each dwelling unit as guest parking.

(c) Guest Parking. Notwithstanding the contrary provisions of Section 12.21 A 4 of the Code, guest parking spaces for residential uses in Mixed Use Projects, as set forth above, shall be provided through shared use of required commercial parking spaces.

2. Bicycles. Notwithstanding the contrary provisions of Section 12.21 A 16 of the Code and regardless of the underlying zone, Projects with two or more dwelling units, shall provide off-street parking spaces for bicycles at a ratio of one-half parking space per dwelling unit, and for Projects which include non-residential uses, regardless of the underlying zone, off-street parking spaces for bicycles shall be provided at a ratio of one parking space for every 1,000 square feet of non-residential floor area for the first 10,000 square feet of floor area, and one bicycle parking space for every additional increments of 10,000 square feet of floor area. Bicycle parking spaces shall conform to the standards set forth in Section 12.21 A 16 (c) through (h) of the Code, and the Guidelines.

3. Commercial. Notwithstanding the contrary provisions of Section 12.21 A 4 of the Code and regardless of the underlying zone, the following parking standards shall apply to Projects which include non-residential uses: (i) Except for medical offices, the maximum number of off-street parking spaces which may be provided shall be limited to two parking spaces for each 1,000 square feet of combined floor area of non-residential uses contained within all buildings on a lot; (ii) a maximum of 50% of the required non-residential parking spaces may be provided off-site, but within 1,500 feet of the lot for which they are provided; and (iii) off-site parking facilities may be provided pursuant to leases of existing parking spaces for at least a twenty-year term, in order to provide the parking required by this Specific Plan, and these leased spaces may be shared parking operated or maintained by more than one owner or lessee.

4. Existing Buildings.

(a) Change of use. Notwithstanding the contrary provisions of Section 12.21 A 4 (m) of the Code, or any other provisions of this Specific Plan, no additional parking shall be required for a change of use in an existing building to a use permitted by this Specific Plan.

(b) Extensive Remodeling of Residential Buildings. Notwithstanding the contrary provisions of Section 12.21 A 4 (m) of the Code, or any other provisions of this Specific Plan, no additional parking shall be required for an Extensive Remodeling of an existing residential or Mixed-Use building, so long as the uses are permitted by this Specific Plan.

(c) Maintenance of Off-Street Parking. Notwithstanding the contrary provisions of Section 12.21 A 4 (m) of the Code, or any other provisions of this Specific Plan, off-street automobile parking spaces being maintained in connection with any existing main building or structure as of the effective date of this ordinance shall be maintained, so long as the main building or structure remains, and shall not be reduced.

F. Conversion Requirements.

1. Acoustics and Utilities. An acoustical report and a utility metering report meeting the requirements of Section 12.95.2 D 1 (c) (2) c and d of the Code, respectively, shall be required as part of any application for a Project Permit Approval for any Project containing dwelling units.

2. Permission to Convert to Condominiums. Notwithstanding the contrary provisions of Section 91.106.4.1, Exceptions 5 and 11 of the Code, demolition permits may be issued for residential buildings without a requirement for the owner to agree and covenant to refrain from constructing a condominium, stock cooperative or community apartment Project for any time period following demolition of a building containing two or more dwelling units.

G. Yards. Notwithstanding any contrary provisions of the Code, no front, side or back yards shall be required for the development of any Mixed-Use, commercial or residential Project on any lot located within Subarea B.

H. Pedestrian Throughways.

1. Applicants shall provide one public pedestrian walkway, throughway or path for every 250 feet of street frontage for a Project. An arcade or through interior pedestrian path shall be provided from the rear lot line or from the parking lot or public alley or street, if located to the rear of the Project, to the front lot line, and from the side lot line to the lot line on the opposite side of the lot, if the public street, alley or parking lot is located on the side of the Project. The pedestrian throughway shall be accessible to the public and have a minimum vertical clearance of 12 feet, and a minimum horizontal clearance of ten feet.

2. Facade Treatment. The building facade facing the pedestrian walkway shall be improved in accordance with the provisions of the Guidelines.

3. In Lieu Provision of Throughways. The Applicant shall provide one or more or a combination of the following in lieu of the throughway requirement in Subdivision 1 prior to the Director granting a Project Permit Compliance:

(a) **On-Site.** Provide land area equal to what would be required in Subdivision 1 above as a throughway and construct or covenant to construct improvements for parks and open space on-site, meeting the requirements in Section 6 F 2 (c)(3) above, to the satisfaction of the Director of Planning in consultation with the Department of Recreation and Parks; or

(b) **Off-Site.** Provide land area equal to what would be required in Subdivision 1 above as a throughway and construct or covenant to construct improvements for parks and open space off-site, but within the Specific Plan area, meeting the requirements in Section 6 F 2 (c)(3) above, to the satisfaction of the Director of Planning in consultation with the Department of Recreation and Parks and the Councilmember of the District; or

(c) **Cash Payment.** Deposit in the Parks First Trust Fund an amount equal to the current cost of purchasing land and constructing improvements for the throughway required in Subdivision above to the satisfaction of the L.A. FOR KIDS Steering Committee. This money shall be used for parks or open space meeting the requirements in Section 6 F 2 (c)(3) of this Specific Plan.

I. **Development Standards.** Projects shall be in substantial conformance with the Guidelines.

Section 9. SUBAREA C COMMUNITY CENTER.

A. Use. Notwithstanding any provisions of the Code to the contrary, residential uses permitted in the R4 Zone by Section 12.11 of the Code, Hospital and Medical Uses, and commercial uses permitted in the C4 Commercial Zone by Section 12.16 of the Code, Live/Work Quarters and Small Assembly Workshops, shall be permitted on any lot located within Subarea C as shown on Map 1, provided that the following requirements are met:

1. **Commercial Uses**. Commercial uses in a Mixed-Use Project shall be limited to the Ground Floor;

2. **Enclosed Activities.** With the exception of outdoor merchandise displays during sidewalk sales, outdoor eating areas and newsstands, all commercial activities, including storage, shall be conducted wholly within an enclosed building;

3. **Mixed Use Regulations.** Projects shall comply with the Mixed-Use development standards of Section 13.09 F of the Code and the Pedestrian Orientation development standards of Section 13.07 E of the Code;

4. Commercial Corner Exemption. Notwithstanding any provisions of Sections 12.22 A 23 and 12.24 W 26 of the Code to the contrary, and except as otherwise required by this Specific Plan, Projects that constitute a Commercial Corner Development or Mini-shopping Center, as defined in Section 12.03 of the Code, may be developed within Subarea C without first obtaining a conditional use approval pursuant to Section 12.24 W 26 of the Code or having to comply with the requirements and conditions set forth in Section 12.22 A 23 of the Code; and

5. Exemption from Major Projects Conditional Use Permit Requirement. Notwithstanding the provisions of Section 12.24 U 12 of the Code to the contrary, Unified Hospital Development Projects need not obtain a conditional use permit to operate in Subarea C.

B. Height And Floor Area Ratio.

1. Commercial Only Project. Projects comprised exclusively of commercial uses (not Hospital and Medical 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 height limit established in this section, if the structures and features are set back a minimum of ten feet from the roof perimeter and screened from view at street level by a parapet or a sloping roof.

2. 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 the structures and features are set back a minimum of ten feet from the roof perimeter and screened from view at street level by a parapet or a sloping roof. The maximum permitted FAR for a Mixed-Use Project shall be 3.0. Commercial uses in a Mixed-Use Project shall be limited to a maximum FAR of 1.5.

3. Hospital and Medical Uses.

(a) Height and FAR. Hospital and Medical Uses shall be developed in accordance with the Guidelines, and shall not exceed a maximum building height of 100 feet and a maximum FAR of 3.0, provided that roofs and roof structures for the purposes specified in Section 12.21.1 B 3 of the Code shall be erected so that structures and features are set back a minimum ten feet from the roof perimeter and screened from view at street level by a parapet or a sloping roof. Notwithstanding anything to the contrary in this subsection, any Existing Hospital Replacement In-Patient Facility Project, may have a building height of up to and

including 150 feet, so long as the Project complies with the setback requirements in Section 6 L.

(b) Additional Authority. In accordance with the provisions in Section 6 L of this Specific Plan and in connection with a Project Permit Compliance pursuant to Section 12 of this Specific Plan, the Director of Planning may approve additional height for Hospital and Medical Use 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 FAR for Hospital and Medical Uses up to 4.5.

C. Transitional Height.

1. Height Limits. Notwithstanding any provisions of Sections 12.21.1 A 10 of the Code to the contrary, portions of buildings on a lot located within Subarea C shall not exceed the transitional height limits set forth below when located within the distances specified from a lot within Subarea A;

Distance	Height
0 to 49 feet	25 feet
50 to 99 feet	33 feet
100 to 200 feet	61 feet

2. Calculating Distances. Transitional Height limits as set forth above in Section 9 C of this Specific Plan shall only apply to lots adjoining or abutting a lot in Subarea A and shall not apply to lots separated by a public street.

D. Usable Open Space. Notwithstanding any provisions of Sections 12.21 G of the Code to the contrary, Projects constituting a Mixed-Use Project containing two or more residential units or a Project comprised exclusively of residential uses containing two or more residential units shall contain usable open space in accordance with the standards of Section 12.21 G 2 of the Code, with the following exceptions:

1. Above Grade. Up to 75% of the common or private open space, regardless of the underlying zone, may be located above the grade level or first habitable room level;

2. Roof decks. Roof Decks, regardless of the underlying zone, may be used in their entirety as common or private open space, excluding that portion of the roof within 20 feet of the roof perimeter.

E. Project Parking Requirements.

1. Residential.

(a) Minimum Standards. Notwithstanding the contrary provisions of Section 12.21 A 4 (a) of the Code and regardless of the underlying zone, the minimum number of parking spaces required shall be provided at the following ratios: at least one parking space for each dwelling unit having fewer than three habitable rooms, and at least one and one-half parking spaces for each dwelling unit having more than three habitable rooms, in addition to at least one-quarter parking space for each dwelling unit as guest parking.

(b) Maximum Standards. Notwithstanding the contrary provisions of Section 12.21 A 4 (a) of the Code and regardless of the underlying zone, the maximum number of parking spaces provided shall be limited to the following ratios: a maximum of one parking space for each dwelling unit having fewer than three habitable rooms, a maximum of one and one-half parking spaces for each dwelling unit having three habitable rooms, a maximum of two parking spaces for each dwelling unit having more than three habitable rooms, and a maximum of one-half parking space for each dwelling unit as guest parking.

(c) Guest Parking. Notwithstanding the contrary provisions of Section 12.21 A 4 of the Code, guest parking spaces for residential uses in Mixed-Use Projects, as set forth above, shall be provided through shared use of required commercial parking spaces.

2. Bicycles. Notwithstanding the contrary provisions of Section 12.21 A 16 of the Code and regardless of the underlying zone, for Projects with two or more dwelling units, off-street parking spaces for bicycles shall be provided at a ratio of one-half parking space per dwelling unit, and for Projects with non-residential uses, regardless of the underlying zone, off-street parking spaces for bicycles shall be provided at a ratio of one parking space for every 1,000 square feet of non-residential floor area for the first 10,000 square feet of floor area, and one bicycle parking space for every additional 10,000 square feet of floor area. Bicycle parking spaces shall conform to the standards set forth in Section 12.21 A 16 (c) through (h) of the Code, and the Guidelines.

3. Commercial. Notwithstanding the contrary provisions of Section 12.21 A 4 of the Code and regardless of the underlying zone, the following parking standards shall apply to Projects with commercial uses, other than Hospital and Medical Uses: (i) the maximum number of off-street parking spaces which may be provided shall be limited to two parking spaces for each 1,000 square feet of combined floor area of commercial uses contained within all buildings on a lot; (ii) a maximum of 50% of the required non-residential parking spaces may be provided off-site, but within 1,500 feet of the lot for which they are provided.

4. Hospital and Medical Uses. Notwithstanding the contrary provisions of Section 12.21 A 4 (d) of the Code, the following parking standards shall apply to

Hospital and Medical Use Projects: (i) hospitals shall provide a minimum of one parking space for each patient bed for which the hospital is licensed, and a maximum of two parking space for each patient bed for which the hospital is licensed; (ii) a maximum of 50% of the required hospital parking spaces may be provided off-site, but within 1,500 feet of the lot for which they are provided; and (iii) off-site parking facilities may be provided pursuant to leases of existing parking spaces for at least a twenty-year term, in order to provide the parking required by this Specific Plan, and these leased spaces may be shared parking operated or maintained by more than one owner or lessee.

5. Existing Buildings.

(a) Change of Use. Notwithstanding the contrary provisions of Section 12.21 A 4 (m) of the Code, or any other provisions of this Specific Plan, no additional parking shall be required for a change of use in an existing building to a use permitted by this Specific Plan.

(b) Extensive Remodeling of Residential Buildings. Notwithstanding the contrary provisions of Section 12.21 A 4 (m) of the Code, or any other provisions of this Specific Plan, no additional parking shall be required for an Extensive Remodeling of an existing residential or Mixed-Use building with so long as the uses are permitted by this Specific Plan.

(c) Maintenance of Off-Street Parking. Notwithstanding the contrary provisions of Section 12.21 A 4 (m) of the Code, off-street automobile parking spaces being maintained in connection with any existing main building or structure as of the effective date of this ordinance shall be maintained, so long as the main building or structure remains, and shall not be reduced.

F. Conversion Requirements.

1. Acoustics and Utilities. An acoustical report and a utility metering report meeting the requirements of Section 12.95.2 D 1 (c) (2) c and d of the Code, respectively, shall be required as part of any application for a Project Permit Approval for any Project containing dwelling units.

2. Permission to Convert to Condominiums. Notwithstanding the contrary provisions of Section 91.106.4.1, Exceptions 5 and 11 of the Code, demolition permits may be issued for residential buildings without a requirement for the owner to agree and covenant to refrain from constructing a condominium, stock cooperative or community apartment Project for any time period following demolition of a building containing two or more dwelling units.

G. Pedestrian Throughways.

1. Applicants shall provide one public pedestrian walkway, throughway or path for every 250 feet of street frontage for a Project. 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 lot line, and from the side lot line to the lot 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.

2. Facade Treatment. The building facade facing the pedestrian walk way shall be improved in accordance with the provisions of the Guidelines.

3. In Lieu Provision of Throughways. The Applicant shall provide one or more or a combination of the following in lieu of the throughway requirement in Subdivision 1 prior to the Director granting a Project Permit Compliance:

(a) On-Site. Provide land area equal to what would be required in Subdivision 1 above as a throughway and construct or covenant to construct improvements for public open space on-site, meeting the requirements in Section 6 F 2 (c)(3) above, to the satisfaction of the Director of Planning in consultation with the Department of Recreation and Parks and the Councilmember of the District; or

(b) Off-Site. Provide land area equal to what would be required in Subdivision 1 above as a throughway and construct or covenant to construct improvements for public open space off-site, but within the Specific Plan area, meeting the requirements in Section 6 F 2 (c)(3) above, to the satisfaction of the Director of Planning in consultation with the Department of Recreation and Parks and the Councilmember of the District; or

(c) Cash Payment. Deposit in the Parks First Trust Fund an amount equal to the current cost of purchasing land and constructing improvements for the throughway required in Subdivision 1 above to the satisfaction of the L.A. FOR KIDS Steering Committee. This money shall be used for parks or open space meeting the requirements in Section 6 F 2 (c)(3) of this Specific Plan.

H. Yards. Notwithstanding any contrary provisions of the Code, no front, side or back yards shall be required for the development of any commercial or residential Project on any lot located within Subarea C.

I. Development Standards. Projects shall be in substantial conformance with the Guidelines.

Section 10. SUBAREA D LIGHT INDUSTRIAL/COMMERCIAL.

A. Use. The use and area regulations of Section 12.17.1 of the Code (CM Zone) shall apply to all lots in Subarea D, except that Projects with hotel, motel, apartment hotel, and residential uses shall be prohibited.

B. Maximum Building Setback. At least 75 percent of the Ground Floor exterior wall along the building frontage shall be located no more than ten feet from any lot line parallel to a public street, excluding alleys.

C. Transitional Height. Notwithstanding any provisions of Sections 12.21.1 A 10 of the Code to the contrary, portions of buildings on a lot located within Subarea D shall not exceed the transitional height limits set forth in Section 12.21.1 A 10 of the Code when located within the distances specified from a lot within Subarea A.

Distance	Height
0 to 49 feet	25 feet
50 to 99 feet	33 feet
100 to 200 feet	61 feet

D. Development Standards. Projects shall be in substantial conformance with the Guidelines.

Section 11. SUBAREA E PUBLIC FACILITIES.

A. Permitted Uses. The use and area regulations of Section 12.04.09 of the Code (PF Zone) shall apply to all lots in Subarea E. Notwithstanding the requirements for conditional use approvals contained in Section 12.04.09 B and 12.24 B of the Code, the following uses shall be permitted by right and allowed to be developed in Subarea E: public elementary, secondary or high schools; police stations and related uses; parks and recreation facilities, including bicycle paths and walking trails, nature trails; park land and lawn areas; children's play areas; picnic facilities; athletic fields (not to exceed 200 seats); senior citizen centers, community centers, clubhouses; swimming pools, libraries; tennis courts; rest rooms; gyms; camping facilities; museums; aquaria, observatories, planetaria and zoos; and any landscaped cover over a freeway right of way.

B. Development Standards. Projects shall be in substantial conformance with the Guidelines.

Section 12. DEVELOPMENT REVIEW PROCEDURES.

A. Director Approvals. The Director shall have the authority to approve conditionally, approve or deny one or more of the following for any Project, Lot Assembly, Floor Area

Averaging for a Unified Hospital Development Site, Live/Work Project, or Small Assembly Workshop within the Specific Plan Area so long as prior to approving the Project Permit Compliance, he or she finds that the Project conforms with all applicable provisions of this Specific Plan:

1. Project Permit Compliance. Prior to the issuance of any building permit for any Project, Lot Assembly, Floor Area Averaging for a Unified Hospital Development Site, Live/Work Quarters, or Small Assembly Workshop, a Project Permit Compliance application shall be filed with and acted on by the Director in accordance with Section 11.5.7 C of the Code. The Project Permit Compliance application shall include a site plan drawn to scale that shows the location of the proposed buildings and the location of any existing buildings or structures on adjacent lots. The site plan shall be accompanied by other plans or information as may be required by the Director to demonstrate the conformity of the proposed Project to the Specific Plan ordinance requirements and the Guidelines, as adopted by the City Planning Commission on August 10, 2000, and as amended.

2. Modifications. The Director may grant a Project Permit Compliance modification if the request is found to be in conformance with the original approval, in accordance with Section 11.5.7 D of the Code.

3. Adjustments. The Director may grant, as part of the Project Permit Compliance application, minor adjustments for certain Specific Plan requirements in accordance with Section 11.5.7 E of the Code.

B. Specific Plan Exceptions. The Area Planning Commission may permit exceptions to the Specific Plan in accordance with Section 11.5.7 F of the Code.

Section 13. OWNERS'S ACKNOWLEDGMENT OF LIMITATIONS.

The Department of Building and Safety shall not issue any building permit for construction on a lot or lots within the Specific Plan area until the owner of the property has executed and recorded with the County Recorder a covenant and agreement acknowledging and accepting the contents and limitations of this Specific Plan. The covenant and agreement shall be executed by all fee owners of the property, shall run with the land and shall be binding on future owners, successors, heirs, or assignees of the owners. A certified copy of the recorded covenant shall be delivered to the Departments of City Planning and Building and Safety prior to the issuance of any building permit.

Section 14. SEVERABILITY.

If any provision of this Ordinance or its application to any person, property or circumstances, is found to be unconstitutional or otherwise invalid by any court of competent jurisdiction, that invalidity shall not affect the remaining provisions of this Ordinance or the application of those provisions to other persons, property or circumstances which can be implemented without the invalid provisions and to this end, the provisions of this Ordinance are declared to be severable.

(60135)

Sec. 15 The City Clerk shall certify to the passage of this ordinance and cause it to be published in some daily newspaper printed and published in the City of Los Angeles.

I hereby certify that the foregoing ordinance was passed by the Council of the City of Los Angeles, at its meeting of NOV 29 2000.

J. MICHAEL CAREY, City Clerk

By _____
Deputy

Approved _____

_____
Mayor

Approved as to form and legality

11/29/00

James K. Hahn, City Attorney

By _____
for Claudia Culling,
Assistant City Attorney

Presented to me for my consideration on December 1, 2000, and returned to the City Clerk without my approval on December 11, 2000.

Pursuant to Charter Section 559, I approve this ordinance and recommend its adoption on behalf of the City Planning Commission . . . . . .

November 29, 2000

see attached report.

CON HOWE
Director of Planning

I hereby certify that the foregoing Ordinance was again introduced at the meeting of the Council of the City of Los Angeles JAN 23 2001 and was passed at its meeting of JAN 23 2001 by a two thirds vote, notwithstanding the objections of the Mayor, pursuant to Charter Section 250(c).

J. MICHAEL CAREY, City Clerk

By Maria Kostanich
Deputy

File No. 00-1999

COUNCIL VOTE

23-Jan-01 11:05:50 AM, #7

ITEM NO. (13)
Voting on Item(s): 13
Roll Call

BERNSON	Yes
CHICK	Yes
FEUER	Yes
*GALANTER	Yes
HERNANDEZ	Yes
HOLDEN	Yes
MISCIKOWSKI	Yes
PACHECO	Absent
PADILLA	Yes
RIDLEY-THOMAS	Yes
SVORINICH	Yes
WACHS	Yes
WALTERS	Yes
FERRARO	Absent
	Absent

Present: 12, Yes: 12 No: 0

January 19, 2001

CF 00-1999

White

[redacted]TEMENT of J. H. McQUISTON, P[redacted]

on CITY PLAN CASE No. 00-1976 SP

Mayor's Veto of Council action approving Specific Plan

RECEIVED
CITY CLERK'S OFFICE
01 JAN 22 PM 12
CITY CLERK

Honorable Members of the City Council:

I am representing the East Hollywood Community Association as its Planning Representative, and my comments are the informed sentiments of about 70,000 people who live, work, or own property in our East Hollywood area and who are adversely affected by the Proposed Plan.

We are grateful that the Mayor chose to veto the measure because he recognized it was patently discriminatory and should be adjusted by the Planning Commission.

We believe it was erroneous for the Council not to examine sharply the Plan in its present form. However, we note that our departed Council representative, Jackie Goldberg, waged an uphill and losing battle with the Planning Department to alter the Plan and lost due to the shortness of time and the inflexible Planning Department.

We note that the Mayor by Charter controls the Planning Department; yet, he submitted their racist, bigoted, inadequate Plan to the Council and thereafter vetoed the Plan when the Council assented to it.

We were shut out of serious deliberations despite our offers of cooperation given to the Planning Department. And, despite our statutory Notice timely in the Record, we were not notified and could not therefore offer comments at the time of the Council action on November 29 when it was debated. Moreover, despite our requests over a considerable period, we were not given the Planning Department's November 29, 2000 transmittal to the Council on this matter, by the Planning Department, despite our entitlement therefor.

We disagree strongly with Findings 1-7 in their entirety as listed in the Nov. 29 transmittal. We disagree that CEQA Findings as listed therein are accurate and submit that SUBSTANTIAL environmental hazards exist that have not properly been or that cannot be properly mitigated by the Plan.

We believe it is both improper and a violation of Federal law for the Plan to promote as it does the de-facto prohibition of ALL RELIGIOUS INSTITUTIONS EXCEPT THE ROMAN CATHOLIC CHURCH in the Plan area.

We believe it is both improper and a violation of Federal law for the Plan to force all persons above the poverty level to remove themselves from the area.

We believe it is both improper and a violation of Federal law to "dump" people into this area simply because, as the Planning Department told us, that Department believes this area will be less able to resist than more-affluent areas of the City.

We believe it is both improper and a violation of Federal law to withhold public facilities like schools, police, fire, libraries, and supervised playgrounds from this area despite providing those facilities in more-affluent areas of the City.

We believe it is both improper and a violation of Federal law to overrule safety considerations in the Uniform Codes otherwise applicable to the City, as if people in this area are not entitled to the safety considerations given to more affluent areas of the City.

We believe people in this area are entitled to shop or attend various locations without being REQUIRED to use public transportation, as this Plan REQUIRES de-facto, and we believe merchants in this area like stores, motels, and hotels are entitled to provide sufficient parking off-street to enable them to prosper in their businesses, whereas that entitlement is taken away by this Plan.

We believe people are entitled to model and paint their buildings according to their reasonable desires and imagination, rather than the arbitrary strictures of some Planning Department martinet.

We believe an area should be planned so that all types of persons and occupations can be located in an area as large as the subject of the Plan, so that people can care properly for their families and the City traffic is reasonably reduced, instead of forcing people to travel long distances and lose contact with family like this Plan.

We note that our area has a very low vacancy of every type of zoning, and new construction generally reproduces what is generally in existence here. This condition would not prevail if the Plan were executed.

Our area has been seriously disrupted principally because, when the area was re-zoned by the Planning Department in the 1940's without proper provision for play areas and other public amenities required by the enormous population the Plan revision caused, the result was a transition from a stable to a transient population.

The Planning Department in its writings now intends to drive out the vestiges of the stable population in this area. Our area is not the only target, and we believe such an objective is seriously misguided, and will be enormously costly to the City over time. We believe adjustments to the Plan can remove this clear and present danger to the City, and that the appropriate vehicle for amendment is for the Council to send the matter to the Mayor's Planners for appropriate amendments.

We have no problem with amendments to the Plan which will also be applied equally to the entire City. But simply to pick on our area and not others we will not tolerate, and neither will the Courts.

We have submitted to the Council file and to the Planning Department, as well as to the School Board and to the Recreation and Parks Department, our carefully-reasoned Plan for this area. We are not pushing the burden onto others for solution, and we welcome the City to work with us to develop a workable Plan for this area.

We deny any substantive effort by the City to involve us, the vast majority of the affected persons, so far in the Planning Department's Plan, and we maintain that the Planning Department's claim otherwise is inaccurate. At most, perhaps a cabal of handsful of certain unrepresentative and uninformed and inexpert persons acted as a front for any alleged population which did not constitute a proper sample.

We believe Council Members Bernson and Hernandez have expressed openly their uncomfortable feelings that this Plan is improper and requires amendment.

We believe the expertise properly resides in the professional inhabitants of the Plan area, the Planning Department, and in consultants thereof, and that for the Council alone to refashion the defective Plan would be inappropriate. But for the Planning Department to freeze out substantial and informed opinions of the major population, as it did, should not be tolerated by the Council, and in the face of our comments herein the Council, we pray, will find it appropriate to require the Planning Department to reconsider its Plan.

If, however, the veto is overridden, the Plan as configured may exacerbate the defects in the area and may cause irreparable problems for the City. The School Board is moving to disrupt commercial and low-density residential areas. Placement of schools determines long-term environmental hazards to quality-of-life in the area, aside from all other problems caused by poor planning.

Previous depredations into a primary marketplace in our area by institutions so disturbed that market balance that it disintegrated. We believe that for schools to repeat that tragedy is penny-wise and pound-foolish, and a threat to the area's health. We pray that the Council will support our prayer that schools should be better-situated in our area.

We wish to say that our sites for appropriate civic facilities are now being appropriated for school sites instead, and without City support we will lose all vestiges of park sites. That result would be an enormous tragedy for all of us.

Respectfully submitted,
EAST HOLLYWOOD COMMUNITY ASSOCIATION
J. H. McQuiston, P.E, Planning Representative

McQuiston Associates
6212 Yucca St
Los Angeles, CA 90028-5223
(323) 464-6792

J.H. McQuiston, Planning Representative
East Hollywood Community Association
6212 Yucca St
Los Angeles, CA 90028-5223
(323) 464-6792

RECEIVED
CITY CLERK'S OFFICE
01 JAN 22 PM 1:21
CITY CLERK
BY _____ DEPUTY

Los Angeles City Clerk
Los Angeles City Hall
Los Angeles, CA 90012

January 22, 2001

Dear City Clerk:

This is our Statutory Notice per Section 54954.1, California Government Code.

We request notice of agenda or documents constituting the agenda packet of all meetings of the City Council, or Committees, or open meetings of Departments, concerning or discussing:

Reorganization of Hollywood area now under petition to LAFCO

Mailing or telephonic notice may be made to:

J. H. McQuiston, Planning Representative
East Hollywood Community Association
6212 Yucca St
Los Angeles, CA 90028-5223

Telephone: 323-464-6792

Thank you.

Very truly yours,

EAST HOLLYWOOD COMMUNITY ASSOCIATION

J. H. McQuiston, P.E.
Planning Representative

m

Place on file

January 19, 2001

CF 00-1999

STATEMENT of J. H. McQUISTON, P.

on CITY PLAN CASE No. 00-1976 SP
Mayor's Veto of Council action approving Specific Plan

CITY CLERK
BY
01 JAN 22 21
RECEIVED
CITY CLERK'S OFFICE

File

Honorable Members of the City Council:

I am representing the East Hollywood Community Association as its Planning Representative, and my comments are the informed sentiments of about 70,000 people who live, work, or own property in our East Hollywood area and who are adversely affected by the Proposed Plan.

We are grateful that the Mayor chose to veto the measure because he recognized it was patently discriminatory and should be adjusted by the Planning Commission.

We believe it was erroneous for the Council not to examine sharply the Plan in its present form. However, we note that our departed Council representative, Jackie Goldberg, waged an uphill and losing battle with the Planning Department to alter the Plan and lost due to the shortness of time and the inflexible Planning Department.

We note that the Mayor by Charter controls the Planning Department; yet, he submitted their racist, bigoted, inadequate Plan to the Council and thereafter vetoed the Plan when the Council assented to it.

We were shut out of serious deliberations despite our offers of cooperation given to the Planning Department. And, despite our statutory Notice timely in the Record, we were not notified and could not therefore offer comments at the time of the Council action on November 29 when it was debated. Moreover, despite our requests over a considerable period, we were not given the Planning Department's November 29, 2000 transmittal to the Council on this matter, by the Planning Department, despite our entitlement therefor.

We disagree strongly with Findings 1-7 in their entirety as listed in the Nov. 29 transmittal. We disagree that CEQA Findings as listed therein are accurate and submit that SUBSTANTIAL environmental hazards exist that have not properly been or that cannot be properly mitigated by the Plan.

We believe it is both improper and a violation of Federal law for the Plan to promote as it does the de-facto prohibition of ALL RELIGIOUS INSTITUTIONS EXCEPT THE ROMAN CATHOLIC CHURCH in the Plan area.

We believe it is both improper and a violation of Federal law for the Plan to force all persons above the poverty level to remove themselves from the area.

We believe it is both improper and a violation of Federal law to "dump" people into this area simply because, as the Planning Department told us, that Department believes this area will be less able to resist than more-affluent areas of the City.

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J. H. McQuiston, P.E, Planning Representative

McQuiston Associates
6212 Yucca St
Los Angeles, CA 90028-5223
(323) 464-6792

J. MICHAEL CAREY
City Clerk

When making inquiries relative to this matter refer to File No.

CITY OF LOS ANGELES
CALIFORNIA

Office of the
CITY CLERK
Council and Public Services
Room 615, City Hall
Los Angeles, CA 90012
Council File Information - (213) 485-5703
General Information - (213) 485-5705

RICHARD J. RIORDAN
MAYOR

CF 00-1999

January 18, 2001

NOTICE TO INTERESTED PARTIES

Pursuant to your notification request, please be advised that the Los Angeles City Council is scheduled to consider (Mayor's veto of Council action to approve Specific Plan Ordinance for the proposed Vermont/Western Station Neighborhood Area Plan [SNAP]) at its meeting to be held:

TUESDAY, JANUARY 23, 2001

The City Council will convene its meeting at 10:00 a.m at 200 North Main Street, Room 300, Los Angeles, 90012. Please address any written comments you may have to the City Council, in care of the City Clerk, 200 North Main Street, Room 615, Los Angeles, 90012 or you may transmit them to the email address below.

John A. White
Deputy City Clerk
213-485-5707
jwhite@clerk.lacity.org

#001999.1t

TO THE COUNCIL OF THE CITY OF LOS ANGELES **FILE NO. 00-1999**

Your PLANNING AND LAND USE MANAGEMENT Committee

reports as follows:

	Yes	No
Public Comments	XX	

PLANNING AND LAND USE MANAGEMENT COMMITTEE REPORT relative to the Mayor's veto of Council action to approve Specific Plan Ordinance for the proposed Vermont/Western Station Neighborhood Area Plan (SNAP).

Recommendation for Council action:

OVERRULE Mayor's veto of Council action to approve Specific Plan Ordinance relative to the proposed Vermont/Western SNAP, Development Standards and Design Guidelines, and General Plan Amendments for the area known as East Hollywood located in the Hollywood and Wilshire Community Plan Areas.

Fiscal Impact Statement: None submitted by the Planning Department. Neither the Office of Administrative and Researches Services nor the Chief Legislative Analyst has completed a financial analysis of this report.

(Ordinance and related actions approved by Council November 29, 2000 and vetoed by the Mayor on December 11, 2000)

TIME LIMIT FILE - JANUARY 25, 2001

(LAST DAY FOR COUNCIL ACTION - JANUARY 24, 2001)
PURSUANT TO CHARTER SECTION 250(c)

10 VOTES REQUIRED TO OVERRIDE MAYOR'S VETO

Summary:

At its meeting held November 29, 2000, Council approved Planning and Land Use Management Committee report relative to the proposed Vermont/Western SNAP. The plan included design guidelines and standards for the area known as East Hollywood located in the Hollywood and Wilshire Community Plan Areas. Included in the proposal was a development fee of $4,300 for each new unit of market-rate housing constructed. Fee revenue would be used to fund the acquisition of park space for the East Hollywood community.

In a letter to Council dated December 11, 2000 (attached to Council File), the Mayor vetoes this Council action, stating the proposed plan's new development fees unnecessarily create a barrier to investment in the area. The Mayor goes on to state that the proposed open space fee on new housing development acts to deter much-needed market rate housing in an area where little new housing is being built. At its meeting held December 15, 2000, Council referred this matter back to the Planning and Land Use Management Committee for further consideration.

At its meeting held January 16, 2001, the Planning and Land Use Management Committee discussed this matter with representatives of the Planning Department and the City Attorney. The City Attorney representatives

advised the Committee members that Council can overrule the Mayor's veto and then initiate amendments to the SNAP Ordinance. While the Committee members stated their general support for the proposal, the Councilmembers expressed an interest in introducing certain amendments.

During the public comment period, representatives of the Mayor's Office stated that the Mayor opposes the Plan's proposed fee inasmuch as it would create a disincentive for the construction of new housing. Revenue projections are based on overly optimistic estimates of new construction. Total revenue would most likely fall short of the $3 million already allocated to the area by the Targeted Neighborhood Initiative program. A local resident stated that the SNAP Ordinance needs further refinement. Fees for new park spaces should be distributed throughout the area on all housing rather than just on new construction. The speaker further stated that a better jobs-residential development balance is needed to reduce area traffic congestion.

Members of the public in support of the SNAP plan urged the Committee to overrule the Mayor's veto. Speakers noted that the proposed market-rate housing construction fee is not the only source of potential funding for neighborhood improvements. Efforts are under way to obtain funding from the MTA's Call for Projects and other sources. Another resident stated open space areas would enhance the community's multi-ethnic character by providing places for people of various backgrounds to meet and discuss issues.

Councilmember Bernson stated the need for implementing a plan that will work. The Councilmember stated that to succeed, affordable and market-rate housing must be inter-mixed. Given the area's transit infrastructure and population density, providing incentives for mixed-used development would also improve the plan. Councilmember Hernandez stated the importance of having a plan in place to relieve the stress placed on the community caused by uneven development of commercial and residential projects. The Planning and Land Use Management Committee recommended that Council overrule the Mayor's veto of the SNAP Ordinance and elated actions.

Respectfully submitted,

PLANNING AND LAND USE MANAGEMENT COMMITTEE

JAW
1/18/01
CD 13

#001999a

Report
ADOPTED
JAN 23 2001
LOS ANGELES CITY COUNCIL

Ordinance Readopted
FORTHWITH

#13A

MOTION

WHEREAS, the City is now undergoing a severe housing shortage; and

WHEREAS, the City Council has created a Housing Crisis Task Force to address the housing shortage; and

WHEREAS, the City has approved some zoning ordinances that place fees on the construction of selected new housing developments in order to fund various projects; and

WHEREAS, it is important to ensure that these fees do not deprive the City of much needed housing stock.

I THEREFORE MOVE that, upon approval by the Mayor, the City Planning Department, working with the Los Angeles Housing Department, review any fees imposed through zoning ordinances on the construction of new housing and determine whether the fees deter new housing development in the City.

I FURTHER MOVE that if the City Planning Department concludes that fees deter construction of new housing, it shall propose methods to mitigate the negative impacts.

PRESENTED BY: _____
HAL BERNSON
Councilmember, 12th District

SECONDED BY: _____

RG

JAN 23 2001 – Referred to Planning and Land Use Management Cmte

Parks First Coalition/*Coalición Primero Parques*
Petition/*Petición*

I SUPPORT the goals of the Parks First Coalition to create more pocket parks & to landscape more streets in the Vermont/Western Specific Plan area before we allow increased density. ***YO APOYO los objetivos de la Coalición Primero Parques de crear más parques pequeños y de reverdecer las calles en el área del Plan Específico Vermont/Western antes de que se permita aumentar la población del área.***

Name/*Nombre*	Address/*Dirección* (home and e-mail)/*(de casa y correo electrónico)*	Phone/*Teléfono*	Neighbor/Business Owner/Transit user/Property Owner/Student *Vecino/Comerciante/Usuario del transporte /Propietario /Estudiante*	Are you interested in getting involved? *¿Le interesaría participar?*
Lucia P.		323 906-0643		
Febe Gomez		323 663-0455		
Maria G Morales	4414 Lockwood ft 5 LA Calif 90029	323)668-0645		✓
Maria Castellanos	4437 ½ Willow Brook Ave	N/A		✓
Dora Chavez	4421 Lockwood #205 La Calif 90026	323-660-4231		✓
Lorena Pascual	4421 Lockwood Ave #101 LA 90029	(323) 669-1224		
Emilia Campos	1126 3/4 N. New Hampshire	323)664-5663		
Blanca Zapata	4443 Willow St Los Angeles	323)667-0384		
[illegible]	1258 Novigil Ave #2	(323)664-9562		
Fatima Alfaro	4434 Lockwood Ave 90029	(323)661-5365		
Nelly Navarro	1213 N. Virgil Ave Los Ang	(323) 662-6450		
Reporta vive	1213 N. Virgil Ave. L.A.	(323) 666-[illegible]		
Doris Iglesias	4415 3/4 Burns Ave.	323-663-7761		✓

13

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Connie L Bak	421 S Lafayette Plc	(213) 381 3572	Resident Blond	
Lourdes Ledesma	2268 Lafayette PL	213 385-3097	" "	
Loretta Schuckel	1719 el White Lafayette	323 957-1478	" "	
S. Shulimson	Box N. Vermont 90027	323) 644-6480	[illegible]	
Ty C Anderson	112 No. Wilton Pl	(323) 465-5527	"	90004
David Fraser	1500 So Ardmore	323 737 4679x	"	
Russell Johnson	111 So Rampart Blvd. # 2	213 384-8277	First Lutheran Church	Yes 90057
Ivy Green	P.O. Box 381141 L.A. 90038 CA	(323) 737-1819	Christ The King Church	
Mary J. Connolly	3219 ETTRICK LA 90027	323/6650025	Resident & Condo Owner	
Cecilia M Berango	114 S. Commonwealth		" "	90057
Tony R Berango	St LA CA	(213 380 0553	St [illegible] Church	
Samuel V. Gallegos			"	
Jeanette Clark	2905 Montrose Ave #609 Glendale 91214	(818) 957-1707	Transit user	

13

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Paul V. Hernandez				
Paul V Hernandez	248 S. Western Av #403	(213) 388-8337	Neighbor 90004	yes
Cecilia Hernandez	4420 Prospect Ave.	(323) 661-7272	Neighbor 90027	Yes
Maria Perez	4420 Prospect Ave.	323 664-3665	Neighbor 90027	yes
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Efrano Gayton	4030 Clinton St.	323 666 7687	Neighbor 90004	Si
Humberto Gayton			N	
Rhina Rivera	144 S. Edgemont Av	213 386 4783	Neighbor 90004	Si
Rafael y Molina	5255 Fountain	323 664-8132	Vecindor 90027	yes
Lopez Leon	4911 Romaine	323.913.3075	Neighbor 90029	yes
Silvia León	1183 N. Western Av LA	3235711931	Vesinos 90028	yes
Berta Ortiz	1158 1/2 N Madison Av C	(323) 953 2786	Vecino 90029	yes
Ana Rosales	945 North Serrano	323) 4699635	Vecino 90029	yes

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Pedro Rodriguez	1533 Alessandro St	481-1609		
AIRDis JONES	3401 W. 3RD ST	N/A	Vecino	yes
Derek Anderson	432 S. New Hampshire	(213) 388-5601	Neighbor	yes
Teresa Rojas	3101 W. 3rd st	N/A	neighbor	yes
Carlos Santos	909 Valencia St.	213-385-2015	Vecino	yes
JACQUE BURGESS	117 So. Bimini Pl	N/A.	Neighbor	yes.
Oswaldo Torres.	117 So. Bimini Pl.	N/A.	Neighbor	yes.
Ana M. Muñoz	136 N. Carondelet st	(213) 387-6933	student/transit user	yes
BEATRIZ MENDEZ	442 N. Normandie Av.	213-444-4218	Neighbor 90004	yes
Evelia Castañeda	3401 W 3rd ST. 2 A 90020	(213) 387-2832	Vecino	yes
Berta Luz Sarceño	4575 maplewood #3 90004	(323) 668-9941	vecino. 90004	Si
ANGELICA E RAMOS	63 N. Kingsley dr	323-953-9884	Vecino 90029	Si
Mago Gonzalez	221 S. Juanita Ave.	(213) 389-1035	Neighbor 90004	no
Chevy Cuna	221 S. Juanita Ave	(213) 389-10[illegible]	neighbor 90004	no

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Rosa Ramirez	132 N. New Hampshire	213 487-4697		
Gil, Lety	411-S-Catalina #402	213 351-1396	Vecino 90020	
Maria López	3441 W 2nd St Apt #3	(213) 384 1658	Vecina 90004	
Eulalia Resendiz	4675 Oakwood Alle.	(323) 663-4137	Vecina 90004	
Ana Tapia	542 N. Alexandria ave	323/660-75-4[illegible]	Vecina [illegible]	
Francis Fogl	1249 S. Redondo	323 9659[illegible]	[illegible]	
Claudia Cantu	202 s Juanita	3835368	[illegible]	
Maria Camargo	202 s Juanita	3835368	[illegible]	
Ingrid Anspan	1102 W 17th ste	213 746-6483	[illegible]	
Sabino Tapia	143-69-St 90003	323-971-3379	" "	
Paula-Ramirez	113-N. Catalina L.A. 90004	213 365-06-95	" "	
M/a Elena Diaz	3550 White House		" " 90004	
Monica Molina	3550 White House		" 90004	
Hernandez, Katherine	943 N. Wilcox ave. #7	(323) 461-5908	estudiante 90029	Yes

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Petition/*Petición*

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Jose OLIVA	3441 W. 2ND St #101 LA CA 90004	(213) 736-5361	Resino	yes
Felicitas Martinez	(213) 385-5139	2415. Catalina St #1	"	
Blanca [illegible]	(213) 385-7898		"	
JAMES GRAY	(213) 508 South Serrano	#411 (213) 381 7459	"	90005 YES
Adriana Hurtado	3441 W 2nd. St #102	213 389-5913	Vecino de Area	Yes
ESTHER CALHOUN	501 S. KENMORE AVE. #205	213 738 5032	"	YES
[illegible]	835 S. Occidental	213 389 8439	P.S.C. CH-	YES.
Daniela Callejas	255 S. Alexandria Ave. apt 5	3880199	Vecino	90020
Ilda Luna	255 S. Alexandria Ave (213) 388-0199		Vecino	90005
Rosalio [illegible]	501 S. Lorena Dr		"	90026
Melisa Price	524 W. 50th St	(323) 232-8163	[illegible] 90037	yes
Roberto Flores	491. N. Normandie pl		" 90004	
Yura Garcia	334 S. Catalina St	213 815 45	"	90020

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Parks First Coalition/*Coalición Primero Parques*
Petition/*Petición*

I SUPPORT the goals of the Parks First Coalition to create more pocket parks & to landscape more streets in the Vermont/Western Specific Plan area before we allow increased density. ***YO APOYO los objetivos de la Coalición Primero Parques de crear más parques pequeños y de reverdecer las calles en el área del Plan Específico Vermont/Western antes de que se permita aumentar la población del área.***

Name/*Nombre*	Address/*Dirección* (home and e-mail)/(*de casa y correo electrónico*)	Phone/*Teléfono*	Neighbor/Business Owner/Transit user/Property Owner/Student *Vecino/Comerciante/Usuario del transporte /Propietario /Estudiante*	Are you interested in getting involved? *¿Le interesaría participar?*
Caryl Bullock	QCHFP	644-6180		
Helen Byrd	Wilshire Presb. Church	323-661-6935		
Elena Manal	QCHFP	644-6180		
Silveria Romero	QCHFP	644-6180		
~~Tae Im Park~~	QHFP	644-6180		
Maria Vasquez	Echo Park Church	818-549-0407		
Jennifer Veary	QCHFP	644-6180		
Jel Joy	St. Columban Health Ctr.	353-4555		
Trinidad Ramos	" "	(213)353-0539		
ANGELICA ACEVES	QCHFP	(323)644-6180		
Tom Lewis				
LOIS PRICE	~~1661~~ 337 1660 Kellam Ave	323 661-33~~74~~		
~~Dennis Stolen~~	~~5205 Melrose Ave, LA~~	~~323-769-7857~~		
Judith Allen	QHFP	644-6180		

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Bacilia Rosas	543 N Madison ave #12	(323) 664-0559	Estudiante	—
Pineda Zoila	668 N. Kenmore AV.	323 913 2689	Estudiante	Si
Cynthia Centeno	333 N. Berendo St. 102	(323) 644 1698	Estudiante	Si

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Carlos Hernández	4655 Rosewood Av. #3 90004	(323) 667-0319	Vecino	Si
Jessica Ortiz	1010 N Normandie Ave LA CA	(323) 953-9469	(1 [illegible]	Si

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MARICAR G. Rodriguez	1045 No. ~~Mariposa~~ ST LA CA 90029	953-1249	Neighbor	Yes
Lydia F. Martoj	1036 N. ~~Hayland~~ Av LA CA	343 460-7068	Neighbor	yes
Rene Gomez	4911 Romaine St 90029	3239530592	11	11

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				Yes

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Rocio Molina	154 N. ~~New~~ HAMPSHIRE	213) 382-3425.	Resino	Sí
Micaela Ordaz	175 N. Newhamshire #104 90004		Vecina	Sí
Miriam Pacheco	4075 Oakwood Av	323)666-4573	Resident	Si
Gloria Corado	231 So Harvard Blvd #6	(213) 388-8888	Residente	Si
Rachel Lausch	3401 W. Third, LA 90020	213-387-2822 x29	Neighbor	Yes
Alicia Pulido	926 N Lake LA CA 90026	(213) 385-1827	Vecina Pulido	Si
Vera Hernández	4315 Manuel Ave #5 LA CA	906-1504	[illegible]	Si
Jaime Rodriguez	2325 Benhomer Pas CA 90057	739-9975	[illegible]	Si
Janet S. Martin	418 E. Edgewar Rd #D6 L.A. CA. 90026	213-250-3911	" " "	yes
Baltazar Gonzalez	141 Carr Dr Glendale CA 91205	(818) 547-0356	Baltazar Gonzalez	Si
Kristen Grossnickle	3401 W. Third St LA 90020	213-387-2822 x12	Non-profit	Yes
MARCIA PEREZ	310 So. Gramercy Pl. #8 LA 90020	213 389-1235	Vecina	Si
[illegible]	102 S. Ardmore LA, CA 90004	213-383-1309	resident	yes

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MARIA VAZQUEZ	155 S BIMINI PL			
Ilda Esperanza Melgar	127 Bimini PL	—	Usuario de Transporte	
MINA HERRERA	135 Westmoreland Ave #2 90004	(213) — —	Vecina	Si.
Dalia Bueno	135 So. Westmoreland Ave L.A. CA 90004 #3	(213) 384-4373	Usuario de Transporte	Si
Jose Rudrade	135 So. Westmoreland Ave L.A. CA 90004 #4	(213) 739-0369	" "	Si
Vela de Jesus Cruz	135 So. Westmoreland Ave L.A. CA 90004 #16	213) 389-0726	Usuario de Transporte	Si
Maria Rodriguez	Westmorland apt #15 L.A. CA. 90004 (213) 382-2296	213 382-2299	" "	Si
Mauricio Ramirez	135 S. Westmoreland #14		Vecino	Si
Leticia Marroquin	149 S. Westmoreland Ave #	(213) 3815908	" "	Si 90004
Enrique Perez	149 #6		Vecino	
Claudia Gomez	149. S. Westmoreland #1	(213) 487-3796	Vecino	Si
Carlos M. O	149. S W. moreland	7-2787	Vecino	Si
Ana Oliva	149. S. Westmoreland #3	213 388-0282	Vecino	Si
Eva M. Vazquez	155 S. WESTMORELAND	213 388-6535	VECINO	Si

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Sandra Herrera	615 Westmoreland Ave #101 LA CA 90004	213) 384-8199		SI
Mike Thomas	711 N. Benton Way #1 LA CA 90026	213-413-6336	Neighbor	Yes
Cristina Ringer	3401 W. 3RD Street, LA 90020	N/A	Transit user	X
PAUL F. HANNAH III	1327 W. 3RD #337 ST. L.A. 90057	N/A	NEIGHBOR	YES
ROGER KELLY	3411 W 3rd st LA 90020	N/A	NEIGHBOR	NO
James Walt	1655 N. Western #51	N/A	Neighbor	YES
Barb Berson	340 Vermont	No	)	yes
Charles Johnston	3109 W. 6th St	n/a	u	yes
James Clevenger	615 S. Vermont #207 CA.	——	T.U.	YES
Joseph T Burt	3401 W 3rd St	L A		YES
GEORGE KONALD	3006 LEEWARD	LA	NEIGHBOR	NO
DANIEL HERRERA	2839 HYANS ST	L A. NA	U	YES
Dania Rahnda	836 Park View 3	90057		YES
Joe A. Flores	943 SOUTH ELDEN #202	(213)388-7461		YES

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María Mejía	QCHFP			
MaryAnn Parcina	QHFP			
Frances Nunez	QHFP			
Alfred Howard	QHFP/FCCLA			
Gloria M. Franzen	Queenscare			
Gisela Carrasco	Precious Blood	213-383 7407		
Dorothy Cheval	2018 Griffith Pk #113 LA	~~323~~-913-2994	[illegible]	90027
Vicky Peralta	St. Columban Church	(213) 480-8818	St Columban Church	
Kathy Wood	Queen Care Glendale			
Maria Figueroa	449 n. Hoover St.	323) 665-2311		900[illegible]
Corinne Williams	[illegible] 91325	(818) 345-3226		
Sandra Clemente	1652 W 12th St apt 4	213) 739-8755		90006
Frank Mateo	TPC			
Dorothy Wagner	1942 N. Van Ness Ave LA	323-463-7816		90068

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Rev. Jeff Carr	2243 W. 20th St. LA, CA 90018 jcarr@bresee.org	323-737-4911	Non-Profit Organization	Yes	90
ARPI MIKAELIAN	914 Cahuenga Blvd #3 Hollywood, CA 90038	(323) 644-6182	Non Profit	—	90032
JESS CABAYAN	1300 N. Vermont Ave #307 LA, CA 90027	(323) 644-6[illegible]	Tr / 11	—	90027
ALICE RAMIREZ	27 N. Kingsley Dr 90039	213 381 6[illegible]	11 / 11	—	90004
Helen BYRD	2914½ Rowena Ave	323-661-6935	[illegible] Presb Church		90039
DICK SOMMERS	746 S. Orange Dr. LA 90036	323 934-9[illegible]	non-Prof org	—	
Silveria Romero	2633½ S Manhattan Pl	(323) 7669288	11 / 11		018
Florence Muñoz	4057 Marciana Dr.	323 222 8082	11 / 11	Yes	90065
GEORGE HERNANDEZ	373 VIA MIRAMONTE Montebello	(323) 887-0069	11 / 11		90640
Fe M. Valley	4316 Edenhurst	818 549 0484	11 / 11		90039
Naomi Molina	235 S. Coronado St	(213) 384-3368	11 / 11		90057
Richard Hume	711 N. Benton Way #1, LA, CA 90026	(213) 913-6336	Resident, non-profit [illegible]	Yes	
Marcia Ackley	8355 Lucerne #267 LA 90045	(323) 939-4265	[illegible] / Yes		

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Elba A. Lantur	3401 West 3rd St.	(213) 487-7542	Usuario	Yes	90020
Néstor A. Cordoza	3401-W. 3rd St	(213) 487-7542	"	No	90020
Myvor Aguirre	3401-W 3rd St	(323) 953 9541	"		90020
DALILA SALAZAR	3401-W-3rd-St.	(213) 487-7542	"		90020
Geller Maldonado	3401 W. 3rd St.	(213) 487-7542	"		90020
Claudia Mendoza	3401 - W 3rd st.	(213) 487 - 7542	"		90020
Socorro Alvarez	3401 W 3rd St	213 487 7542	"		90020
Calina Magaña	431 S. Berendo st. Apt 107.	(213) 383-2627	"		90004
Marta Galvez	3401 West 3rd st	(213) 487-7542	"		90020
Isabel Herrera	3401 W 3 st	213-487-7542	"		90020
Lilian Betssy Castillo	426 S. New Hampshire #101 AVE L.A.	213-386-5415	"		90004
RICHARD HERRERA	3401 W 3rd ST.	213 (487 7542	"		90020
Bellanira P. Tiquila	1639 N. Ave 45 LA CA 90041	(323) 658-4444	"	Yes	

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F.		213			
FRANCO DIAZ	234 N BIVANADO St #APT 2	213-483-1865	VECINO		90057
Beatriz Duarte	3401 W. 3rd st	213)487-7542	"		90021
Jaime Duarte	3401 W. 3rd st	(213) 487-7542	"		90021
Margarita Gonzalez	3401 W. 3rd St	(213) 487-7542	"		90021
Angelita Hagedorn	3401 W 3rd St	(213) 487-7542	"		90020
Jesus R. Murillo	3401 W. 3rd St	(213) 487-7542	"		90021
Mayra Orellana	209. S Westmoreland	(213) 389-5429	"		900
Maria Garcia	3401 W. 3rd St.	213) 389-5429	"		90020
Damaris Trujillo-	114. S. New Hampshire ave.	213-388-79--	"		90004
TITA Rodriguez	4156 Rosewood AVE. #21	323) 669-11--	"		90004
Carlos Vasquez	3401 W. 3rd st.	(213) 487-7542	"		90021
ANGELICA TORRES	3401 W. 3rd St	(323) 734-7795	"		90020
Emmanuel Torres	3401 W. 3rd st	(323) 734-7795	"		90020

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GLORIA T CERVANTES	1003 N. Kenmore Ave LA, CA 900	(323) 660-4218		Yes.	90004
Florence Russell	1725 Camino Palmero #302 LA, CA 90046	323-876-4491	Neighbor	yes	
Reina Calderón	1154 N. Kenmore LA CA 90027	(323) 953-0109	"	"	
Lilia Ortiz	1154 N. Kenmore LA CA 90027	(323) 665 6316	"	"	
ANA F. AGUILAR	621 N. Alpine Dr. B.H.	(310) 281-0191	"	yes	90210
~~Reina Calderón~~				"	
Ana Vela	932 N. Harvard Ave #10 LA CA	(323) 660-4972	"	"	90004
Maricela Logoria	614 N. Kingsley LA CA	(323) 662-6846	"	"	90004
Tierra Calderón	5722 Lexington Ave LA CA	(323) 469-5947	"	"	90038
Clara Con	850 N. Manjon LA CA	323 844-7236	"	"	90004
Laura González	1223 Lanyon LA CA	" 660-3701	"	"	?
martha Baldwin	1735 N. Virgil Ave #7 LA	(323) 665-4028	"	yes	90027
Nelly Rodezno	1349 N. Hobart St LA CA	(323) 61-1042	"	"	90004

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Orquidea A. Torres	3401 W. 3rd St LA 90020	213 487-7542	Vecina		90020
Elda Santos	4906 Rosewood #106 LA 90029	323 856-3953	"		90020
Miriam Rodriguez	171 S. Catalina St LA Calif 90004	213 387-9880	"		90004
Lina Fajardo	3401 W. 3rd St. LA 90005	213-487-7542	"		90020
Ana E. Murillo	3401 W. 3rd St. LA CA 90020	(213) 487-7542	"		90020
Diani Cividanis	3401 W. 3rd St. LA CA 90020	(213) 487-7542	"		90020
Mario Villarreal	3401 W 3rd St LA CA 90020	(213) 487-7542	"		90020
Jesse G. Gonzalez	11961 Pedria St Sun Valley, CA	818-767-5601	"		91352
Thomas Monserrate	4315 BURNS AVE. #12	(323) 6621253	"		
Noé Bravo. y Lorena. G	LA CA 90029 1911 Toberman. Apto 314. LA	— — —	"		90015
M. Ilma Galvez	528 N Heliotrope Dr.	323) 6634330	"		90004
Efrain Martinez	8976 Artesia CA 91331 Tullo Ave	818) 8945747	"		
Nestor Clemente	3401 W 3rd St 90020	213 4877542	"		90020

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José H. Gonzalez	3401 W. 3RD ST 90020	213) 487-7542		
Daysi Arely Alvarez	3401 w. 3rd st. 90020	(213) 487-7542	VECINO	
Jose Mendez	3401 W. 3RD ST 90020	385 09 94 (213)	"	
ESaú Perez	322 S. commonwealth AV. #5 90020	213) 383 79 53	"	
Salvador Lombera	311 New hampshire Ave 201	(213) 381-6137	"	90004
MAYRA TOVAR	3401 W. 3RD st. 90020	(323)982-6055	"	
Teresa Diaz	3401 W. 3RD St. 90020	(323) 737-0954	"	
Alicia de Ramirez	3401 W. 3RD St. 90020	323 737 0954	"	
Jose lombera	520 N. Virgil AV. #1	323 665-2547	"	90004
Mildred Mallorado	520 N. Virgil Ave 90004	323 665 0332	"	90004
Magnolia Mendez	808 S. Glendale Ave. #2 Glendale 91205	213 987 7549	"	
Shirley Orellana	631 E. Elk Ave. 91205	818-240-8775	"	↩
Ana Layos	3401 W 3RD St 90020	213-487-7542	"	
Olga PAPPA	4008 Kenmore Av. 214	213-3813914	"	90004

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Ana Maria Arriola	3401 W. 3rd. ST 90020	213 487 7542	Leonia		90020
Roberto Santos	4609 W. Rosewood Ave 90004	323-856-3953	Vecino	Yes	90004
Walter Ramos	3401 W. 3rd st 9002	213 48) 754	Neighbor	Yes	90020
Yanira Pena	3401 W 3rd st 90020	(213) 487754	Vecino	~~yes~~	90020
Sergio Cruz	3401 w 3rd st 90020	213 487754	Vecino		
Maria Gomez	3401 W 3rd st	213 738 87			90
Patricia Hoang	3401 W 3rd st	213 382 6	Vecino		9002
Lua & Cruz	200 S. Mariposa #105	213 386 1562	Vecino		90004
CESAR LOPEZ	3401 W 3RD S. 90020	(213) 487-754	LEGINO		90~~02~~
A. Betancourth	3401 w 3 Rds 90020	(213) 487 75	11		
Juan C Perez	3401 W 3rd st 90020	(213) 487-754			
Luz Vega	520 S. Mariposa 90020	(213) 386-80			
Edyardo Guzman	520 S MARIPOSA	213-386-80	11		90004

Parks First Coalition/*Coalición Primero Parques*
Petition/*Petición*

I SUPPORT the goals of the Parks First Coalition to create more pocket parks & to landscape more streets in the Vermont/Western Specific Plan area before we allow increased density. ***YO APOYO los objetivos de la Coalición Primero Parques de crear más parques pequeños y de reverdecer las calles en el área del Plan Específico Vermont/Western antes de que se permita aumentar la población del área.***

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JOSEFINA GONZALEZ	144 S Westmoreland Ave 90004 #2	213 388 4574	VECINO	SI
Sara Soriano	150 S Westmoreland 90004 #4	(213) 389 4522	Vecino	SI
Hugo Pacheco	150 S. Westmoreland Ave #2 LA 90004	(213) 389-4522	VECINO	Si
Hilaria Escobedo	138. S. Westmoreland Ave 90004 #2	(213). 587-7602	Vecino	Si
marta comez	112 S Westmoreland ave 90004 #15	(213) no tiene	Vecino	Si
victor M. MOLINA	112 vrestmoreland 90004 #7	487-0713.		Si
Blanca R. alvarenga	112 S. WESTMORELAND AVE 90004	383-2876	VECINO	SI
Sara Diaz	105 S. Virgil 90004 Ave.	383-4367	VECINO	Si
Cristina Gonzalez	175 S. Virgil 90004	387-5159	Vecina	—

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Petition/*Petición*

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[illegible]	[illegible] 90047	[illegible]		
	90014			
	90004			
[illegible]	[illegible] 90029			
Kendall Pelling	121 Bimini Pl. LA, CA. 90004	385-6345	Student/Neighbor	

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Petition/*Petición*

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Rich Hrume	711 N. Benton Way #1 LA, CA 90026	(213) 413-6336	Neighbor	
NOEL TROUT	2114 Buckingham Rd. L.A. CA 90016	(323)737-5646	Neighbor / Property Owner	
CHERYL BEYIOKU	2097 W 28th ST. 90018	(323)737-4807	PROPERTY OWNER	
JANET ST. MARTIN	418 E El [illegible] #128	213 850-39[illegible]	[illegible]	
Edward L Hare	[illegible] #125 90026	(213) 250-3[illegible]	[illegible]	
CAROL ANN TRYON	203 S. CARLTON 90020	H-213-380-8[illegible] W-213-346-5[illegible]	[illegible] CONSULTOR	
Alba Nicholson	6648 7th [illegible] 90048	LA CA 900[illegible]	[illegible]	
Yuri [illegible]	3435 Wilton [illegible] LA CA 900[illegible]			
Laura Soliday	1025 Ardmore LA CA 90006	LA 213/383-1309	neighbor	
James Bell	122 Bimini Pl #202 90004		neighbor	
Tracy Smith	244 W 18th ST LA 90015	(323) 419-1080	Neighbor	

Parks First Coalition/*Coalición Primero Parques*
Petition/*Petición*

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Gertrudes D. Escamilla	1168 N. Edgemont St L.A. Ca 90029	(323) 662-3252	[illegible]	Yes
Joan A Mann	1141 N Poinsettia L.A. Ca 90029	323-667-2193	[illegible]	Yes
Silveria Romero	2633½ S. Manhattan Pl 90018	323) 7667288	Queens Care	Yes

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Parks First Coalition/*Coalición Primero Parques*
Petition/*Petición*

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Silvia Vicente	943 N. Wilcox Ave. #1 90029	(323)461-5908	student	
Alba Godoy	943 N. Wilcox Ave #7 90029	323)461-5908	neighbor	
ARTURO SILVA	360 S. KENMORE #202 AVE 90020	213) 389-8109	VECINO	✓
Adelina Henriquez	422 S. Rampart 90057	Apt # 213-738-80-44	[illegible]	—
Jose P. Cuevas	315 S Virgil Ave. 90004	213/01-[illegible]	"	
Maria A. Zavala	296 S. Catalina St. #1 90020	(213)487-1[illegible]	"	
David Iglesias	1329 Armadale Ave #2 90042	323 344 8823	Monster	Yes
Linda Lee	1235 Westmoreland Ave 90006	213-2400320	Vecino	YES, Call her
Jose M. Barillas	1235 Westmoreland Ave 90006	213-2400320	"	

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Randy Campos	2632 15th St. LA CA 90006	323) 737-4730	Neighbor	
Vince O'Donoghue	2632 W. 15th Street LA CA 90006	(323) 737-4730	"	
Kathleen Blazo	24548 Eberle Ave Wilmington CA	(661) 255-27[illegible]	"	"
Jeanne Choi	422 W. Milford St. Glendale, CA 91203	818-662-7107	"	"
Jeannette W. Iglesias	1329 Armadale Ave Los Angeles CA 90042	323 344-8333	Property Owner	
ANN MARABLE	3915 Edenhurst Ave Los Angeles, Ca 90039	323 664-3573	Property Owner	
VINCENT DEGUZMAN	753 N Edgemont St LA CA 90029	(323) 664-2880	"	"
Teresa M. Gallejo	8th Columbian Parlow 90026 ~~8th W. Bonnie Brae Office~~	(213) 484 6971	St. Columban Church	
John Tyni	4444 Los Feliz #206 LA 90027	323 664 4471	Neighbor	
Christina Rehrer	5914 1/2 Harmon Ave 90038	(323) 856-894[illegible]	"	
Robert Allen	1205 Hollywood Blvd #51 LA	323 512 5655	STREET	
COLLEEN CADY	1205 Hollywood Bl. #51 LA.	(323) 512-5655	STUDENT	
			"	

Parks First Coalition/*Coalición Primero Parques*
Petition/*Petición*

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Francisco Magno	271 S New Hampshire #201 90040	213)384-96-41		
CLAUDIA DIAZ	2655 NEW HAMPSHIRE #2 90040	(213)387 76 13	[illegible]	
LOUIS MAGEL	262 NEW HAMPSHIRE 90040	(213) 384 2466		
CLAUDIA MILIAN	267 S. NEW HAMPSHIRE 90040	(323) 769-3429	[illegible]	
[illegible]	207 S New Hampshire 90004	213-387-7410	[illegible]	
Martin Zaiga	114 S. N. HAMPSHIRE Ave 90040	384-0148		
Sofia Vazquez	1145 N Hampshire #106 90040	(213) 487-41-75	Vecina	Si
Ana Nelba Flores	114 S Hampshire #204 90040	(213)4829281	Vecino	Si
Miguel Chua	3970 W 7th St (LA CA 90005)	213)3881348	Vecino	Si
Ludmila Spektor	2674 W. 9th (90006)	(213)3828008	VECINA	YES
Agustina Portillo	5514 Sierra Vista #202 use4	(323)461-4178	11	11
Eleazar Velazquez	216 N Edgemont (90029) #202	11 9068983	11	
Maria Luisa Martinez	242 No Edgemont (90029)	4 660 3832	11	

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90029

Parks First Coalition/*Coalición Primero Parques*
Petition/*Petición*

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Christy Montoya	340 Weirland St LA CA 90037	385-6345	student	no
Brenda Baeza	" " "	" "	student	no
Adam Warner	" " "	" "	student	no
Sarah Plumb	" " "	" "	student	no
Dan Plumb	" " "	" "		
Chad Wolf	" " "	" "	student	no
~~Lael Pfeiffer~~	" " "	" "	student	no
			Teacher	no

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NOE HALDONADO	2900 SUNSET AV. 322 L.A. CA. 90005	(213) 380-4959	Vecino	
FREDIS DOANTE	3401 W 3rd St 90020	213 380 2159	"	
Avelina Henriquez	422 S. Rampart 90057	(213) 738-90-06	Vecina	
Bertha Baheza	401 S. Rampart #14 90057	213) 386-4669	Vecina	

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Name/*Nombre*	Address/*Dirección* (home and e-mail)/*(de casa y correo electrónico)* 90040	Phone/*Teléfono*	Neighbor/Business Owner/Transit user/Property Owner/Student *Vecino/Comerciante/Usuario del transporte /Propietario /Estudiante*	Are you interested in getting involved? *¿Le interesaría participar?*
Luis W. Santo	3[illegible] 3rd St #A CA	385-6345	Student	No
Tori Brooden	" "	" "	Student	No
Graham Lewis	[redacted]	" "	Student	No
Sarah Nichols	" "	" "	Student	No
Angela Plumb	" "	" "	Student	No
Ivy Becaye	[redacted]	" "	Student	no
Jessica Nichols	" "	" "	student	no
Saran Watkins	[redacted]	" "	student	no
Stacy the Noonan	" "	" "	Student	yes!
Natasha McNally	" "	" "	student	no
Steve Houser	" "	" "	Student	No
Keri Wolf	" "	" "	Student	NO
Brent Lewis	" "	" "	Student	NO

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Name/*Nombre*	Address/*Dirección* (home and e-mail)/*(de casa y correo electrónico)* 90070	Phone/*Teléfono*	Neighbor/Business Owner/Transit user/Property Owner/Student *Vecino/Comerciante/Usuario del transporte /Propietario /Estudiante*	Are you interested in getting involved? ¿Le interesaría participar?
[illegible]	340 W 3rd St [illegible]	385-63 45	[illegible]	No
[illegible]	"	"	[illegible]	No
[illegible]	"	"	Student	NO
[illegible]	"	"	[illegible]	no
[illegible]	"	"	[illegible]	no
[illegible]	"	"	[illegible]	no
[illegible]	"	"	[illegible]	no
[illegible]	"	"	[illegible]	no
[illegible]	"	"	[illegible]	no
[illegible]	"	"	[illegible]	no
[illegible]	"	"	Student	no
[illegible]	"	"	Student	Nope!
[illegible]	"	"	[illegible]	no
[illegible]	"	"	Student	no

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Tina Moreno	3910 Oakwood ave 90004	323 662-5926	work	—
MARVIN THOMAS	3910 OAKWOOD AVE 90004	323 953-7756	WORK	—
LUIS CALLOCONDO	4547 WILLOW BROOK AVE 90029	323 665-4981	—	—
Gladys Marin	125 S. Union Pl 90026	(213) 8891574		✓
Erica [illegible] Gomez	543 Madison Apt #5 LA 90004	323 953-8763		
Jose Rufuel castro	1221 N. Vermont AVE #104 90027	(323) 953-8501	Vecino	—
Ivania perez	120 N. catalina #2 90004	— —	"	—
Oscar Melara	1042 Sanborn AVE. 90027	323 669-0905	work/neighbor	✓

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Miguel Soldeo (Quelino)	712 N. Vermont Ave LA CA 90029	(323) 644-1939	Comerciante	/
Mary Menendez	1129 N. Edgemont 90027	323)669-0084	[illegible]	Yes
Juana Ramirez	809 Maltman ave 90026	323)663 8915	Vecina	No
Avsa Alvarez	1144 N. Normandie av. #101 90029	(323) 953-7936	Vecino	Si

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MaryLou Alvarez	1851 Riverside Dr. #3 Glendale, CA 91201	(818)500-1163	Transit user	Yes
HERIBERTO RAUDA	13800 SHERMAN WAY #205 V NCA 91405	(818)371-4430	TRANSIT USER	YES
Amanda Vega	400 Kenmore Ave. Los Angeles	(213) 380-6089	Vecina	Yes
David Garcia	12310 Van Nuys (York Ave) 90250 GU- WANT LIVING CA 90250	(310) 219-0803	Hermana	Yes
LINDA SOLARES	400 So. KENMORE AVE #103 LA CA 90020	213-389-3344	ASST. MANAGER	YES
Marcos Vasquez	400 So. Kenmore Av #415 90020	213)3658495		
JAMES MORRIS	425 S. Kenmore 90020			
Ana Lainez	530 S. Kenmore Ave #102 90020	(213)4800169	AP Manager	Yes
Margaret Stitt	400 S. Kenmore Ave. #404 90020	213-386-6963		
Lucila Vicente	400 S. Kenmore Ave 90020	213 427 9103	AP. MT	YES
DAVID MARION	400 S. KENMORE AVE #403 90020	2133865035	KCINO	YES
Lizbeth Quintanilla	400 S Kenmore ave #401 LA Calif 90020	(28) 739-5352	Neighbor	No
Ana de Leon	3910 Oakwood Ave #334	323) 953-7350	[illegible]	

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CARLOS SOTO				
CARLOS SOTO	338 N. New Hampshire 90004			
Darrion Sattler	338 N. New Hampshire 90004			
Maria [illegible]	338 N New Hampshire 90004	323)6425 95	[illegible]	
Kenji Shuster	334 N. New Hampshire 90004	2133355487	Neighbor	
[illegible]	324 N. New Hampshire 90004	323-660-729	[illegible]	
Chanos [illegible]	3821 W BEVERLY BL 90004	323)913-9706	BUSINESS	
Sandra Amezua	4717 Elmwood Ave 90004	323)468-94[illegible]	Neighbor	
ERIC [illegible]	152 N. Alexandria 90004	(213)385-09[illegible]	[illegible]	
[illegible]	3[illegible]24 W Beverly Blvd 90004	213)383-65[illegible]	[illegible]	
M. ESTEBAN	254. N. New Hampshire 90004	213-389-	[illegible]	
[illegible]	515 N Alexandria AVE 90004	323.668.07[illegible]		
Elaine Herman	252 N. New Hampshire 90004	213) 381 703[illegible]	Neighbor	
Jose CATE	213 1/2 N. New Hampshire 90004	(213) 389-3[illegible]	[illegible]	

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Adela Torrero	5217 Delongpre Ave 90028	6622176	[illegible]	Si
Armando Torrero	5217 Delongpre Ave 90028	6622176	[illegible]	Si
Jesus Rodriguez	5220 DeLongpre Ave 90027		[illegible]	Si
[illegible]	1176 N. Kingsley Dr 90029	660 2862	Vecino	Si

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Wanda Milton	1176 N. Kingsley Dr #C 90029	(323) 663-480[illegible]	Friend	Yes
Keshalaya Ayvazyan	1176 N. Kingsley Dr #C 90029	323/663-6485	Friend	Yes
Azatui Suzenyan	1176 N. KINGSLEY DR 90029	(323) 664-72[illegible]	Friend	Yes
Veran Hindoyan	1182 N. Kingsley Dr. 90029	(323) 666-7843	Friend	Yes
Taguhi Gegejian	1182 1/2 N. Kingsley Dr 90029	(323) 913-1523	Friend	Yes
Emilia Ynzunza	1186 N Kingsley Dr	323-664-253[illegible]	Friend	yes
Maria Escabedo	1186 N Kingsley	3236636987	Friend	Yes
Gloria Rocha	1176 N. Kingsley DR.	(323) 913-0115	Friend	Yes
Joanna Maravilla	1178 N Kingsley Dr.	(323) 660-6[illegible]	~~Friend~~ Friend	Yes
Rosa Flores	1182 N. Kingsley Dr.	660-32[illegible]	Friend	Yes
Rafaela Mendoza	1182 N Kingsley 2	323 906 95[illegible]	[illegible]	Yes
Martha Calleja	930 N. Mariposa 90004	660 7852	Jardin Comunitario	Yes
Ana Martines	934 N. Mariposa 90004	913 06 14	Friend	Yes

Jardin Communitario Rosewood.

Parks First Coalition/*Coalición Primero Parques*

Petition/*Petición*

I SUPPORT the goals of the Parks First Coalition to create more pocket parks & to landscape more streets in the Vermont/Western Specific Plan area before we allow increased density. ***YO APOYO los objetivos de la Coalición Primero Parques de crear más parques pequeños y de reverdecer las calles en el área del Plan Específico Vermont/Western antes de que se permita aumentar la población del área.***

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Marco A. de la Rosa	538 N. Helio Tropa Dr.	(323) 906 84 54	Jardin comunitario	Si
Juan Beltrán	4055 1/2 Oakwood Av. 90004 L.A.Ca.	323) 666-3012	Miembro del Jardin	Si
Fabiola Alfaro	1176 N. Kingsley Dr #5 LA 90029	(323) 6602862	L.A. Community garden	Si
Jesus Gomez	4061/2 Oakwood 90004	(323) 9130944	Vecino	Si
Johanna Lopez	5813 Virgin. Ave. 90038	(323) 4647991	Vecino	Si
RUFINA de PAZ	4065 K OAKwood Ave 90004	323. 666 7036	Vecino	Si
NERY REYES	4156 Rosewood Ln 90004	(323) 661-5718	Vecino	Si
Edilia Mantilla	4156 Rosewood Ln 90004	" " —	" "	"
Alma Recio	4243 Monroe St. 90029	323) 953-9388	Miembro del Jardin	Si
Susana Barraza	4247 Monroe ST 90029	323 953-9540	Miembro del Jardin	Si
Isabel Vardueco	116 N. Alexandria Av. #5 LA 90004	(213) 386 0880	Miembro del Jardin	
MARIA VAZQUEZ	129 S. Rimpau Pl 90004	213) 3824636	MIEMBRA DEL JARDIN	SI
Jose L De Jesus	607 N. Rossmore 90004	(323) 462 3385	Miembro del jardín	
Ismael H. Barraza.	4247 monroe st. 90029	323) 953 9540	miembro del jardin	si

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Marina Mario	1219 N Ardmore Av #5 90029	323 906-2545	amiga	Si
Elizabeth Flores	1219 N. Ardmore Ave #1 90029	323-906-9349		
Israel Valdez Jr	1213 Ardmore Av #4 90029	660 8706	vecino	
Oliver Johnson	133 E 93rd St 90003	323 756-3145	Neighbor	—

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Lilian López	—	—	—	—
Norma D. Escobar	4350 Bonnie Av 90029	(323)666 5915	Vecina	Si
Alma Palacios	850 N. Mariposa #303	323)644 4982	Vecina	Si
Luz M Hernandez	4239 MONROE 90029 ST	323)664 3353	VECINO	SI
Xochitl Hernandez	4245 3/4 Monroe 90029 st	323)664-1081	Vecino	Si
PAMELA MOSS	4243½ MONROE ST 90029	213 205-4459	NEIGHBOR	?
Rosenga Cate	425/ monroe 90029 st	323 6625940	Vecino	
Brenda Hernandez	1031 N. Bonnie Brae St #105 90026	(213)413-2966	Neighbor	Yes
Flavia Bruzon	4247 ½ MONROE St 90029	(323) 9069684	Neighbor	Yes
Sheryl Catzim	4245½ monroe st 90029	323)660-7991	Neighbor	yes
Queen Moore	4243 5/8 Monroe 90029 St	323-644-2683	Neighbor	~~Yes~~ NO
Manuel Peña	4245 1/4 MONROE 90029 ST.	323)663-6299	Neighbor	Si
Maria Fuentes Villalobos	4247 1/4 Monroe 90029 St	(323) 662 6790	Neighbor	No work

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Patiki John	800 N Vermont LA CA 90029	(323) 666-5665	Business	Work
Margarita López	4245 Monroe St LA CA 90029	323) 667-30-69	Buy Suits	Work.
MANUELA MONTES	4247 HOWDOE ST L.A.C. 90029	(323 9536690	Besinca	
Add. Pedro	410 Vermont LA CA 90004	(323) 665-23		Jackeline
Rosalia Reyes	802 N Vermont Ave. 90029	323) 9531224	Besina	Si
Joel Rene	3747 Eums St. #4	(323) 6648413	Librarian	
Oscar Monterrosa	730 n Mariposa Ave #17 90006	(323) 913 9451	Besino	work.
Patricia Rodriguez	2873 W. AVE 35 90065	3231 550.1898	Neighbor	Not at the time
Alfredo Rodriguez	2881 W. AVE 35 90065	(323) 729-2651	Neighbor	✓
Ken Blum	ecuador@earthlink.net	Library Cahuenga	[illegible]	
Ruben Olvera	1006 New Hampshire Ave 90027	(323) 669068	Besino	work
Gladys Espinoza	1212 N New Hampshire ave 90027	(323) 665-4225	Besino	
[illegible]	4565 Lexington Ave. 90029	(323) 661-8765	Besino	

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[illegible]	4316 Melrose Ave L.A CA	323 666-1821	[illegible]	—
[illegible]	4326 MELROSE AVE	3236650751	BUSINESS	—
Pizza Point		663-1219	[illegible]	
Nidia Medrano	657 N. Kenmore ave.	6693099	Vecino	
Soaquin Grande	4350 Melrose		Vecino	
Antonio Aguilar	719 N. HELIOTROPE	6603340		
Francisco Vargas	659 N Heliotrope dr # 4	669 2745	Vecino	
Mohammad	662 N. Heliotrope	6372-666-870	Vecino	
Orlando R. NUÑEZ	435. S GRAMERCY A.	(213)917-3517	VECINO	
Jesus de la luz	719½ N. Madison Ave	(323) 663-6644	VECINO	
Carolina			VECINO	
JAVIER FIERRO	603 N WOOD PL	661 971	VECINO	
Juan Galvan	655 N. Heliotrope Dr.	323 953-8727	Vecino	

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Marcelino Hernandez	233 N. New Hamshire	(213) 3864840	Residente	Yes
Felipe Cañon	3900 W 3rd St LA	(213) 3937895	Residente	Si
María Sipaque	206N. Normandie Ave.	213-387-7936	Residente	Si
Susana Armas	635 N. New Hampshire Ave #	323 953-6622	Vecino	Si
Asencion Rendon	640 N. New Hampshire	323-[illegible]	Vecino	Si
Refugio Ornelas	626 N. New Hampshire	323-663-0324	Vecino	Si
Rogelio Alvarado	622 N. New Hampshire	323-665-5204	Vecino	Si
Guillermo Solorzano	622 N New Hampshire # V.	323 660-7417	Vecino	Si
Noemi Garcia	622 N New Hampshire #3A	(323) 663-1781	Vecino	Si
Gustavo Lopez	622 N Hampshire #5	323) 666-7225	Vecino	Si
Yolanda del Margo	622 N Hampshire #6	323-669-1478	Vecino	Si
Elba Centeno	622 Hampshire	(323) 667-1426	Vecino	Si
Javier Hoyos	641 N. New Hampshire Ave	323) 6609221	Vecino	Si

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James Romero	338 New Hampshire	663 3950		Yes
NORMA CONTRERAS	338 New Hampshire	913-2284		Si
Carlos [illegible]	[illegible]	664-8061		Yes
LINO LIRIO	338 N. New Hampshire #17	664-4221		Yes
Edmond Ramsey	338 N. Newhampshire	2139247099		yes.
Will Sierra	338 N New Hampshire	213.215-7717		Yes
Bernardo Sanchez	338 N New Hampshire	323-669359		Yes
Heissel Cruz	323 N. New Hampshire	323 667 3023		yes
[illegible]	325 N. New Hampshire	953-0185		Yes
Querubina Cabrera	3820 Bebali Blvd	los Angeles CA 90031		Qué Si
Gil Hongkiu	3808 Beverly Blvd	2132887011		Yes
Bernard Wisner	3810 Beverly Bl. L.A.	(213)7390092		Yes.
Pedro Romero	4100 Rowan Ave.	2137365334		Yes

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Maribel Jovel	635 N. New Hampshire Ave #6	6605852		Yes
Maribel Jovel	635 N. New Hampshire Ave #6	660 5852	Vecino	Yes
GERARDO GARCIA	638½ N. New Hampshire Ave	953-1191	RESIDENT	
JUAN J. MARTINEZ	638½ N. New Hampshire	953-1151	RESIDENT	
José Martinez	625 N. New Hampshire Ave #11	667-1969	" "	
Miriam Sánchez	645 No. New Hampshire Av.	666-7593	Vecino	si
Mirna J. Ecuadra	645 N. New Hampshire Ave #4	953-6545	Vecino	
Alicia Gonzalez	645 N. New Hampshire Ave #5	906-8569	Vecino	
Alma Lara	645 N. New Hampshire #8	6640705	Vecino	yes
Manuel Reyes	645 N New Hampshire	660-0725	Vecino	yes
Nancy Amiaga	625 N. New Hampshire #106	661-7344	Vecino	si
Emilio Martinez	625 N New Hampshire #106	661-7344	Vecino	si
Maribel Perez	625 N. New Hampshire #105	606-1202	Vecino	si.
Cecilia Ruiz	625 N. Hampshire Ave #104	661-3395	Vecino	Si

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Candelaria Hernández	629 N. New Hampshire #11	323 666-7178	Vecino	
Baby Ramos	611 N. New Hampshire Ave.	(323) 663-5150		
Ana J. Melgar Villega	603 N. New Hampshire Ave. #11	(323) 667-0164	Vecino	
Sagrario Contreras	603 N. New Hampshire Ave. #11	(323) 663.5024		
IRMA GARCIA	603 N. NEW HAMPSHIRE	323/661-1524		
[illegible]	600 N. Berendo	(323) 661-5480	VECINO	
Angela Urraña	6001 N Berendo	3236618102	Vecino	
Myrna Montoya	659 N. Heliotrope	(323) 665-9520	Vecino	
Rita DELCid	604 N. Berendo St.	(323) 662 4546	Vecino	
Gloria Perez	608 N. Berendo St.	(323) 6656053	Business	
Andres Valdez	4250 MELROSE	3236449024	Business	
Blanca Juarez	802 N. Vermont 107	(323) 6654842	Vecino	
Ana Ramirez	4060 Melrose Ave	(323) 661-8921	Vecino	
Misael Cortez	4266 Melrose Ave	— — —	Vecino	

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Reina Mancia	625. New Hampshire	660 8406	Vecino	Yes
Emma Angulo	625. New Hampshire	666-7253	Vecino	Yes
Patricia Santacruz	617 N. New Hampshire #4	660-7346	Vecino	—
Rosalia L Adasme	617 N New Hampshire Ave #1	661-0409	Vecino	—
Martha [illegible]	625 N. New Hampshire Ave	668-2754	[illegible]	—
Eliana [illegible]	640 N. New Hampshire	662-0746		
[illegible]	[illegible]	[illegible]		
[illegible]	[illegible]	[illegible]		
[illegible]	[illegible]	[illegible]		
Milton A Gabriel	612 N. New Hamshire	6445677		
Gabriel Cruz	4605 STA MONICA Blvd	666 2538.	Comerciante.	—
Anna Pooch	625 N. New Hampshire	913 7065	Vecina	Si
Tania Posada	" "	953 6508	"	"

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Eduardo Vargas	653 1/4 Heliotrope DR #2	(323)6468967	Vecino	✓
Ramon Mendoza	610 N. Berendo St	323.669.0945	Vecino	?
Sylvia Holguin	653 1/2 Heliotrope	323-666-8891	Vecina	✓
Alejandra Rodriguez	649 1/2 Heliotrope Dr	323-661-0105	Vecina	
Federico Arriaga	647 N. HELIOTROPE DR			
Saul Lopez	918 Vi. CATALINA	1213. 2060997	Vecino	
Ruben Hernandez	529 N. Heliotrope DR			
Karina Solar	535 N. Heliotrope DR		vecina	
MARIA FLORES	639 N. HELIOTROPE DR.	323)66600 93	Vecino	
Antonio Escobar	639 N. HELIOTROPE DR	(323)662-0272	Vecino	
Dolores Moreno	648 N. HELIOTROPE DR	(323)664-2526	VECINO PROPETARIA	✓
Hermila Pineda	639 N HELIOTROPE	Dr. 323) 666093	Vecino	
Hilda Alfonso	648 N Heliotrope		VECINO	

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	761 N. Virgil Ave Los Angeles	323 6448759	Neighbor	
	617 Michel Torrance		Vecino	
	3933 Maravilla			
	446 N Westmoreland			
	607 N. Westmoreland	(323) 661-3304		
	3412 Bellevue Ave.	(323) 665 0962		
	Ormond Ave			?
	3409 Pixley St	(323) 661 6858		

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SANTOS Palacios	4041 Marathon L.A. 90029	—	NEIGHBOR	yes
Magda Espinoza	415 y Marathon 90029		Neighbor	yes
RUSHNEE CHEN	600 N NEW HAMPSHIRE AVE		NEIGHBOR	Yes
Linda Vista	625 S. Berendo Apt Los Angeles		[illegible]	yes

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Edna azueta	4101 w. oakwood		Vesino	yes	90004
Mitzit Molina	4101 W oakwood	323/906-4130	Vesino	yes	90004
Jose A. Ibes	4110 W. oakwood	323/663-5014	Vesino	yes	90004
Suanny Moncher	245 N. Kenmore Ave #104	(213) 380-2078	estudiante	yes.	90004
ALBERT CABRERA	251 N. KENMORE APT 104	(213) 386-0851	STUDENT	yes	90004
Edwin Mendez	4160 Rosewood Av.	323 664 7165	Vesino	Yes	90004
Rafaela Mendez	4160. Rosewood Av	323) 66471 65	Vesino	Yes	90004
Marisela Zarayoza	4160. Rosewood ave	323) 661-4578	Vecino	Yes	90004
MANUEL Rodriguez	4160. Rosewood Ave	—	Vecino	Yes	90004
Scarleth Samayoa	421 N Heliotrope Dr	323)660-76-36	Vecino	yes	90004
Maria Alfaro	1176 N. Kingsley Dr. #5	(323) 660286	Vecino	Yes.	90004

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		323-6610287			
Jose Tapia	335 N. New Hampshire		Besinos	YES	90004
Jorge A ESTRADA	Ave #206 LA 90004		BESINOS	YES	90004
MARIA ESTRADA	335 N. New Hampshire LA CA. 90004	(323)661-6307	BESINOS	YES	90004
Sonia Vallejos	4118 Rosewood Ave Ap.201	323)666-1026	BESINOS	YES	90004
BRON AVILA	4101 OWDOD W AV. AP.204		BESINOS	YES	90004
EDWIN OCHOA	4101 W OKWOODAVE#208	(323)663-50	ESTUDIANTE	YES	900
Raul A Reyna	4101 W. Oakwood 205	323-662 1738	BESINO	YES	9...04
Laura Hdz	4101 W. Oakwood	323-660-7138	BESINO	Yes	90004
Lidia Najera	4101 Oakwood Ave	323(6)-96-76	Besinos	Yes	90004
Leticia Flores	4101 OAKwood Ave	(323) 9068492	Yes. No	YES	90004
Mario Avila	4101 Oakwood Av.	(323) 6661026	✓	✓	90004
Maria Lopez	421 N. Heliotrope Dr. #5		Estudiante	Yes	90004
Maria Machuca	421 N. Heliotrope Dr #14	(323)4640424	Vecino	Yes	90004

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		323-6610287		
Jose Tenorio	335 N. New Hampshire		BESINOS	YES
Jorge A Estrada	Ave #206 LA 90004		BESINOS	YES
MARIA ESTRADA	335 n. New Hampshire LA CA. 90004	(323)661-6307	BESINOS	YES
Sonia Vallejos	4118 Rosewood Ave Ap.201	323)666-1026	BESINOS	YES
BYRON AVILA	4101 OAKWOOD AV. AP.204		BESINOS	YES
EDWIN OCHOA	4101 W OAKWOOD AVE #208	(323)663-5044	ESTUDIANTE	YES
Raul A Elguera	4101 W. Oakwood 205	323-662-1738	BESINOS	YES
Laura Hdz	4101 W. Oakwood.	323-660-7138	BESINO	Yes
Lidia Najera	4101 Oakwood Ave	323(6)-96-76	Besinos	Yes
Leticia Flores	4101 OAKWOOD AVE	(323) 9068492	Yes. NO	YES
Mario Avila	4101 Oakwood Av.	(323) 6661028	✓	✓
Maria Lopez	421 N. Heliotrope #5		Estudiante	Yes
Mana Machuca	421 N. Heliotrope #4	(323)4604924	YESNO	Yes

Parks First Coalition/*Coalición Primero Parques*
Petition/*Petición*

I SUPPORT the goals of the Parks First Coalition to create more pocket parks & to landscape more streets in the Vermont/Western Specific Plan area before we allow increased density.*YO APOYO los objetivos de la Coalición Primero Parques de crear más parques pequeños y de reverdecer las calles en el área del Plan Específico Vermont/Western antes de que se permita aumentar la población del área.*

Name/*Nombre*	Address/*Dirección* (home and e-mail)/*(de casa y correo electrónico)*	Phone/*Teléfono*	Neighbor/Business Owner/Transit user/Property Owner/Student *Vecino/Comerciante/Usuario del transporte /Propietario /Estudiante*	Are you interested in getting involved? ¿Le interesaría participar?
Sico Ogino	541 N. alexandria av.	667-694	neighbor?	yes
Claudia Vazquez	534 N. Heliotrope dr.	662-4643		Yes
Paul Legrand	100 N. Kenmore Ave LA	487-2464		YES
[illegible]	528 N. Alexandria	660-3941		
[illegible]	415 S. Alexandria AV Apt 6	213)487-0241		
[illegible]	4011 Orwood av.	323/669.057		
Genaro	4101 Orwood	3236-44-73-79		
Fredy HERNANDEZ	4101 OAKWOOD AV #307	2337665 2314		
CRISTINA RAMOS	4101 OAKWOOD AV #307	323)66;2314		

Parks First Coalition/*Coalición Primero Parques*
Petition/*Petición*

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Name/*Nombre*	Address/*Dirección* (home and e-mail)/*(de casa y correo electrónico)*	Phone/*Teléfono*	Neighbor/Business Owner/Transit user/Property Owner/Student *Vecino/Comerciante/Usuario del transporte /Propietario /Estudiante*	Are you interested in getting involved? *¿Le interesaría participar?*
Paula Velasco	559 N Heliotrope	323 6641827		
Maria Tobar		(213) 538-5214	Vecina	←
Ami Bacelis	327 Normandie Pl #C	(323)953-9330	De la Comunidad	
Alvaro Palma	521 N. Kenmore	(323)665-6043	"	
Maria Estrella	521 N. Kenmore	(323)665-6043	"	
Milton Bacelis	327 Normandie Pl #C	(323)953-9330	"	
Jorge Palma	" " "	" "	"	
Veronica Ramirez	" " "	" "	"	
Francisco Palma	" " "	" "	"	
Ana Zelaya	326 N. ARDMORE	323)662-2441	De la comunidad	
Norma Nevarez	634 N. Alexandria #6	323)660-0870	De la comunidad	
BERTA LARA	522 HELIOTROPE AVE		De la comunidad	
Ana Ruth	460 N. NORMANDIE PL.	(323)665 4506		
Maria G-	323 464 1761		De la comunidad	

14

Parks First Coalition/*Coalición Primero Parques*
Petition/*Petición*

I SUPPORT the goals of the Parks First Coalition to create more pocket parks & to landscape more streets in the Vermont/Western Specific Plan area before we allow increased density. ***YO APOYO los objetivos de la Coalición Primero Parques de crear más parques pequeños y de reverdecer las calles en el área del Plan Específico Vermont/Western antes de que se permita aumentar la población del área.***

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Maria Sarmiento	428 N. Alexandria				9
Dalia Estrada	4011 Oakwood Ave. Apt	(323) 953-6681			9
Carla Maranan	4516 Maplewood Ave	(323) 309-7569			9
ALMA [illegible]	326 N. [illegible]	(323) 913-[illegible]			9
[illegible]	213 386 2823	213 286 2823			
[illegible]					
Haydee Luna	421 1/2 N. Normandie Ap.	323 660-5353			9
Luci Alvarez	525 N. Ardmore Av. # 20	323 665 4645			9
Kelly Hernandez	421 N. Heliotrope Dr.	323-906-2905			9
Mario Feliz Jr.	519 n. ardmore av. #1 LA, CA	(323) 663 3706			9
Laura Hdz	4101 Oakwood Apt 4	(323) 432132			9
Maria & Ximena	421 n Heliotrope #223	323) 6447947			9
LISA RODRIGUEZ	618 N. JUANITA #203	(323) 660-0094			9

Parks First Coalition/*Coalición Primero Parques*
Petition/*Petición*

I SUPPORT the goals of the Parks First Coalition to create more pocket parks & to landscape more streets in the Vermont/Western Specific Plan area before we allow increased density. ***YO APOYO los objetivos de la Coalición Primero Parques de crear más parques pequeños y de reverdecer las calles en el área del Plan Específico Vermont/Western antes de que se permita aumentar la población del área.***

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Leslie Martinez	3393/4 normandie PL.			
Leslie Martinez	3393/4 normandie PL.	(323) 461-2785	vecino	Si
Maria Estrada		(213) 427-0340	"	—
Maria Villalba	558 N. Alexandria Ave. CA. 90004	(323) 660 4658	"	—
MARIA	64 1/4 N Kingsley	323) 953 88 11	"	—
MYUN KOM	320 N. Kenmore Ave #13	213) 503-3701	"	—
Mauricio Vasquez	5303 W. La Mirada Dr	(323) 463-965	neighbor	YOS
Nora enriquez	615 - N. Mariposa #3	(323) 662 0419	Neighbor	yes
Patty Bonilla	521 Kenmore #103	(323) 913702		—
Martha Chagoya	4101 W Oakwood 205	(323) 662-17-35		—
Gladys Marroquin	4101 w. oakwood 304	323-6642758		
Ruby Oswaldo Orozco	4101 W. Oakwood. 304	" " "		
Elsa Morales	4156 Rosewood #18	953-27		

Parks First Coalition/*Coalición Primero Parques*
Petition/*Petición*

I SUPPORT the goals of the Parks First Coalition to create more pocket parks & to landscape more streets in the Vermont/Western Specific Plan area before we allow increased density. ***YO APOYO los objetivos de la Coalición Primero Parques de crear más parques pequeños y de reverdecer las calles en el área del Plan Específico Vermont/Western antes de que se permita aumentar la población del área.***

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Adela Castillo	333 N. Berendo st. 224	(323)664-5769		yes	90
Mirna Pardon	308 N. Kenmore ave. L.A. 90004	323-663-51-61		/	91
BLANCA GONZALEZ	6116 OAKWOOD AVE	3236633164		/	90
Idalmes Ayala	4075 Oakwood ave. #10 L.A. 90004	(323)953-0062		yes	90
Alicia Lara	327 N. Kingsley Dr.	(323)387-1542		"	90
Blanca Martinez		(323)953-9609		"	90
Sonia Mendivar	4101 OAKWOOD Ave	(323)666-1026		"	90
Gladys S. C.				"	
Patronila G.				"	
Gilberto H	4101 w oakwood	323-6620116		"	90
Raul C. Mangoba	4101 W OAKWOOD	663-56-99		yes	90

Parks First Coalition/*Coalición Primero Parques*
Petition/*Petición*

I SUPPORT the goals of the Parks First Coalition to create more pocket parks & to landscape more streets in the Vermont/Western Specific Plan area before we allow increased density. ***YO APOYO los objetivos de la Coalición Primero Parques de crear más parques pequeños y de reverdecer las calles en el área del Plan Específico Vermont/Western antes de que se permita aumentar la población del área.***

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Fatima [illegible]	427 N. Alexandria			
Lorena Escalera	3291/2 N Normandie Ave	(323) 913-3356	Vecino	✓
Simon Marroquin	215 N. Alexandria	(213) 386-1003	Vecino	—
Araceli Saldaña	859½ N. Berendo	(323) 953-0725		—
Arely Nicole Mendoza	506 N. Berendo St. #1	(323) 644-757[illegible]		—
Luz Maria Aragon	624 N. Alexandria	(323) 913-35[illegible]		—
Olivia Fr. [illegible]				—
Maria Acuña	4205 alexandria pl.			—
Jorge Reyes	570 N. Kenmore Ave	323-666-5411		—
Rosa Correa	455 N Normandie Ave	323-644-0217		—
Ana Cano	324 N. Heliotrope Dr #8	(323) 953-84[illegible]		—
Yaneth A. Velasquez	324 N. Heliotrope Dr. #4	(323) 660-73[illegible]		—
Mario Galindo	150 N. Catalina St. #1	213-389-357[illegible]		—
Jovana En Martinez	336 N. Berendo #164	(323) 660-48[illegible]		

Parks First Coalition/*Coalición Primero Parques*
Petition/*Petición*

I SUPPORT the goals of the Parks First Coalition to create more pocket parks & to landscape more streets in the Vermont/Western Specific Plan area before we allow increased density. ***YO APOYO*** *los objetivos de la Coalición Primero Parques de crear más parques pequeños y de reverdecer las calles en el área del Plan Específico Vermont/Western antes de que se permita aumentar la población del área.*

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Ruth Acevedo	425 N. Normandie Pl	(323)666-3866		Sí
Lennor Ramirez	4205 COUNCIL	1-3843835		
Walter Martinez	578 N. HELIOTROPE	323 [illegible]		
Dora Zapata				
MARINA RUIZ	212 NORMANDI	3237389899		
[illegible]				
[illegible]	323-913-0567			
Rosa Avila	323-766-2992			
Paula Nunez	323-734-03-97			
Rosalia Martinez	555 N. ARMOUR AVE #2	[illegible] 663-0504		
Gloria Reyes	[illegible] N Kingsley	660-88-[illegible]		
Silvia Rivera	400 N. Normandy #L	323 905-8936		

Parks First Coalition/*Coalición Primero Parques*
Petition/*Petición*

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Agatha Bonga	401 N Berendo #101	(323) 661-43-48	Vecina		90
Maria Diaz	333 N. Berendo St	6603481	"		90
Gloria Bataglia	333 N. Berendo ST #109	(323) 664-0362	"		90
Susy Caceres	227 N. Catalina St #4	(213) 384-3747	"		90
Ana Cruz	306 N. Kenmore Av.	(323) 6440958	"		90
Yolanda	538 N Alexandria	213 875 2505	"		90
Sara Ramirez	334 N Hobart	232-60-5234	"		90
Sylvia Loza	401 N Hobart Apt #12		"		90
Brenda Gomez	511 N. Manhattan #1	(323) 664-6841	"		90
Virginia Velasquez	2371/2 N New Hampshire	213 1485-76-41	"		90
Liddell Melville	410 Woodward #204	(323) 666-1046	"		90
Salvador Ramirez	410 Oakwood Ave #207	(323) 667-9674	"		90
Raul A Hern	410 W. Oakwood 207	323-6621738	"		90

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Parks First Coalition/*Coalición Primero Parques*
Petition/*Petición*

I SUPPORT the goals of the Parks First Coalition to create more pocket parks & to landscape more streets in the Vermont/Western Specific Plan area before we allow increased density. ***YO APOYO*** *los objetivos de la Coalición Primero Parques de crear más parques pequeños y de reverdecer las calles en el área del Plan Específico Vermont/Western antes de que se permita aumentar la población del área.*

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Jose Cisneros	335 N. New Hampshire	660-8[illegible]	Vecino	
C SANCHEZ	335 N. NEW HAMPSHIRE	665-208[illegible]	"	
ROMERO FIGUEROA	335 N. New. HAMPSHIRE	666 3914	"	
[illegible]	335 N New. HampSHIRE	667 3084	"	
Rusty & Bella	335 N. New Hampshire	666-5660	"	
Tita Rodriguez	maria alcala		"	
Victoria Nieves	4156 Rosewood Ave #21	323-669-[illegible]	"	
melba Dias	4003 OAKWOOD AV	Vc Los Angeles [illegible]	"	
[illegible]	4118 Rosewood	(323) 665-10[illegible]	"	
Maria Argueta	4126 Rosewood AV (323)	662-52[illegible]9	"	
[illegible]			"	
Cristina 533	North Berendo #		665-[illegible]944	

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Parks First Coalition/*Coalición Primero Parques*
Petition/*Petición*

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Name/*Nombre*	Address/*Dirección* (home and e-mail)/*(de casa y correo electrónico)*	Phone/*Teléfono*	Neighbor/Business Owner/Transit user/Property Owner/Student *Vecino/Comerciante/Usuario del transporte /Propietario /Estudiante*	Are you interested in getting involved? *¿Le interesaría participar?*
JUAN ORTEGA	CINTON			
MARVIN HENRIQUEZ	534 N. HELIOTROPE APT #7	664-2269	Vecino	
[illegible]	427 normandie pl	644 5436	"	
Cristian Esteban	421 N. Heliotrope	667 307[illegible]	"	
Laura morales	4125 Rosewood Ave	913 2556	"	
Maria Herrera	177 N. Alexandria	3858390	"	
Maria Rubio	520½ N. Alexandria Ave	(323) 644-1401	"	
Jaime Mica	421 N. Heliotrope	323-906-0159	"	
ABRAHAN MARTINEZ	555 N NORMANDIE	323	"	
ANA Mayen	330 N Alexandria Ave	90004	"	
Alfredo Ramirez	421 N. Heliotrope	90004	"	
Claudia Guerra	333 N. Bonnie	90004	"	
Aida Cortez	848 Beverly BL. 3rd	(213)3898608	"	
Veronica Lomanges	712 N Ardmore Ave.	(323)906-1270	"	

Parks First Coalition/*Coalición Primero Parques*
Petition/*Petición*

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Ana Lopez	247 N. New Hampshire #1 L.A. CA 90004	213-487-0294	Vecina	
Marcial Lucero	570 N. Kenmore #105	323-953-1402	"	
Remedios Garcia	421 N. Heliotrope dr #310	(323) 669-0836	"	
Amalia Cortez	607 N Alexandria #02	(323)666-6037	"	
Gabriela Laguna			"	
Gina Hernandez	333 N Berendo #107	323 669-0211	"	
Leonel Castrado	333 N Berendo # 107	323-669-0210	"	
Maria Torres	333 N Berendo St #104		"	
Diosdado Manalo	623 1/2 N. Mariposa Ave	(323) 906-2902	"	
MARIA SANCHEZ	4918 MELROSE	(323) 461-81-47	"	
JUAN Perez	538 N Alexandria	3236640160	"	
Nelson Alvarenga	4126 W. Rosewood	323-913-9899	"	
AMADA NATIVIDAD	209 3/4 N. BERENDO	323-487-602	"	

Bresee
Foundation

3401 West Third Street
Los Angeles, CA 90020
Phone (213) 387-2822
Fax (213) 385-8482
info@bresee.org

June 16, 2000

Members
City Planning Commission
Department of City Planning
Los Angeles, CA

I am writing to express my support for the Parks First Program. The Bresee Foundation is a member of the Parks First Coalition whose short-term goal is to ensure the Parks First Program is approved by the Planning Commission and the City Council. Over the long term, the Parks First Coalition seeks to ensure that the program is implemented throughout the Vermont/Western Specific Plan area.

As the Plan clearly shows, the Vermont/Western Specific Plan Area is one of the most park poor sections of Los Angeles. Through the Parks First Program, we hope to create a visionary new program that will bring at least 10 acres of new space (5 acres in small parks, 5 acres of shared streets) to this area. We believe that this approach to increasing open space is sensible because 1) it takes advantage of vacant loss that may be a nuisance 2) it creates spaces that people can walk to in their neighborhood, 3) it does not involve relocating residents or businesses and 4) it's cost effective and realistic.

Furthermore, we believe that disallowing the production of additional market rate family housing in the Plan Area until the Parks First Program is fully funded is the only viable way to make it happen. Allowing increased density in this area without dealing with our needs for adequate infrastructure would be irresponsible.

The Bresee Foundation is committed to creating more park space in our neighborhood and we are already planning for more green space in our area. We recently began construction on the Bresee Community Center, located at Second Street and Bimini Avenue. As part of this project, we will create a small pocket park that will be available to all residents of our community.

The Parks First program will have many positive results including: providing recreation opportunities for young and old, softening the urban landscape in this area, increasing property values, and bringing many ecological benefits (i.e. reducing energy consumption and diminishing flooding and water pollution).

For all of these reasons, we are members of the Parks First Coalition and urge your approval of the program.

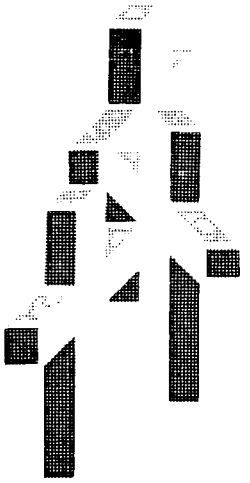
Sincerely,

Rev. Jeff Carr
Executive Director
Bresee Foundation

June 19, 2000

Members
City Planning Commission
Department of City Planning

Los Angeles, CA



First Church of the Nazarene
The Church Where Nations Meet
3401 West Third Street
Los Angeles, California 90020
(213) 385-6345

I am writing to express my support for the Parks First Program. L.A. First Church of the Nazarene is a member of the Parks First Coalition whose short term goal is to ensure the Parks First Program is approved by the Planning Commission and the City Council. Over the long term, the Parks Coalition seeks to ensure that the program is implemented throughout the Vermont/Western Specific Plan area.

As the Plan clearly shows, the Vermont/Western Specific Plan Area is one of the most park poor sections of Los Angeles. Through the Parks First Program, we hope to create a visionary new program that will bring at least 10 acres of new open space (5 acres in small parks, 5 acres of shared streets) to this area. We believe that this approach to increasing open space is sensible because 1) it takes advantage of vacant lots that may be a nuisance 2) it creates spaces that people can walk to in their neighborhood, 3) it does not involved relocating residents or businesses and , 4) it's cost effective and realistic.

Furthermore, we believe that disallowing the production of additional market rate family housing in the Plan Area until the Parks First Program is fully funded is the only viable way to make it happen. Allowing increased density in this area without dealing with our needs for adequate infrastructure would be irresponsible.

We are very supportive of the idea of increasing open space in our communities. The Parks First program will have many positive results including: providing recreation opportunities for young and old, softening the urban landscape in this area, increasing property values, and bringing many ecological benefits (ie. reducing the heat island effect (the tendency for cities to be 6-8 degrees F warmer than the surrounding countryside), reducing energy consumption and diminishing flooding and water pollution).

For all of these reasons, we are members of the Parks First Coalition and urge your approval of the program.

Sincerely,

Rev. Dan Soliday
Senior Pastor

DS/ts

Members
City Planning Commission
Department of City Planning

Los Angeles, CA

Christian School

I am writing to express my support for the Parks First Program. Midwilshire (Name of Organization) is a member of the Parks First Coalition whose short term goal is to ensure the Parks First Program is approved by the Planning Commission and the City Council. Over the long term, the Parks First Coalition seeks to ensure that the program is implemented throughout the Vermont/Western Specific Plan area.

As the Plan clearly shows, the Vermont/Western Specific Plan Area is one of the most park poor sections of Los Angeles. Through the Parks First Program, we hope to create a visionary new program that will bring at least 10 acres of new open space (5 acres in small parks, 5 acres of shared streets) to this area. We believe that this approach to increasing open space is sensible because 1) it takes advantage of vacant lots that may be a nuisance 2) it creates spaces that people can walk to in their neighborhood, 3) it does not involve relocating residents or businesses and 4) it's cost effective and realistic.

Furthermore, we believe that disallowing the production of additional market rate family housing in the Plan Area until the Parks First Program is fully funded is the only viable way to make it happen. Allowing increased density in this area without dealing with our needs for adequate infrastructure would be irresponsible.

We are very supportive of the idea of increasing open space in our communities. The Parks First program will have many positive results including: providing recreation opportunities for young and old, softening the urban landscape in this area, increasing property values, and bringing many ecological benefits (ie. reducing the heat island effect (the tendency for cities to be 6-8° F warmer than the surrounding countryside), reducing energy consumption and diminishing flooding and water pollution).

For all of these reasons, we are members of the Parks First Coalition and urge your approval of the program.

Sincerely,

6/19/00

Members
City Planning Commission
Department of City Planning

Los Angeles, CA

I am writing to express my support for the Parks First Program. Immaculate Heart of Mary School (Name of Organization) is a member of the Parks First Coalition whose short term goal is to ensure the Parks First Program is approved by the Planning Commission and the City Council. Over the long term, the Parks First Coalition seeks to ensure that the program is implemented throughout the Vermont/Western Specific Plan area.

As the Plan clearly shows, the Vermont/Western Specific Plan Area is one of the most park poor sections of Los Angeles. Through the Parks First Program, we hope to create a visionary new program that will bring at least 10 acres of new open space (5 acres in small parks, 5 acres of shared streets) to this area. We believe that this approach to increasing open space is sensible because 1) it takes advantage of vacant lots that may be a nuisance 2) it creates spaces that people can walk to in their neighborhood, 3) it does not involve relocating residents or businesses and 4) it's cost effective and realistic.

Furthermore, we believe that disallowing the production of additional market rate family housing in the Plan Area until the Parks First Program is fully funded is the only viable way to make it happen. Allowing increased density in this area without dealing with our needs for adequate infrastructure would be irresponsible.

We are very supportive of the idea of increasing open space in our communities. The Parks First program will have many positive results including: providing recreation opportunities for young and old, softening the urban landscape in this area, increasing property values, and bringing many ecological benefits (ie. reducing the heat island effect (the tendency for cities to be 6-8° F warmer than the surrounding countryside), reducing energy consumption and diminishing flooding and water pollution).

For all of these reasons, we are members of the Parks First Coalition and urge your approval of the program.

Sincerely,
Sr. Marsha A. Moon, RSC

SIERRA CLUB
FOUNDED 1892

Angeles Chapter

June 21, 2000

City Planning Commission
221 N. Figueroa, Room 1600
Los Angeles, CA 90012

Regarding: case # 00-1976 SP Vermont/Western Station Neighborhood Area Plan

Dear Commissioners:

I am writing to you on behalf of the Sierra Club, representing more than 55,000 members in LA and Orange counties who want to protect open space, and make our communities more livable.

Sierra Club is supportive of the proposed Vermont/Western Station Neighborhood Area Plan which encourages environmentally-friendly transportation alternatives: transit, walking, and bicycling. Given the new Red Line rail infrastructure and the existing patterns of density and non-automobile transportation in the plan area, it makes excellent sense to establish land use rules that will foster environmentally sustainable development in the area.

One aspect of the plan especially favored by the Sierra Club is the Parks First Program. The Parks First Program will calm car traffic and create much needed green space in areas of our city where it is sorely lacking, namely in the Vermont/Western Specific Plan area. We urge you to approve the Parks First Program.

The Parks First goal of 50 pocket parks, shared streets, and community gardens will enhance the environment in many ways including:

- reducing the heat island effect created by large unshaded expanses of asphalt;
- reducing pollution runoff by increasing permeable surfaces;
- adding to the urban forest, thereby improving air quality; and
- making streets safer for children, by slowing automobile traffic.

Thank you for your attention to this important matter. Please let me know of any involvement our members can have as this proposal moves forward.

Sincerely,

Martin Schlageter
Conservation Coordinator

cc: Councilmember Jackie Goldberg
Councilmember John Ferraro

3435 Wilshire Boulevard, Suite 320 Los Angeles, CA 90010-1904 TEL: (213) 387-4287 FAX: (213) 387-5383 www.angeles.sierraclub.org

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Speaker Cards

1-16-01

PLANNING & LAND USE MANAGEMENT COMMITTEE SPEAKERS

DNS

☐ SUPPORT Project/Proposal
AGENDA ITEM # 2 Date 1-16-01

☒ OPPOSE Project/Proposal
Veto
Council File #

Phone No. 213-382-3805

Name Rebecca Belletto

Address 117 Bimini Pl. Apt. 218

City Los Angeles Zip Code 90004

Representing

☐ Applicant ☑ Property Owner(s) ☐ Assoc. ☐ Other

☐ Appellant ☐ Surrounding Property Owner(s) ☐ Organization

✓

PLANNING & LAND USE MANAGEMENT COMMITTEE SPEAKERS

DNS

☐ SUPPORT Project/Proposal
AGENDA ITEM # 2 Date 1/16/01

☒ OPPOSE VETO Project/Proposal
Council File # 00-1999

Phone No. 213-386-4355

Name Dore Burry

Address 117 Bimini Place apt 117

City LA Zip Code 90004

Representing

☐ Applicant ☐ Property Owner(s) ☐ Assoc. ☐ Other

☐ Appellant ☐ Surrounding Property Owner(s) ☐ Organization

✓

PLANNING & LAND USE MANAGEMENT COMMITTEE SPEAKERS

☐ SUPPORT Project/Proposal
AGENDA ITEM # 2 Date 1/16/01

☒ OPPOSE Veto Project/Proposal
Council File # 00-1999

Phone No. 213-387-2822 x166

Name Rev. Jeff Carr

Address 184 S. Bimini Place

City Los Angeles Zip Code 90004

Representing Bresee Foundation

☐ Applicant ☐ Property Owner(s) ☐ Assoc. ☐ Other

☐ Appellant ☐ Surrounding Property Owner(s) ☒ Organization

✓

DNS

PLANNING & LAND USE MANAGEMENT COMMITTEE SPEAKERS

☐ SUPPORT Project/Proposal
AGENDA ITEM # 2 Date 01/16/2001

☒ OPPOSE Veto Project/Proposal
Council File # 00-1999

Phone No. (213) 387-2822

Name Gloria Conaway

Address 184 So Bimini Pl

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Representing Clark 1st Coalition

☐ Applicant ☐ Property Owner(s) ☐ Assoc. ☐ Other

☐ Appellant ☐ Surrounding Property Owner(s) ☑ Organization

DNS

PLANNING & LAND USE MANAGEMENT COMMITTEE SPEAKERS

☐ SUPPORT Project/Proposal
☑ OPPOSE Veto Project/Proposal

AGENDA ITEM # 2 Date 1/16/01
Council File # 00-1999

Phone No. (213) 387-2822

Name Gerardo Cisneros

Address 841 Bimini Pl.

City LA Zip Code 90004

Representing Bres

☐ Applicant ☐ Property Owner(s) ☐ Assoc. ☐ Other
☐ Appellant ☐ Surrounding Property Owner(s) ☑ Organization

DNS

PLANNING & LAND USE MANAGEMENT COMMITTEE SPEAKERS

☐ SUPPORT Project/Proposal
☑ OPPOSE Veto Project/Proposal

AGENDA ITEM # 2 Date 1/16/01
Council File # 00-1999

Phone No. (213) 387-2822

Name Seth Eklund

Address 841 Bimini Pl.

City LA Zip Code 90004

Representing Bres

☐ Applicant ☐ Property Owner(s) ☐ Assoc. ☐ Other
☐ Appellant ☐ Surrounding Property Owner(s) ☑ Organization

PLANNING & LAND USE MANAGEMENT COMMITTEE SPEAKERS

☐ SUPPORT Project/Proposal
AGENDA ITEM # 2 Date Jan 16, 2001

☑ OPPOSE veto Project/Proposal
Council File # _____

Phone No. 213/387-2822

Name Ana Heina

Address 184 S. Bimini Place

City Los Angeles Zip Code 90004

Representing _____

☐ Applicant ☐ Property Owner(s) ☐ Assoc. ☐ Other

☐ Appellant ☐ Surrounding Property Owner(s) ☑ Organization

PLANNING & LAND USE MANAGEMENT COMMITTEE SPEAKERS

☑ SUPPORT Project/Proposal
AGENDA ITEM # 2 Date 1/16/2001

☒ OPPOSE veto Project/Proposal
Council File # _____

Phone No. 213.380.3754

Name Joe Linton

Address 131 1/2 Bimini

City LA Zip Code 90004

Representing LA Eco-Village, Parks First Coalition

☐ Applicant ☒ Property Owner(s) ☐ Assoc. ☒ Other

☐ Appellant ☐ Surrounding Property Owner(s) ☐ Organization resident

PLANNING & LAND USE MANAGEMENT COMMITTEE SPEAKERS

ONS

☒ SUPPORT Project/Proposal
☒ OPPOSE Veto Project/Proposal

AGENDA ITEM # 2 Date 1/16/2001

Council File #

Phone No. 2133841654

Name EDWARD LOCKE

Address 117 BIMINI PLACE, #109

City LOS ANGELES Zip Code CA 90004

Representing ECO-VILLAGE/CRSP

☐ Applicant ☐ Property Owner(s) ☐ Assoc. ☐ Other

☐ Appellant ☐ Surrounding Property Owner(s) ☒ Organization

PLANNING & LAND USE MANAGEMENT COMMITTEE SPEAKERS

☒ SUPPORT Veto Project/Proposal

☐ OPPOSE Project/Proposal

AGENDA ITEM # 2 Date 1/16/01

Council File # 00-1999

Phone No. 323-464-6792

Name J. H. McQuiston, P.E.

Address 6212 YUCCA ST

City LOS ANGELES Zip Code 90028-5223

Representing EAST HOLLYWOOD COMMUNITY ASSN

☐ Applicant ☒ Property Owner(s) ☒ Assoc. ☐ Other

☐ Appellant ☐ Surrounding Property Owner(s) ☐ Organization

PLANNING & LAND USE MANAGEMENT COMMITTEE SPEAKERS

☐ SUPPORT Project/Proposal

☒ OPPOSE Veto Project/Proposal

AGENDA ITEM # 2 Date 1-16-00

Council File # 00-1999

Name Randy METZ Phone No. _____

Address 117 S. BIMINI #217

City L A Zip Code 90004

Representing PROPERTY OWNER

☐ Applicant ☐ Property Owner(s) ☐ Assoc. ☐ Other

☐ Appellant ☐ Surrounding Property Owner(s) ☐ Organization

PLANNING & LAND USE MANAGEMENT COMMITTEE SPEAKERS

☐ SUPPORT Project/Proposal

☑ OPPOSE Veto Project/~~Proposal~~

AGENDA ITEM # 2 Date 1-16-01

Council File # 13

Name Carmen Parada Phone No. _____

Address 638 N. Bonnie St #2

City LA Calif. Zip Code 90004

Representing 4 Sts Coop.

☐ Applicant ☑ Property Owner(s) ☐ Assoc. ☐ Other

☐ Appellant ☐ Surrounding Property Owner(s) ☐ Organization

CF 00-1999

STATEMENT of H. McQUISTON, P.E, PLANNING REPRESENTATIVE

EAST HOLLYWOOD COMMUNITY ASSOCIATION

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01 JAN -3 PM 2:18
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on CITY PLAN CASE No. 00-1976 SP

Vermont/Western Station Neighborhood Area Plan, etc

Honorable Chairman and Members of the Commission:

The East Hollywood Community Association is organized in accordance with the new Charter's provision regarding Community Councils. It comprises all of ZIP 90029 and that part of 90027 below Hollywood Blvd. We represent merchants, property owners, residents, employees, and all those interested in the welfare of our area.

This Plan overreaches the ends of our boundaries, but we have extended our reach so as to provide coherency to the whole.

Our by-laws created the office of Planning Representative, who is empowered to represent the Association in planning matters, and who is a board-certified professional with many years experience in redevelopment, transportation, and zoning matters. I as that Representative bring not only my expertise but also that of my family, who all have resided in the East Hollywood area since 1920 continuously at the property.

This Plan suffers from the fact that it was not available for analysis until the week of June 30, even in a draft form. Instead, residents were shown documents which inferred something entirely different. Thus we were denied adequate contact during the years in which it was being formulated.

Our Association represents about 40,000 residents and about 30,000 merchants and employees, among others. As the dominant organization, we expected consultation which was not forthcoming over the specific ordinances.

We submitted a detailed Plan suggestion January 11, 2000, following our written suggestions of 1998 and 1999. Our Plan equalized the population, provided necessary public facilities as prescribed by the Hollywood Plan, and promoted public welfare while providing for transit access as desired by the City Plan.

While the Department's Plan may be said to incorporate some ideas of ours, it so runs to excess that it makes the area unlivable if executed. However, due to major faults within it, I doubt if this Commission will want to allow it to be approved.

Read closely, the Department's Plan will segregate both population, religionists, and tradesmen, into regional ghettoes without requisite reason. It will foster buildings unable to withstand the combination of unstable faulting and forecast earth liquefaction which will cause deaths and major building destruction. And it will drastically degrade the mini-climates in the area causing unnecessary drain on energy and subsequent additional climatic changes.

And the zoning to allow a population of 159,602 in an area of 2.3 sq. mi. results in a density of 69,392/ sq. mi, which is higher than Manhattan in 1975 at 64,956/sq.mi. Compare that with our City average in 1975 at 5,879/sq.mi!

A mini-city this large should be planned carefully so that no public will be unsafe and no city amenity is lacking. We note the absence of proper police and fire protection, the lack of adequate libraries and meeting-places and centers, the complete absence of parks as set forth in State prescription, and the undermining of local schools due to classroom shortages, among other City shortcomings.

A mini-city this large is exceeding the EIR submitted to the Court to settle the 1980's suit regarding over-zoning, by over 100%, and promoting the over-building of residences in ground subject to severe seismic danger, should require of Planning an EIR explaining why we inhabitants should be subjected to such fate, when the others in the City will be protected from such dangers in their Plans. We decline to have the City discriminate against us in this way; there is no viable reason to do so.

Moreover, the proposed Ordinance lacks certain zoning which is essential to a

PLANNING & LAND USE MANAGEMENT COMMITTEE SPEAKERS

DNS

☐ SUPPORT Project/Proposal

☑ OPPOSE Project/Proposal

AGENDA ITEM # 2 Date 1/16/01

Council File # CF 00 1999

Veto

Name Lois Arkin Phone No. 213/738-1254

Address 3551 White House PL

City LA Zip Code 90004

Representing

☐ Applicant ☑ Property Owner(s) ☐ Assoc. ☐ Other

☐ Appellant ☐ Surrounding Property Owner(s) ☐ Organization

✓

PLANNING & LAND USE MANAGEMENT COMMITTEE SPEAKERS

General comm. re. 2

☐ SUPPORT Project/Proposal

☐ OPPOSE Project/Proposal

AGENDA ITEM # ~~00-1999~~ Date 1/16/00

Council File # 00-1999

Name mayda. Portillo. Phone No.

Address

City Zip Code

Representing mayor's office.

☐ Applicant ☐ Property Owner(s) ☐ Assoc. ☐ Other

☐ Appellant ☐ Surrounding Property Owner(s) ☐ Organization

DNS

PLANNING & LAND USE MANAGEMENT COMMITTEE SPEAKERS

☐ SUPPORT Project/Proposal
☒ OPPOSE Veto Project/Proposal

AGENDA ITEM # 2 Date 1-16-01
Council File # 13

Phone No. 213-387-2822

Name Mike Thomas
Address 184 S. Bimini Ave.
City Los Angeles Zip Code 90004
Representing Bruce Foundation

☐ Applicant ☐ Property Owner(s) ☒ Assoc. ☐ Other
☐ Appellant ☐ Surrounding Property Owner(s) ☒ Organization

DNS

PLANNING & LAND USE MANAGEMENT COMMITTEE SPEAKERS

☐ SUPPORT Project/Proposal
☒ OPPOSE Veto Project/Proposal

AGENDA ITEM # 2 Date 1-16-01
Council File # 00-1999

Phone No. (213) 387-2822

Name Jonda Whitehead
Address 3401 W. 3rd St.
City LA. Zip Code 90020
Representing Bruce

☐ Applicant ☐ Property Owner(s) ☐ Assoc. ☐ Other
☐ Appellant ☐ Surrounding Property Owner(s) ☐ Organization

viable mini-city. It completely lacks C-2 and M zoning, yet advertises as being "pedestrian" friendly. 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. They will patronize itinerant food-sellers who throw rotten food on the streets, because suitable markets will be unable to locate in the area, let alone within walking distance.

1. And, per Section 13, 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.

This Representative consulted with Honorable Lee Alpert, Chairman of the Board of Neighborhood Commissioners but formerly of the Building and Safety Commission, July 6, 2000, regarding Section 13. He believed it was unique for such purpose in a Planning ordinance. In consultation with a high official of Building & Safety, it was said that Section 13 was not only totally unnecessary but also uncalled-for and legally suspect.

We believe Section 13 would cause great expense unnecessarily for the City, and will depress property and delay repairs. It is not in any way beneficial to anyone.

Moreover, once recorded it will cause irreparable damage.

2. There is a de facto admission that the Department's Plan is not correct because of the extraordinary presence of Section 14.

3. We object to being discriminated against, when in the Code already there are adequate sections addressing the conceivable planning situations inherent in our area. There is no need to Balkanize the Code and it appears unnecessary to address any circumstance in our area which is unique, except to insure public safety due to local environment; which insurance is lacking in the ordinance as set forth.

4. The Framework EIR specifies that each plan must have an associated EIR specifically addressing the environment of the specific plan. That specification was reiterated again in the answers to comments on the Land Use/Transportation Policy document issued in response to a lawsuit claiming the Framework EIR was deficient. There is no such specific EIR; only the Framework EIR is relied upon by the proposed ordinance. However, the Framework EIR does <u>not</u> address the population increase caused by the ordinance's rezoning upwards by over 100%. Rather, the Framework cites essentially <u>no</u> increase but rather a redistribution with less dense away from transit lines and more dense close to terminals.

5. We have no opposition to concentration of density near "Red Line" stations, but we have serious doubts that such will prove economically viable without heavy City housing subsidies. That doubt is prompted by two facts: building steel moment-frame, heavy construction to withstand "1 g" horizontal and vertical ground shaking, in soil which liquefies when shaken hard, will be very costly and rents in excess of $24,000 per year with little parking will not attract persons with high =enough income and insensitivity to noise and fumes and danger of heavily-trafficed streets to occupy the units. And, orthodox jews and the like will not be able to occupy them even if they would otherwise want to live there, because of religious restrictions. A City-created, de facto segregation serving no legitimate purpose.

6. Between stations, the Department's Plan is over-dense, strip-zoning unsuitable for its stated purpose, namely "creation" of a pedestrian oriented district. The problem is that no such district over two miles long, such as this Plan entails, could be pedestrian-oriented. And no such district could omit C-2 and M zoning, like this one.

I remember that before World War II this area was truly pedestrian-oriented. Zoning was clustered between residences. Clusters of workplace and shop locations of every description made it possible to walk to work, to amusement, to shops of all kinds. That concept was abandoned for strip zoning by the Planning Department, and this Plan still reaches for the outmoded strip concept only suitable for an automobile-oriented planner.

The East Hollywood Community Association's suggested zoning attempts to restore pedestrian access by returning to zoning mixtures and locating suitable zoning where residents may walk to work, or to worship, or to a mixture of businesses. In this way the area would become highly desirable as a place to live and to work and to remain, rather than creating a location of temporary situations with little respect for the local environment by its inhabitants such as the Department's Plan instills.

The current Code addresses pedestrian districts as being short, usually single blocks. The reason is that true shoppers get tired of walking distances, and may fear walking at night in our City with absent police protection. I remember that when we shopped at Barker Bros on Figueroa, Bullocks at Broadway-Hill was too far remote for walking, even though in those days the stores delivered packages.

7. The Transportation and Transportation Engineering Handbook addresses walking distances in cities throughout the nation. In colder climates the distances appear different than in Southern California. In Los Angeles, the average walk is less than 700 ft, and is reflected in the Code at 12.21A4(g), where the walk is measured not as the crow flies but along public sidewalks useable by walkers.

The handbook also reveals that most trips from home are neither work (30%) nor shopping (18%) related in Los Angeles, but constitute 74% of all trips, and that truck trips constitute a major traffic load.

8. The Hollywood EIR revealed that many intersections in the area, given a population less than half the Department's proposed plan, will be at a level-of-service at or near capacity. With the enormously increased population all intersections would be gridlocked and the area will depopulate and give problems of public safety.

Thus the Station concept should have restricted itself to density-adjustments within the walking area, not even several blocks distant from each station, and not over-densified the entire area.

9. Of interest is Variance ZA99-0649 which may convert R-5 zoning to mini-mall without residences and which is almost next to the station at Western and Hollywood. If this variance is allowed the densification-near-station concept will be irreparably failed. The petitioner claims that although the property was of mixed-use, now it cannot be economically justified. If that is correct, then the Department's Plan must be completely revised.

10. Repeatedly, the Framework refers to one very necessary principle:

"Protect and preserve existing single family neighborhoods".

In the Hollywood EIR for the Plan, the EIR was based on an appropriate mixture of housing. Thus entrant population could advance to better housing without leaving the neighborhood. We believe this type of mixture is essential.

Although based on considerable detached housing in this area for the Hollywood EIR, and despite the Framework citations of 22% (Hollywood) and 28% (Wilshire) and 39% (Citywide), out of some 56,665 estimated units in the Department Plan only 48 "qualify" as being truly detached (R-1, RE-9), and less than 1,000 are possibly detached housing (R-2). This area, however, contains numerous detached housing R-1 and R-2 which deserves protection, just as the EIR's promise. It is just that they were improperly zoned and not therefore identified as being for protection.

The reason the housing was probably missed is because in conducting the rezoning after the EIR for Hollywood Plan, the zoning for these missed units was incorrectly modified. However, the intent behind the Framework was to preserve "existing" units. These units exist. Therefore they deserve to be preserved. The zone does not control.

After adjustment there would be about 1916 detached units in the area, out of the Department's 56,665. That would be 3.4%, which is only 10% of the City average. Clearly for the health of the area this figure must be raised, probably by reducing the over-populated multiple dwellings in the Department Plan.

11. The Department Plan does not address the jobs/housing ratio. Jobs/housing is a critical indicator of whether the circulation is proper in the area. We believe that if this neighborhood is to be truly pedestrian, then reliance on shuttling the population out of the neighborhood, or into the neighborhood, just to cure an unbalance of jobs/housing, is totally improper planning. It appears that this Department Plan is improper in this respect.

12. Parking reduction near stations is a precept of the Framework EIR. One problem is that almost every street in the area is choked with parked vehicles because the area was built during the transition between inadequate and adequate parking on properties. We will submit photos showing that plans in the Development Standards part of the Ordinance as proposed, which essentially do away with parking on a large number of streets, will cause depopulation because currently almost every street space is required for the current residents' parking.

The Hollywood Plan EIR calls for a minimum of 5 parking spaces per 1000 sq. ft. of building in commercial zone. Von's Market calls for 6 spaces and could be an industry standard. The Department's Ordinance sets a maximum of 2 spaces. Even Motels and Hotels must abide by this, per Proposed Ordinance. Thus Motels and Hotels may be unable to offer parking to every occupant and customers will go elsewhere.

Given the restricted parking near stations, low-cost establishments will probably locate elsewhere. Thus station-located merchants will not only be charged high rents but also must overcharge customers who may have to patronize the stores on account of proximity. Unsatisfied customers may promote deterioration of lifestyle near the station.

But the general ban on parking propriety extends beyond the station area as set forth in the Department proposal. It will have the effect of chilling both business and residence if parking prescribed for other areas is not to be allowed in this area.

A particular nuisance in this area is the lack of parking, per the elaborate set of rules already set forth in the Code, for various trade schools in this area. Residents complain of having to park far away, in unsafety, after a long search, just because of student parking outside the parcel at which they receive instruction.

The Plan as proposed exacerbates the problem for residents.

13. There is another problem associated with the building form and parking location as rigidly prescribed in the Department Plan. All parking is prescribed as "out of sight" behind buildings. While such a look is obviously pleasing esthetically, it unavoidably sacrifices safety for the person by making personal attacks unnoticeable. With police in cruisers, the only safety is for out-of-building persons to be visible from the street. The Plan thus imposes a de facto private police force on every business and every residence in a commercial-type zone. That is a burden which appears unsuitable for this area and one which could have been mitigated by suitable alternative.

14. As a very-long time resident, I do not believe the "Appendix A", which is required to be recorded as a covenant on every deed, is accurate or has any important value to add to those already existing in the Code. We believe it would be best to reject the Appendix entirely as not in the best interests of the present nor any future community in the subject area.

15. We favor the allowance of sporadic CR zoning in residential areas so that churches, synagogues, temples, and the like may be situated within walking distance of residences without breaking into busy commercial zones. Our Plan did just that. Under the Code such religious properties will have to abandon their properties when time limits run out, and the Department's Plan omits CR so they will not receive help by right.

Location of houses of worship has become contentious. We believe it is not proper for the City to establish de facto segregation of such edifices and urge the Commission to demand inclusion of "spots" of CR suitably located for this purpose.

16. We favor the establishment of CM zones sporadically located within C zones, so that the resident population may engage in light manufacturing presently denied in any C zone While the Department Plan partially accepts the concept (Sec 5D), the Ordinance gets into subjects unrelated to zoning and which are controlled elsewhere better, presently. The Section also unnecessarily omits occupations deemed pertinent for this area and contained adequately in CM Code.

We disagree, however, in wide-open right to locate such operation in an R zone or at every location in any C zone. We carefully scouted the area and in our Plan allowed such only in suitable parcels where the pedestrian concept was fulfilled. The Department allows strip-type operations even in residential areas with little control over establishment, and we believe such could jeopardize neighborhoods.

17. We favor the containment of M zoned parcels as a unit, and off highways, because of the shift nature of the work. Policing of such zones is eased when the presence of persons in such zone "after hours" can be viewed as an intrusion and questionable.

Moreover, there exists now an area near the Hollywood Freeway and Virgil which has been traditionally M zoned. Therein lie businesses requiring M-1 and M-2, which could not exist under the Department's Plan to shift to CM. Likewise, presence of commercial and residential uses in the prior M zone would confound policing and expose businesses to losses.

We believe it is unwise to convert the M-zoned properties to CM. Likewise, we believe some of the M zone should be apportioned M-2 to accommodate existing uses, and some should be apportioned MR-1 to restrict certain uses, and our Plan did so. Thus we believe this Commission should reject the language for Section 10 as written.

18. We believe the exemptions in Section 11 are not helpful to this area. There is no good reason for exemption, for example, from parking requirements when the area is substantially parking-deficient.

19. We believe that "child" care facilities should be a part of a City program rather than a responsibility of any commercial establishment. We note that the City is perhaps the largest entity falling under the proposed Section 5G yet has dealt itself an exemption under Section 11.

20. We believe the language of 5F will effectively prevent this area from obtaining its rightful share of parks which other areas of the City already have. We note that we have zero local parks and zero community parks now. We believe 5F must be amended to make clear we are entitled to makeup funds to equalize our area for parks for active sports, and then an equal share of all park-destined monies of the City, County, and State. We believe it is a waste of public funds to take away street parking merely to make temporary and unusable sports facilities when the same monies could fund at least some "legitimate" parks, with playground supervision.

We believe if the City is to require children and adults to "play" in streets then the document should contain a statement guaranteeing the full faith and credit of the City to pay for any damage to person or property arising out of such activity.

21. We believe that anyone who authorizes the enactment of any document of planning for the City, associated with this Plan, should be liable with the City for any injury to person or property arising out of that authorization.

We reserve the right to supplement this Statement subsequent to any hearing to be held on this matter.

Respectfully submitted,

DATED: July 10, 2000

J. H. McQuiston, P.E.
Planning Representative
East Hollywood Community Association

CF00-1999

PRELIMINARY STATEMENT of J. H. McQUISTON

on CITY PLAN CASE No. 2000-1976-SP

October 11, 2000

Vermont/Western Station Neighborhood Area Plan

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BY

I am a Professional Engineer serving as the Planning Representative of the East Hollywood Community Association, a local group of those living, working, and owning property in the boundary of Western Ave, Hollywood-Sunset Boulevard, Hyperion Ave, and Melrose Ave. Our numbers include about 40,000 residents and 30,000 in businesses.

We support a revision of the subject area but with substantial objections to details which we believe are environmentally so UNSOUND as to put people in the prospective plan into extreme jeopardy.

Moreover, we believe if the details are put into practice there will be a proliferation of vacant and slum buildings in this area, on account of severe planning errors.

Furthermore, we deplore the attempt by the Planning Department to defy the United States by causing the area to exclude persons which desire to practice their Constitutional rights to their religions, without any basis to the exclusion.

Also, we reject the Planning attempt to characterize our area as a de-facto ghetto of any kind and to dump excessive population into that area as a result. We believe our area, as the most-densely populated area in the City, deserves relief from such over-densification before it becomes overpowered with the attendant social problems.

Until and unless the City provides our fair share of schools, parks & day care, and protective services, we believe there should be no City attempt to intensify our already-burdensome quality of living.

We have insisted that this Plan requires an EIR, and all prior EIR's touching on this area have said so. This area is crossed by highly liquefiable ground and major earthquake faults. The Planning Department has not listened to our expert insistence.

We will expand on these and other problems with this Plan and will be happy to confer at any time, before or during any meeting on this subject.

J. H. McQuiston, P.E, Planning Representative
East Hollywood Community Association
6212 Yucca St
Los Angeles, CA 90028-5223
(323) 464-6792

CF 00-1999

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EAST HOLLYWOOD COMMUNITY ASSOCIATION

RECOMMENDATIONS

LAND USE in SNAP STUDY AREA

1. Following a successful lawsuit, the Court ordered the City of Los Angeles to bring its zoning of land use into consistency with the various Community Plans. Councilman Yaroslavsky then successfully instituted an approach which effectively "downzoned" most of Los Angeles. In 1988, Gruen Associates reported on the Hollywood Community Plan Revision, that the area was heavily overdense and without facilities to which the City had decreed it was entitled. Gruen made detailed analyses, among which were actually inventorying each building in the Community, and documenting statistics on each "census tract". Our set of recommendations approximates the Gruen report, with some significant differences necessary to provide necessary public facilities.

2. The SNAP effort consists of two segments, called a "plan area" and a "study area". Our set of recommendations encompasses the "study area", which includes within it the smaller "plan area". MTA's "plan area" concept concerns the "immediate area" surrounding an MTA red-line station, here specifically the stations at Vermont and Beverly, Vermont and Santa Monica, Vermont and Sunset, and Western and Hollywood. MTA defined the "station area" as that encompassed by a circle of radius 1/4 mile. 1/4 mile is equal to 1320 feet. The "study area" extends from Franklin on the north, to Sunset on the south, in the segment from the Hollywood Freeway to Edgemont, and thence from Franklin on the north to 3rd Street on the south, in the segment from Edgemont to Hillhurst-Virgil-Hoover-Commonwealth (north to south); 2.3 sq mi.

The defect in MTA's station-area concept lies in the ordinance adopted by the City as a result of much planning research: the area-influence of a point is to be determined by the observed abilities of average pedestrians walking to points distant from it. Accordingly, for example Section 12.A4(g) of the City Planning Code requires parking for any building to be situated within 750 feet, not 1320 feet, from the building, and requires that the measurement not be on the radius of a circle but instead be measured along walks suitable for pedestrians. Hence, the "sphere of influence" in a community adjacent to a station should be measured accordingly, and is nowhere near the extent proposed by the MTA concept.

3. The value of the red line consists of its great benefit to travelers not wishing to originate or terminate trips at or near red-line stations. If one only counts red-line trips, the red line could not be justifiable. But linked on both ends of a red-line trip to continuing public transportation, the red line represents a critically-needed and extremely-justified facility.

EHCA's recommendations focus on the pressing needs of the community and consider its well-being, quality of life, and livability as the proper measure.

4, The Los Angeles Police Department has reported population-densities within several of its service areas as follows:

	1998 Population per Square Mile		
CENTRAL	7,007	SOUTHWEST	16,791
RAMPART	33,790	HARBOR	6,687
HOLLENBECK	12,991	77th STREET	14,750
NORTHEAST	8,725	SOUTHEAST	12,547
NEWTON	16,024	VAN NUYS	8,345
WEST L.A.	3,355	WEST VALLEY	5,707
PACIFIC	8,345	NORTH HOLLYWOOD	8,741
HOLLYWOOD	10,254	FOOTHILL	4,309
WILSHIRE	16,140	DEVONSHIRE	4,478

CLEARLY, the population-density unfairly concentrates within EHCA's area. The result: our schools are vastly overcrowded. We have zero local parks instead of the more than eight to which we are entitled by City mandate, and for which we are paying taxes without any benefit whatsoever. Our sewers and water services are at maximum. And, the local zoning has prohibited locals from engaging in or working for businesses near their residences, which has promoted traffic gridlock.

This population unbalance must be laid to the door of the City Planning Department. Gruen reported that the Planners in the 1940's rezoned Hollywood, to the extent that the zoning would allow a population, in Hollywood alone, to equal the population of the entire city, if each parcel were fully developed!

Such an extreme unbalance might be partially explained in 1950 by the existence of danger by attack from a hydrogen bomb. Accordingly, the Defense Department ordered an extreme dispersal of the major employers in the Defense Industry. In fact, Lockheed was not permitted to expand further in Southern California; hence, the development of industry in Sunnyvale, Northern California. Employees had thus to commute long distances. Public transportation was not favorable. Housing away from possible "targets" was indicated.

Now, the Defense plants and the accompanying multiplier of supporting suppliers are almost erased. The computer and tape have revolutionized motion picture production, banking, and insurance positions. Lifestyle changes obsoleted great portions of our retail stores. Thus it is that the zoning of the "study area" is not at all proper for Year 2000 and beyond.

We must redistribute the population density of the City. We must make jobs, schools, and markets available near people's residences. We must create local parks and child-care facilities. We must roll back the population in the study area.

5, The land-use diagram with this recommendation assesses each parcel in the area, with an eye to equalizing the density, and distributing zoning, to enable local business to be entered-into by local residents. Moreover, site selection for park and school development was influenced by attention to safety, convenience, and suitability. A strong requirement was to preserve and protect single and two-family parcels, as being necessary for the neighborhood stability. Furthermore, multiple-use zoning was preferred, in cases where buildings or sites dictated. CR zoning was conferred mainly on institutional existing uses, such as churches, museums, and schools already situated in residential areas. CM zoning was preferred in commercial areas where buildings would support a manufacturing capability (manufacturing in C zone is limited to ancillary support and extremely limited, although the EHCA area is filled with such "bootleg" use without benefit of variance). Moreover, much of the "highway oriented" zoning was overdone in our neighborhood, so it was amended to "neighborhood-oriented" zoning (i.e, C-2 amended to C-1.5 or C-4). The change better controls uses which are suitable in our neighborhood, while channeling them into their proper places, and in amounts amenable to maintaining the proper quality of life.

Another object of the diagram is to control height disparities so as to halt neighborhood flight and retain valuable area populations. Accordingly, standards are placed on each parcel in the area with regard to height. Basically, there is a height limit as follows:

XL	30 ft	1L	60 ft
VL	45 ft		

Additionally, each parcel must not rise more than 15 feet above the parcels on all sides, taken as an average over at least 12 immediately surrounding that in question. Only parcels on the same block need be counted.

The floor-area ratio of commercial and industrial properties is also controlled. The Study Area consisting of hospitals near Sunset and Vermont is permitted a (SA) FAR of 3.0 and is principally separated from other properties by streets. The neighborhood-oriented commercial properties, highway-oriented properties, and industrial properties are controlled by floor-area-ratio (FAR) as follows:

CR	FAR 0.5	C-2	FAR 0.5	P	FAR 1.0	MR-1	FAR 1.5
C-1	0.5	C-2(SA)	3.0	C-4	1.0	M-1	1.5
C-1.5	0.5	P(SA)	3.0	CM	1.5	M-2	1.0

6, Five local recreation areas, having child-care facilities, are distributed off busy streets to provide safe havens yet close enough for recreation during lunch hours. All must have a playground supervisor while open to public.

The combined area of 27.6 acres is less than that required by City standard of 44.6 acres for the size of population as down-zoned. Each area is suitable for one soccer field and facilities required for child care, etc, as follows:

SERRANO	241,172 sq ft	PROSPECT	214,375 sq ft
WESTMORELAND	206,719	MADISON	344,531
FIRST	199,063		

7. Two additional school sites are situated near suitable centers to enable elementary school children to attend without crossing busy streets. The school population may require the addition of a high school, which could be situated on or near bus service, but which should not take away single or two-family sites. The school-age population was estimated using as a basis the 1988 school population and the school-area population, as follows:

ELEMENTARY	78/1000	3484	HIGH	32/1000	1429
MIDDLE	31/1000	1385	OTHER	1.5/1000	67

Because the latest trend is to reduce class size to 20 in lower grades, there may be a need for more elementary sites in the area. We would suggest positioning them in blocks containing over-developed structures so as to bring the population overload down and also to reduce the student loading.

8. The housing rollback more or less follows the Gruen recommendation, with the exception that the Gruen population per-residence was based on the 1980 census projected to 2010, and thus was using a figure of only 1.99. If as some say the per-residence population will be 2.97, then obviously the zone density must be modified from the Gruen figures. Accordingly, the multiple-residence parcels were adjusted to include more RD2 and less RD1.5 (although of course the density will not actually control the dwelling size).

The build-out housing, if all buildings conformed to the rezoning, would then be:

RE-9	25 units	R-4	1,483	units
R-1	281	RD1.5	1,429	
R-2	914	RD2	2,979	
R-3	8,181	TOTAL	15,292	

The population at per-unit 2.79 would be 42,665, plus about 2,000 from the various C-zones built as residences, for a total population of 44,665. Because many buildings are over-built presently, the population will exceed this figure until the buildings are brought into compliance.

9. Rezoning commercial and industrial sites will result in net areas as follows:

CR	1,113,343 sq ft	C-2 (SA)	4,725,822 sq ft	CM	3,778,101 sq ft
C-1	13,782	P (SA)	551,250	MR-1	213,840
C-1.5	134,750	P	25,265	M-1	751,578
C-2	1,683,665	C-4	4,951,366	M-2	583,406

10. This recommendation will not instantly solve the problems in our area, but over time it will be recognized that the area will be highly desirable as a location both for business and for residence. Thus the recommendation will accomplish for the area what many redevelopment plans have failed to do: improve and promote a climate for living in a multicultural, self-sufficient part of the City.

11. One serious problem should be kept squarely in mind when planning this part of the City: The presence of several geologic formations which may cause extreme disaster. Refer to 3-11-10, July 1989 SEIS/SEIR, Metro Rail Transit Project.

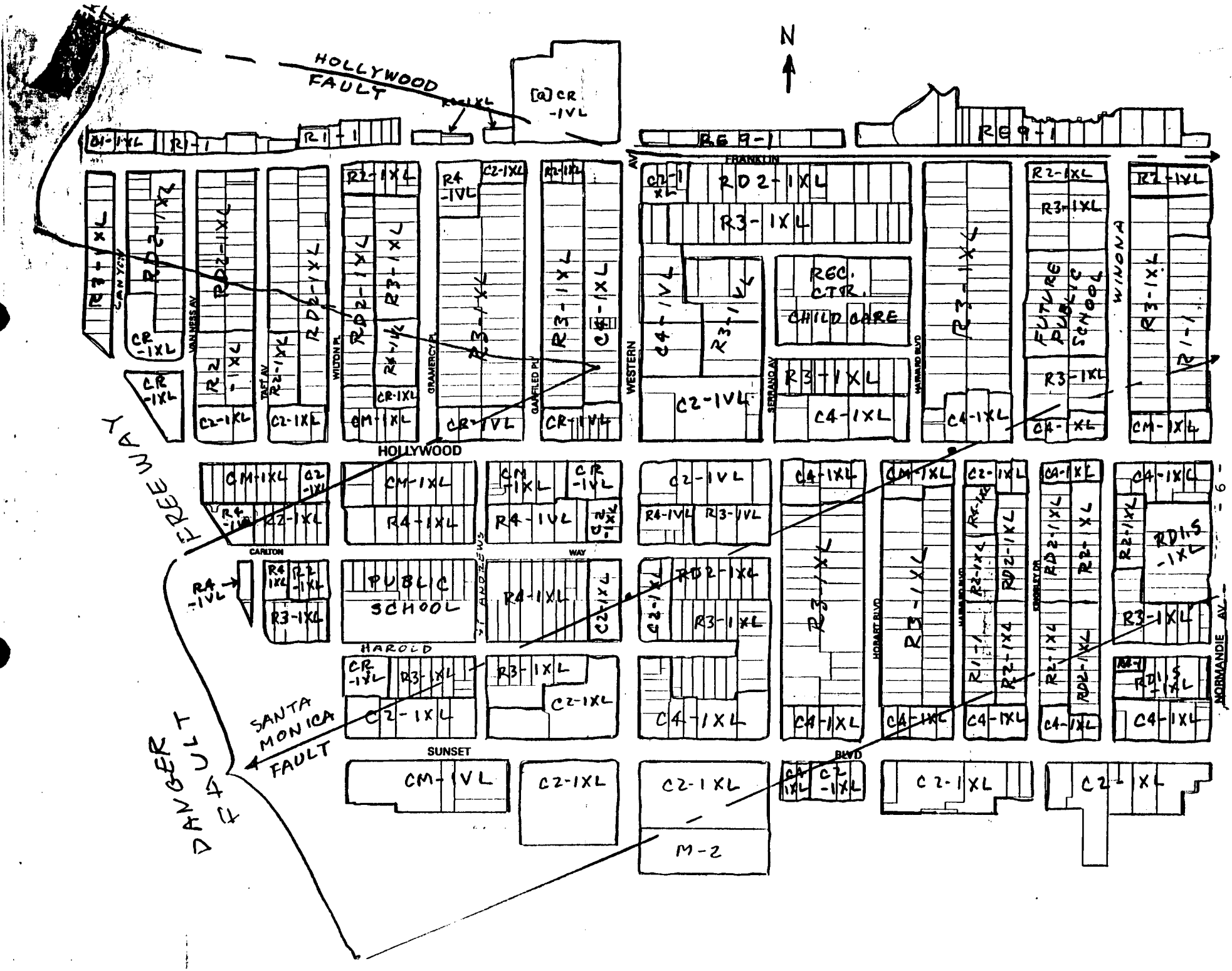
The zoning map we have constructed contains the "danger zones", associated with the two components known to be part of the system loosely termed Santa Monica Fault, and the trace of the Los Angeles Anticline, probably also connected to faults. Caltech seismic engineers predict that the Santa Monica Fault system may be capable of generating a seism of magnitude 7.2 and having a ground motion of 6 feet. If so, steel-frame buildings higher than 6 stories will probably be irreparably damaged. The Red Line was constructed to withstand a 7.0 magnitude seism. 7.3 would be twice as strong.

Current Code requirements are meant to provide some protection against loss of life, but not protection for structures, and do not allow protection at such large magnitudes of shock. Thus, height and density protection in the Zoning Code would be prudent, to avoid liability by the City for consequences of the expected seism.

Respectfully submitted,

EAST HOLLYWOOD COMMUNITY ASSOCIATION

Prepared by J. H. McQuiston, P.E.
Planning Representative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WESTERN
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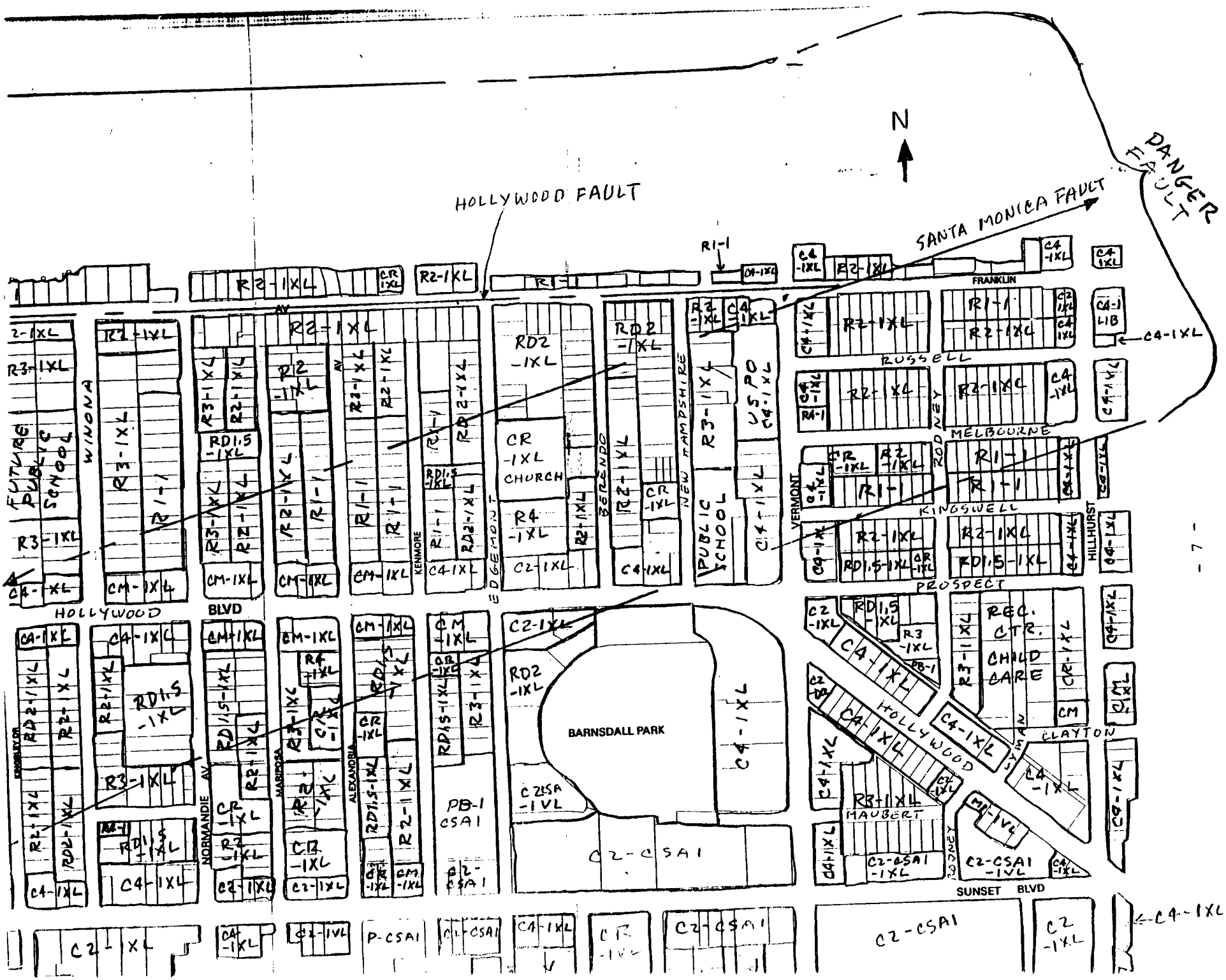
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PROSPECT
HILLHURST
CLAYTON
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BARNSDALL PARK
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R2-1XL
R3-1XL
RD1.5-1XL
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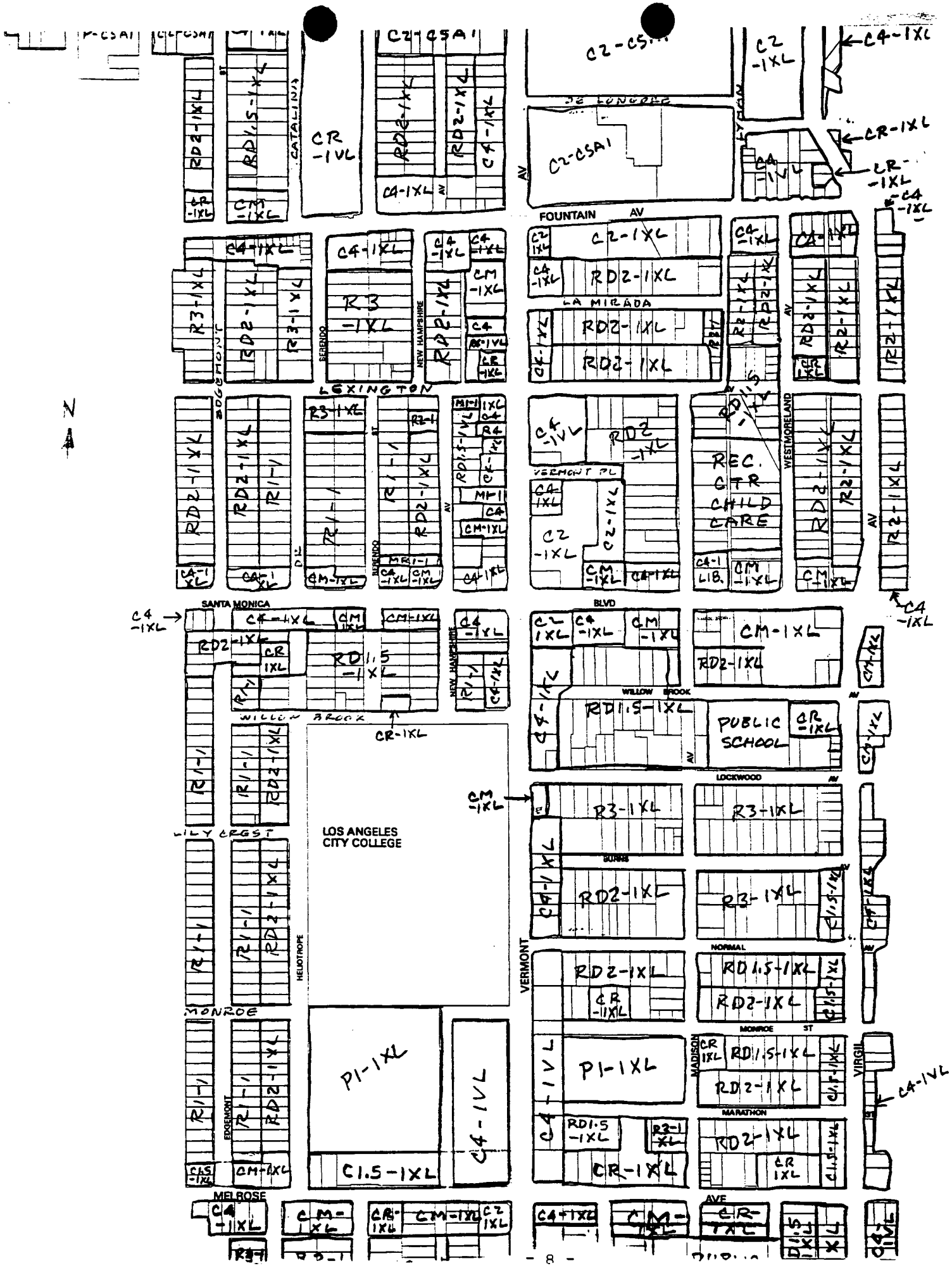
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WESTMORELAND
EDGEMONT
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C4-1XL
C2-1XL
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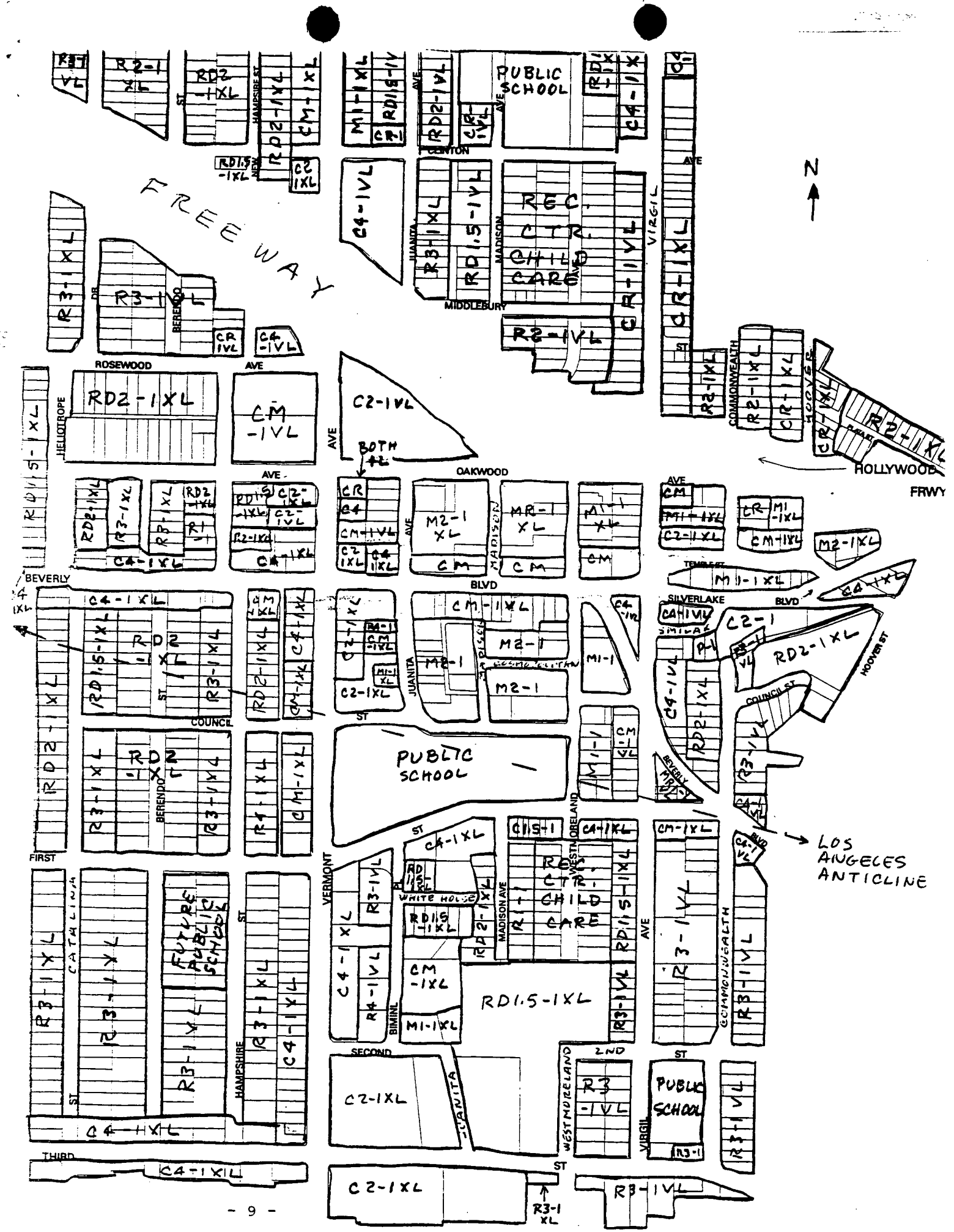
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LOS ANGELES, CA 90012

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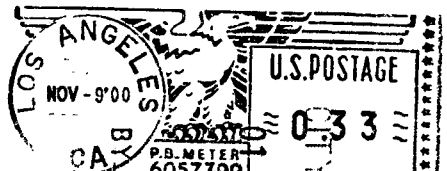
Kenneth T. Le
1819 N. Kingsley Dr #311
Los Angeles, CA 90027



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Kenneth T. Le
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Los Angeles, CA 90027

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SUPPLEMENTAL STATEMENT of J. H. McQUISTON, P.E., PLANNING REPRESENTATIVE

EAST HOLLYWOOD COMMUNITY ASSOCIATION

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on CITY PLAN CASE No. 00-1976 SP

Vermont/Western Station Neighborhood Area Plan

Honorable Chairman and Members of the Commission:

This Supplement is submitted in accordance with our reservation of right and your permission granted July 13, 2000 at the Public Hearing with lack of quorum on this matter. You directed the Planning Department to respond to our specific objections to the Proposed Plan. Enclosed and distributed for response are certain specific comments on specific clauses in the Proposed Plan, which supplement the specific objections raised in our Statement of July 10, 2000 and previously submitted.

A . Generally, we believe that to reduce or at least control traffic movement, the City must plan and zone so that localities are balanced; that is, there are all sorts of development within the locale. Obviously, ports, airports, dumps, etc, are exceptional, but nothing in the SNAP locale qualifies as exceptional.

SNAP now proposes to rezone stripwise, expanding the population therein to 159,602 by right. Since SNAP projects population at only 65,000, SNAP should of course revise planning in order to make the locale workable and balanced. Thus SNAP must obey the Framework EIR and address the locale's environment with a specific EIR. SNAP cannot simply rely on the EIR for the entire City when that EIR mandates otherwise.

See, e.g, Comments & Responses on the TIMP, General Plan Framework Vol. III, March 1999:

"During the Community Plan Update Program, the Planning Department is required to comply with CEQA...." @ p.20, Responses

"California State law requires that the elements of the General Plan be integrated and internally consistent." @ p.20, Response

"The GPF is implemented on an incremental basis as individual Community Plans or citywide Elements are revised or updated and adopted by City Council, and through individual development projects, each of which undergoes its own environmental assessment pursuant to CEQA." @ p.23, Responses

"The General Plan Framework itself is not an implementation document; it is a long range ploicy document, containing guidelines for future decisions of the City relating to changing the allowable development." @ p.34, Response

"(P)rovide goods, services, employment opportunities for people within walking distance or close proximity to their residences. As a result, the number of vehicle trips made are reduced....." @ p.38, Responses

"Impacts on Police and Fire Department's services including response time will be addressed on a project by project basis. As development projects are proposed, each project will require environmental analysis in accordance with CEQA. Public Service impacts will be addressed with appropriate mitigation measures." @ p.52, Resp.

"Energy and utilities impacts will be analyzed on a project by project basis and would include appropriate mitigation measures." @ p.52, Responses

"Changes in the functional role....of uses within a geographic area ....are considered as a 'significant impact'... Examples include the change of an area from single family residential to multi-family residential and from highway-serving commercial to pedestrian oriented mixed-use." Framework EIR @ 2.1-3

(emphases added)

B. The Final EIR for the Hollywood Plan, CPC 1070-GP/ZC, considered zoning set for the area in order to examine environmental impacts. That zoning set low Floor Area Ratios and generally downzoned residential properties in order to manage development and keep from gridlock. Exhibit "A" contains the excerpt showing the zoning of parcels in the SNAP area north of Melrose, the Hollywood Plan boundary. However, the current zoning map of the Department does not follow the EIR prescription in every detail. Large segments of detached housing were not downzoned as prescribed.

The EIR also noted that the jobs/residences balance was askew, and the traffic was approaching gridlock for many intersections now in the SNAP area.

The EIR further noted that the area was sharply deficient in public facilities.

The EIR stated:

"Regardless of the land use plan implemented, there will be a continued risk of human injury and property damage because of potential regional earthquakes. The elimination of high density residential categories in the proposed Plan would contribute to minimizing the degree of risk." EIR 1070-GP/ZC @ p.11

The Hollywood EIR and zoning scheme utilized the following list of parcels:

R1	1 house on a minimum 7,500 square foot lot
R2	2 houses or a duplex on a 5,000 square foot lot
RD1.5	1 housing unit per 1,500 square feet of lot area (2 stories with surface parking or 2 stories over 1 level of parking).
R3	11 to 18 units on a 15,000 square foot lot (2 or 3 stories over 1 level of parking or 3 stories with surface parking).

CR,C1, C1.5,P	FAR 0.5	Neighborhood-serving, professional offices
C2	FAR 0.5	Supermarkets, highway-oriented retail, adequate parking
C4	FAR 1.0	Pedestrian-oriented neighborhood retail, 50% neighborhood
CM	FAR 1.5	Mix of commercial and light industrial uses
M1, MR1	FAR 1.5	Motion picture production facilities
C2-CSA1	FAR 3.0	Hospital special study area (hospital facilities only)

The Framework Plan rearranges CPC 1070, etc zoning to concentrate population near transit centers, but intends to hold its population caps by reducing density away from transit centers. Thus the SNAP Plan, which includes properties defined as "near transit centers" and "away from transit centers", should only shift instead of increasing population by virtue of rezoning, according to Framework EIR.

One impact which is apparent is the substantial increase in FAR and the substantial increase in high density residential housing, with no decrease in density in areas away from transit centers. This cannot agree with the Framework EIR and must be addressed by separate EIR. It simply does not keep the 80,000 cap of the prior Plans.

C. The Framework EIR,at pp.2.17-1 & ff, delineates seismic & geologic conditions which vary substantially in the City. Importantly, it notes that areas are not fully understood throughout. One such "unstable" area crosses the SNAP locale. The presence of many de-watering pumps during the period of subway construction accented the fact that our subsoil is saturated in sections and, as identified in the EIR at 2.17-42, may "liquefy" in a strong tremor. And, as identified in Table GS-4, both Hollywood and Wilshire CPA's of SNAP present "HIGH" hazard zones for both liquefaction and strong ground movement.

Inasmuch as the Framework EIR cannot provide reasonable mitigation for each area without micro-analysis, and inasmuch as the EIR was written before critical assessment of these areas was possible, it is vital for public safety that "the City shall

"consider results from ongoing liquefaction investigations", and determine how to control, easily, building standards in parts of the SNAP locales, to provide "for the high levels of ground shaking anticipated in close proximity to major faults." (EIR at 2.17-69).

A proper consideration necessitates an EIR. The Turkish earthquake photos submitted at the July 13 hearing provide graphic evidence of what may come, otherwise.

Mitigation may be as simple as controlling height and mass in certain blocks. Such is the responsibility of a proper plan and not something for a building code.

D. Every City plan or part thereof, except for the SNAP Plan, MANDATES that every building used for housing must have side and rear yards of some dimension. It is imperative that access be easily available around the building, for safety. This Plan allows buildings to build to perimeters and there will be no such access.

It would be strange indeed if persons in this area were subjected to this lack of safety by City design, which is prohibited in other areas having perhaps other classes of inhabitants.

We object to such treatment.

E. The Plan also 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 which this neighborhood relies upon for heating and cooling. This substantial alteration of climate, in this 2.3 sq. mi. area, presents a drastic environmental burden which may lead to heavy power and water demands and substantial remodeling in the entire area. It requires address and justification or mitigation by EIR.

Probably because of the extreme overcapacity in the proposed SNAP Plan, the Plan may be amended to reduce the solidity and height overall, and to break the concentration into manageable clusters, and to require side and rear yards as in the rest of the City, and as a result the Plan will greatly enhance livability for all.

F. We submitted photos of all streets proposed to be turned into green areas in the SNAP Plan. A close examination of 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 residents.

We do not favor the elimination of any street parking in order to disrupt neighborhoods by converting streets to another use.

Even converting one side of a street prevents residents from parking vehicles on the street on street-cleaning days. Persons who own vehicles, but take public transportation ordinarily, would be required to use their personal vehicles in such circumstance and that defeats the rationale of SNAP.

Moreover, the ERA as SNAP consultant, in economic investigation noted that vehicle-acquisition is rising faster than population-expansion in this locale. In fact, vehicle-acquisition is rising in concert with rise in income. And, that 68% of all workers used vehicles other than public transportation to get to work. Plus, families in the area are larger than the City average.

The foregoing means that vehicles remain an important lifeline for area residents, and as children mature they will procure additional vehicles or else they will need to leave the locale for lack of parking.

The exodus will be the more-affluent, who require more vehicles. They will of necessity be replaced by very-low-income families without vehicles or with "junk" vehicles. They will have less to put into the local economy for goods & services.

The result would be a downward spiral for the neighborhood.

G. In 1988 the Hollywood Plan EIR noted that this area was critically parks-deficient. Since that time, several large bond issues got large parks in other parts of the City. We pay for those bonds, but according to Planning we are not eligible to use them because we can't get to them. No parks have been put in our area and according to our Councilwoman, it will take a miracle to get our fair share.

Instead of a useful park for active sports, Planning proposes only to "roof" a buried interchange at Vermont, which some day will probably need to be removed for the connection to prospective freeways. This "roof" will probably be dangerous for the location of buildings required for active sports (seismically), would be located poorly for "local" use, and would cost more than the proper "local" sports park with day-care planned by our Association.

In fact, for only the $60 mil.supposedly offered in Planning's phantom budget for its unusable "parks", we believe at least <u>two</u> and maybe three of our proposed facilities could be installed and working, and they would offer promise to residents that the City cares about our area and us.

We urge this Commission to utilize its planning prerogative to move us toward our goal of <u>useful</u> local parks, and not keep us from our <u>rightful</u> parks.

We cannot put the burden of financing parks on persons building structures in this area. While Councilman Goldberg's suggestion to do so may seem interesting at first glance, commissioners have rightly noted already that it cannot be fairly put into practice, and any revision simply will prevent the installation of parks.

Likewise, the idea of picking up patches of parcels helter-skelter is not using sound planning. Parks for active sports must be large, level, properly-located and apportioned according to park standards. These criteria require coordination.

H. The Planning Department insisted as a criterion that no persons should be displaced by a SNAP Plan. In other words, that we should make an omelet without breaking an eggshell. However, the Plan as proposed will displace about 5,000 to 10,000 residents, not to mention hundreds of businesses, while residential property is demolished and commercial property or multi-use property is built.

Moreover, what has been left unsaid is where all the new schools will be put by taking probable-resident property.

And, the police and fire stations and the libraries "phantomly" proposed must be located somewhere. Police stations were advertised for location at red-line stations. If so, they will reduce the density so desired at those locations, and they of course will have to have parking which is denied others in the Plan.

We believe these required public facilities <u>must</u> be set forth in a proper and complete Plan. Funding must be made available as a part of the Plan. Otherwise there is no actual Plan.

I. Exhibit "B" contains specific amendments to the Department's Proposed SNAP Plan. We believe the amendments will improve the Plan, make it more livable, and erase many of its objectionable, unequal treatment of persons.

However, we note that the Planning Code presently addresses succinctly the matters also inelegantly addressed in the Proposed Plan, and what is really necessary in this area is merely a light rezoning and facility siting rather than anything like what is being offered. AND PUBLIC FACILITIES PLACEMENTS REMAIN THE PARAMOUNT ISSUES.

Respectfully submitted,

DATED: July 20, 2000

Encl: Exhibits "A" & "B"

J. H. McQuiston, P.E.
Planning Representative
East Hollywood Community Association

EXHIBIT "A"

EXCERPTS OF PARCEL ZONING FOR HOLLYWOOD PLAN

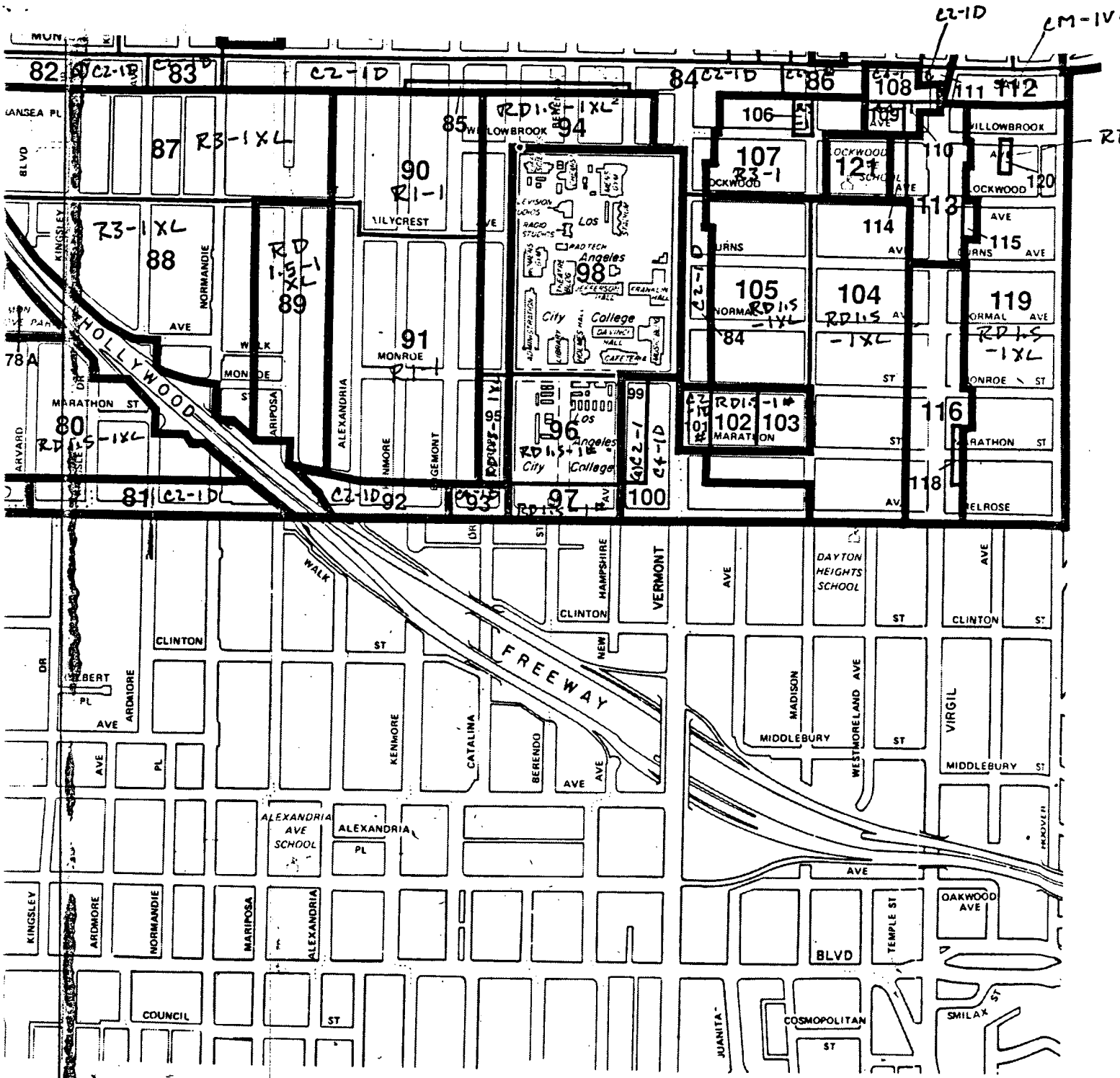
EIR CPC 1070-GP/ZC

Submitted by:

EAST HOLLYWOOD COMMUNITY ASSOCIATION

J. H. McQuiston, P.E.

Planning Representative



-1 = HT DIST #1 FAR 1.5/1 BLDG BULK

XL = 30 FT HT LIMIT

D = FAR BELOW 1.5/1

"B-2"

EIR CPC 1070-GP/ZC

HOLLYWOOD PLAN

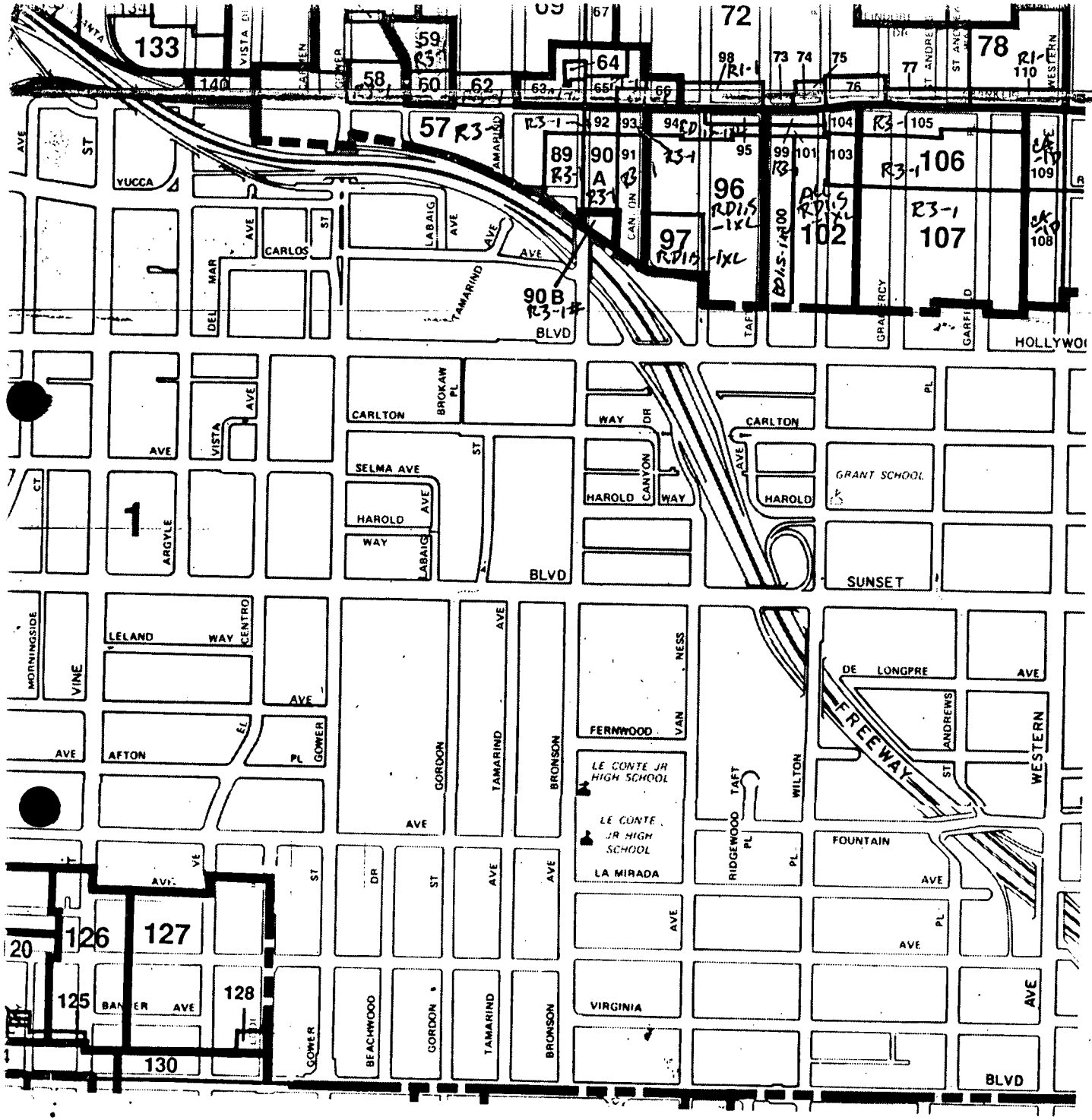
EXHIBIT "B - 2"
SOUTHERN SECTION

Sub-Area #	EXISTING Plan	EXISTING Zoning-Height District	EXISTING Existing Use	RECOMMENDATION Plan	RECOMMENDATION Zoning-Height District	RECOMMENDATION Comments
EXHIBIT B-2:						
71	MED	R4-1	R	LMED II	RD1.5-1XL	
72	MED	R4-1	R	LOW II	R1-1	
73	LOW	R1-1	R	LOW II	NO CHANGE	
74	LMED	R2-1	R	LOW II	R1-1	
75	MED	C2-1	R/C	LTDC	C1-1D	FAR 0.5:1
76	MED	C2-1	FIRE STA	OTPB	C2-1#	(1)
77	RCSC	R4-1	R	LMED II	RD1.5-1XL	
78A	RCSC	R4-1	PARK	RCSC	RD1.5-1XL#	(1)(2)
78B	RCSC	R4-1	PARK	RCSC	RD1.5-1XL#	(1)(2)
79	MED	R4-1	R	LMED II	RD1.5-1XL	
80	MED	R3-1	R	LMED II	RD1.5-1XL	
81	MED	C2-1	R/C	HOC	C2-1D	FAR 0.5:1
82	MED	(T)(Q)C2-1	C	HOC	[T][Q]C2-1D	FAR 0.5:1(5)(6)
83	MED	CM-1	C	HOC	C2-1D	FAR 0.5:1
84	NOC/H/MED	C2-1	C/R	HOC	C2-1D	FAR 0.5:1
84A	NOC	(T)(Q)C2-1	C	NOC	[T][Q]C2-1	(6)(13)
85	NOC/MED	R4-1	R	HOC	R4-1D	FAR 0.5:1
86	NOC	CM-1	C	HOC	C2-1D	FAR 0.5:1
87	MED	R4-1	R	MED	R3-1XL	
88	MED	R3-1	R	MED	R3-1XL	
89	MED	R4-1	R	LMED II	RD1.5-1XL	
90	MED	R4-1	R	LOW II	R1-1	
91	MED	R3-1	R	LOW II	R1-1	
92	MED/OS	C2-1	R/C	HOC	C2-1D	FAR 0.5:1
93	MED	C2-1	C	NOC	C4-1D	FAR 1:1
94	MED	R4-1	R	LMED II	RD1.5-1XL	
95	MED	R3-1	R	LMED II	RD1.5-1XL	
96	RCSC	R3-1	JR. COLLEGE	RCSC	RD1.5-1#	(1)(2)
97	RCSC	C2-1	JR. COLLEGE	RCSC	RD1.5-1#	(1)(2)
98	RCSC	R4-1	JR. COLLEGE	RCSC	RD1.5-1#	(1)(2)
99	NOC	(T)(Q)C2-1	BRAILLE INST	NOC		[T][Q]C2-1 (6)(13)
100	NOC	C2-1	BRAILLE INST	NOC		C4-1D FAR 1:1
101	RCSC	C2-1	LACC PARKING	RCSC		C2-1D# (1)
102	RCSC	R4-P-1	LACC PARKING	RCSC		RD1.5-1# (1)
103	RCSC	R4-1	LACC PARKING	RCSC		RD1.5-1# (1)
104	MED	R4-1	R/C	LMED II	RD1.5-1XL	(7)
105	HIGH	R4-1	R/C	LMED II	RD1.5-1XL	(7)
106	NOC	C1-1	R	MED	R3-1	
107	NOC/HIGH	R4-1	R	MED	R3-1	
108	OTPB/NOC	CM-1	ST LIGHTING	OTPB	C4-1#	(1)(2)
109	OTPB	R4-1	ST LIGHTING	OTPB	C4-1#	(1)(2)
110	MED	C2-1	ST LIGHTING	OTPB	C4-1#	(1)(2)

EXHIBIT "B - 2"
SOUTHERN SECTION

ub-rea #	EXISTING Plan	Zoning-Height District	Existing Use	RECOMMENDATION Plan	Zoning-Height District	Comments
XHIBIT B-2:						
11	NOC	C2-1	C	HOC	C2-1D	FAR 0.5:1
12	MED	M1-1	C/M	CM	CM-1VL	
13	MED	C2-2	R/C	MED	R3-1	(7)
14	MED	R4-1	R/C	MED	R3-1	FAR 0.5:1
15	MED	R4-2	R/C	MED	R3-1	
16	MED	C2-1	C	LTDC	C1-1D	FAR 0.5:1
18	MED	C2-1	R/C	LTDC	C1-1D	FAR 0.5:1
19	MED	R4-1	R	LMED II	RD1.5-1XL	
20	MED	R3-1	R	LMED II	RD1.5-1XL	
21	RCSC	R4-1	ELEM SCH	RCSC	RD1.5-1#	(1)(2)

Add 122 LTDM M1-1 M2-2 LTDM MR2-1
123 LTDM R M2-2 LTDM MR2-1
(Hudson + Wilcox)



"B-3"
EIR ZPC 1070 - GP/ZC
HOLLYWOOD PLAN

EXHIBIT "B - 3"
NORTH CENTRAL SECTION

ub-rea #	EXISTING Plan	Zoning-Height District	Existing Use	RECOMMENDATION Plan	Zoning-Height District	Comments
XHIBIT B-3:						
71	LOW	R2-1	R	LMED II	NO CHANGE	
72	LOW/VLOW	R1-1	R	LOW II	NO CHANGE	
73	LOW	R4-1L	R	LOW II	R1-1	
74	LOW	R3-1	R	LOW II	R1-1	
75	LOW	R2-1	R	LOW II	R1-1	
76	LOW	R3-1	R	LOW II	R1-1	
77	LOW	R2-1	R	LOW II	NO CHANGE	
78	LOW	R1-1	R	LOW II	NO CHANGE	
79	VLOW	RS-1	R	LOW I	RE9-1	
30A	LOW	RS-1	R	VLOW II	RE11-1	
30B	VLOW	R1-1	R	VLOW II	RE11-1	
30C	VLOW	R1-1	R	VLOW II	RE11-1	
31	VLOW	RS-1	R	VLOW II	RE15-1	
32	VLOW	R1-1	VAC	VLOW II	RE15-1	
33	VLOW	RS-1	R	LOW I	RE9-1	
34	LOW	R1-1	R	LOW I	RE9-1	
35	VLOW	R1-1	R/VAC	LOW I	RE9-1	
36	VLOW/LMED	RD4-1	R	LOW II	R1-1	
37	LMED	RD4-1	R	LMED II	NO CHANGE	
38	MED	R4-1	R/VAC	LMED I	R2-1XL	
39	VHIGH	R4-2	R	MED	R3-1	
40A	MED/HMED	R4-1	R	MED	R3-1	
40B	MED/HMED	R4-1	FIRE STA	OTPB	R3-1#	(1)
41	MED	R3-1	R	MED	NO CHANGE	
42	HMED	R5-1	R	MED	R3-1	
43	MED	R4-2	R	MED	R3-1	
44	MED	R4-1L	R	LMED II	RD1.5-1XL	
45	MED	R4-1L	R	LMED II	RD1.5-1XL	
46	MED	R3-1	R	LMED II	RD1.5-1XL	
47	MED	R4-1	R	LMED II	RD1.5-1XL	
48	LOW	R4-1L	R	LOW II	R1-1	(7)
49	MED	R4-1	R	MED	R3-1	
50	MED	R3-1	R	LMED II	RD1.5-1XL	
51	MED	R4-1L	R	LMED II	RD1.5-1XL	
52	MED/HIGH	R4-1	R	LMED II	RD1.5-1XL	
53	HMED	R4-1L		LMED II	RD1.5-1XL	
54	HMED	R4-1L	R	LMED II	RD1.5-1XL	
55	HMED	R4-1L	R	MED	R3-1	

EXHIBIT "B - 3"
NORTH CENTRAL SECTION

Sub-Area #	EXISTING Plan	EXISTING Zoning-Height District	EXISTING Existing Use	RECOMMENDATION Plan	RECOMMENDATION Zoning-Height District	RECOMMENDATION Comments
EXHIBIT B-3:						
16	HMED	R4-1	R	MED	R3-1	
17	HMED/HIGH	R4-2	R	MED	R3-1	
18	HIGH/NOC	C2-2	R/C	NOC	C4-1D	FAR 1:1
19	NOC	C2-1	R/C	NOC	C4-1D	FAR 1:1
0	LOW	R2-1	PRIVATE	LOW II	R1-1	
1	HOC	R4-P-1	R	MED	R3-1XL	
2	HOC	R4-P-1	R	MED	R3-1XL	
3	HMED	R4-1	R	MED	R3-1	
4	LTM/LTDM	CM-2	C/M	LTDM	[Q]CM-1	(4) where is it ?
5	HMED/LTDM	R4-1	R	LMED II	RD1.5-1XL	
6	LTM/LTDM	M1-1	C/M	LTDM	MR1-1	(7)
7	LTDM	M1-1	C/M	HOC	C2-1D	FAR 0.5:1
8	RCSC	M1-1	PARK	RCSC	RD1.5-1XL#	(1)(2)
9	RCSC	R4-1	PARK	RCSC	RD1.5-1XL#	(1)(2)
0	HMED/HOC	R4-1	R	LMED II	RD1.5-1XL	
1	HMED	P-1	P	LMED II	RD1.5-1XL	(3)
2	HMED	CM-1	M	LMED II	RD1.5-1XL	(7)
3	HOC	M1-1	R	LMED II	RD1.5-1XL	
4	HOC	M1-1	C	HOC	C2-1D	FAR 0.5:1
5	HOC	M1-1	C	NOC	C4-1D	FAR 1:1
6	HOC	C2-1	C	HOC	C2-1D	FAR 0.5:1
7	HOC	R4-1	R	LMED II	RD1.5-1XL	
8	HMED	R4-1	P	LMED II	RD1.5-1XL	(3)
9	HMED	M1-1	M	CM	CM-1VL	
0	HMED/HOC	M1-1	C/M	HOC	C2-1D	FAR 0.5:1 (7)
1	MED	R3-1	R	LMED II	RD1.5-1XL	
2	MED	R4-1	R	MED	R3-1XL	RD1.5-1XL
3	MED	R5-2	R	MED	R3-1	
4	MED	R2-1	R	MED	NO CHANGE	
5	MED	R3-1	R	MED	NO CHANGE	
6	MED	R3-1	R	LMED II	R2-1XL	R1-1
7	LOW	R1-1	R	LMED II	NO CHANGE	
8	LOW	R1-1	R	LMED II	NO CHANGE	
9	MED/LMED	R2-1	R	LMED II	R2-1XL	RD1.5 XL
0	VHIGH	C2-2	C	LTDC	C1-1D	FAR 0.5:1 C2-2 HOC

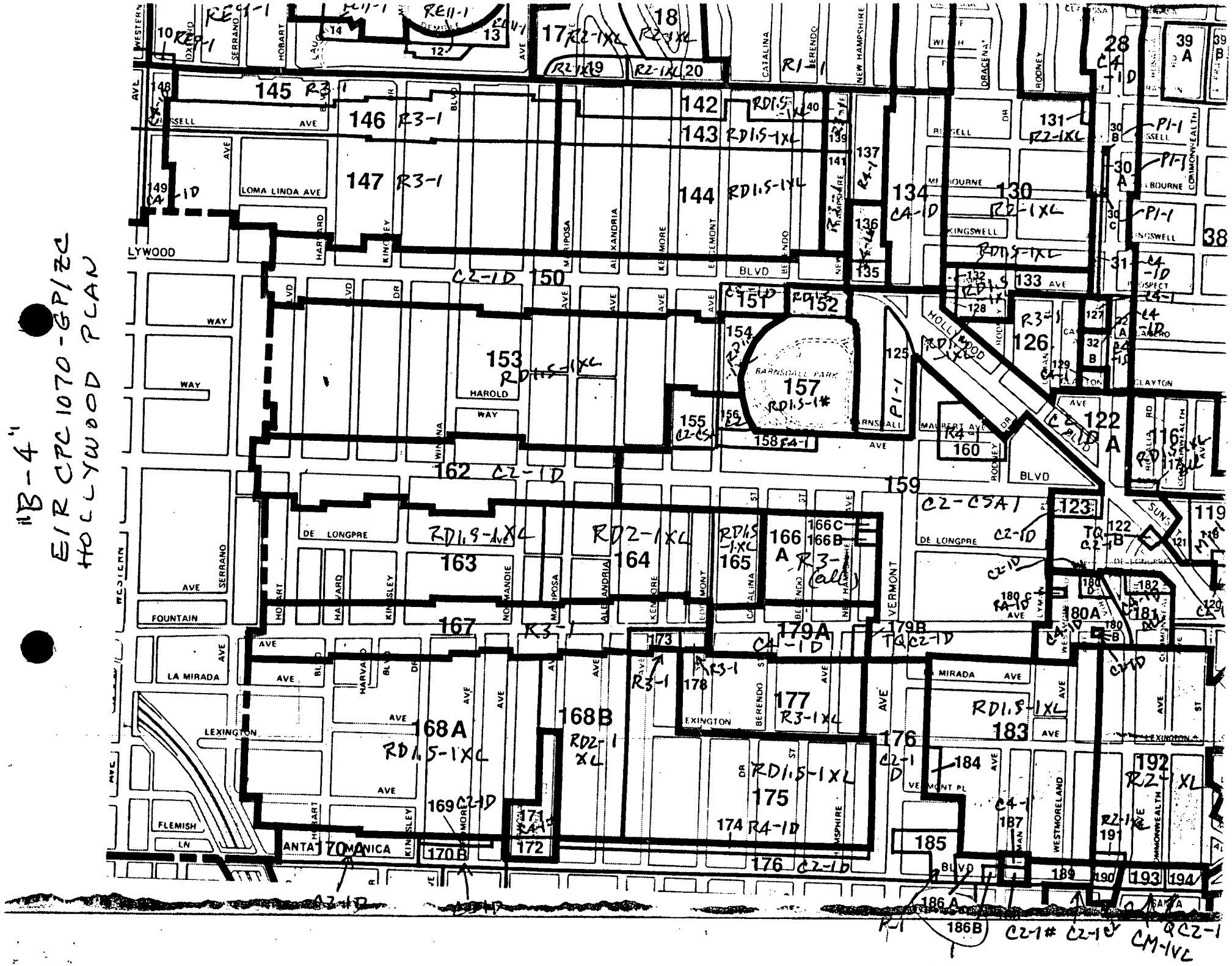

#B-4
EIR CPC 1070-GPIZC
HOLLYWOOD PLAN
145 R3-1
146 R3-1
147 R3-1
142 RD1.5-1XL
143 RD1.5-1XL
144 RD1.5-1XL
134 C4-1D
130 R2-1XL
131 R2-1XL
C2-1D 150
151 RD1.5
152
153 RD1.5-1XL
154
157 RD1.5-1*
P1-1
155 C2-CS
158 R4-1
160
162 C2-1D
159
C2-CSA1
123
122 TQ-B C2-1
RD1.5-1XL
163
RD2-1XL
164
RD1.5-1XL
165
166 A R3-(all)
166C
166B
167 R3-1
179A C4-1D
179B TQ C2-1D
168A RD1.5-1XL
168B RD2-1 XL
R3-1
178
177 R3-1XL
RD1.5-1XL
183
176 C2-1D
184
175 RD1.5-1XL
174 R4-1D
169 C2-1D
170A
170B
172
185
176 C2-1D
186A
186B
C2-1*
C2-1V
CM-1VL
QC2-1
192 R2-1XL
191
193
194
189
190
187
C4-1
C4-1D
C2-1D
R4-1
R3-1
R2-1XL
RD1.5-1XL
P1-1
R4-1VL
R2-1VL
R3-1VL
R2-1VL
R3-1XL
R4-1D

EXHIBIT "B - 4"
NORTHWEST SECTION

ub-rea #	EXISTING Plan	Zoning-Height District	Existing Use	RECOMMENDATION Plan	Zoning-Height District	Comments
XHIBIT B-4:						
1	RCSC	R1-1	GRIFFITH PK	RCSC	RE40-1-H#	(1)(2)
2	VLOW	RE11-1	R	VLOW II	NO CHANGE	
3	LOW	R1-1	R	VLOW II	RE11-1	
4	LOW	RE11-1	R	VLOW II	NO CHANGE	
5	VLOW	RS-1	R	VLOW II	RE11-1	
6	VLOW	R1-1	R	VLOW II	RE11-1	
7	VLOW	RE11-1	R	LOW II	NO CHANGE	
8	VLOW	RS-1	R	LOW II	RE9-1	
9A	VLOW	R1-1	R	LOW II	RS-1	
9B	VLOW	R1-1	R	LOW II	NO CHANGE	
10	LOW	R2-1	R	LOW I	RE9-1	
11	LOW	R1-1	R	LOW I	RE9-1	
12	LOW	RE11-1	R	LOW I	NO CHANGE	
13	VLOW	RE11-1	R	LOW I	NO CHANGE	
14	VLOW	RE11-1	R	LOW I	NO CHANGE	
15	VLOW	RE11-1	R	LOW I	NO CHANGE	
16	LOW	R1-1	R	LOW I	RE9-1	
17	LOW	R2-1	R	LMED I	R2-1XL	
18	MED	R4-1	R	LMED I	R2-1XL	
19	MED	R3-1	R	LMED I	R2-1XL	
20	MED	R4-1L	R	LMED I	R2-1XL	
21	LOW	R1-1	R	LOW II	NO CHANGE	
22	LOW	R1-1	R	VLOW II	RE11-1	
23	MED	R4-1L	R	MED	R3-1	
24	MED	R4-1L	R	MED	R3-1XL	
25	MED	R4-1	R	MED	R3-1XL	
26	MED	R3-1	R	LMED II	RD1.5-1XL	
27	HMED	C2-1L	C	NOC	C4-1D	FAR 1:1
28	MED/NOC	C2-1	R/C	NOC	C4-1D	FAR 1:1
29	NOC	R4-1	R	NOC	R4-1D	FAR 1:1
30A	HIGH	P1-1	P	NOC	NO CHANGE	
30B	HIGH	C2-1	SIGN	NOC	P1-1	
30C	HIGH	C2-1	SIGN	NOC	P1-1	
31	HIGH	C2-1	R	NOC	C4-1D	FAR 1:1
32A	HMED	C2-1	R/C	NOC	C4-1D	FAR 1:1
32B	NOC	C2-1	C	NOC	C4-1D	FAR 1:1
33	LOW/MED	R3-1	R	LMED I	R2-1XL	
36A 44A	MED	R3-1	P	LMED I	R2-1XL	(3)

EXHIBIT "B - 4"
NORTHWEST SECTION

Sub-Area #	EXISTING Plan	Zoning-Height District	Existing Use	RECOMMENDATION Plan	Zoning-Height District	Comments
EXHIBIT B-4:		107 UNUSED				
08	HMED	C2-1	R/C	LTDC	C1-1D	FAR 0.5:1
09	RCSC	C2-1	JR. HGH SCH	RCSC	RD1.5-1#	(1)(2)
10	RCSC	R3-1	JR. HGH SCH	RCSC	RD1.5-1#	(1)(2)
11	MED	R3-1	R	LMED II	RD1.5-1XL	
12	MED	C2-1	R/C	LMED II	RD1.5-1XL	
13	MED	R3-1	R	LOW II	R1-1	
14A+B	LTDM	M1-1	P	LTDM	NO CHANGE	(7)
15	LOW	R3-1	R	LMED I	R2-1XL	
16	MED/COMC	R4-1	R	LMED II	RD1.5-1XL	
17	COMC	C1-1	R	LMED II	RD1.5-1XL	
18	LTDM	(Q)M1-1	M	LTDM	NO CHANGE	KCET (6)(13)
19	COMC/M	M1-1	M	LTDM	NO CHANGE	KCET
20	COMC	(Q)C2-1	C	LTDM	NO CHANGE	KCET (6)(13)
21	COMC	C2-1	M	LTDM	[Q]C2-1	(4)
22A	COMC	C2-1	C	HOC	C2-1D	FAR 0.5:1
22B	COMC	(T)(Q)C2-1	C	HOC	[T][Q]C2-1	(5)(13)
23	COMC	CM-1	C	HOC	C2-1D	FAR 0.5:1
24	COMC	C2-1	C	HOC	C2-1D	FAR 0.5:1 cant find
25	COMC	R4P-1	P	HOC	P1-1	
26	COMC/HMED	R4-1	R	MED	R3-1	
27	OTPB	C2-1	DWP	OTPB	C4-1#	(1)(2)
28	COMC	R4-P-1	R	LMED II	RD1.5-1XL	
29	OTPB	C2-1	FIRE ST	OTPB	C4-1#	(1)(2)
30	HIGH/MED	R4-1	R	LMED I	R2-1XL	
31	NOC	C2-1	R	LMED I	R2-1XL	
32	COMC	C1-1	P	LMED II	RD1.5-1XL	(3)
33	COMC	R4-1	P	LMED II	RD1.5-1XL	(3)
34	COMC	C2-1	C	NOC	C4-1D	FAR 1:1
35	RCSC	C2-1	ELEM SCH	RCSC	R4-1#	(1)(2)
36	RCSC	R4-1	ELEM SCH	RCSC	R4-1#	(1)(2)
37	COMC	R4-1	R	MED	R3-1	
39	HMED	R4-1L	R	MED	R3-1	
40	HMED	R4-1L	R	MED	R3-1	

EXHIBIT "B - 4"
NORTHWEST SECTION

Sub-Area #	EXISTING Plan	Zoning-Height District	Existing Use	RECOMMENDATION Plan	Zoning-Height District	Comments
EXHIBIT B-4:						
41	HIGH	R4-2	R	MED	R3-1	
42	HMED	R4-1L	R	LMED II	RD1.5-1XL	
43	HMED	R4-1L	R	LMED II	RD1.5-1XL	
44	HIGH	R4-2	R	LMED II	RD1.5-1XL	
45	HMED	R4-1L	R	MED	R3-1	
46	HMED	R4-1L	R	MED	R3-1	
47	HIGH	R4-2	R	MED	R3-1	
48	NOC	C2-1	C/R	NOC	C4-1D	FAR 1:1
49	HIGH	C2-2	C/R	NOC	C4-1D	FAR 1:1
50	HOC	C2-1	R/C	HOC	C2-1D	FAR 0.5:1
51	HOC	C2-1	C	HOC	C2-1D	FAR 0.5:1
52	RCSC	C2-1	PARK	RCSC	RD1.5-1#	(1)(2)
53	HIGH	R3-2	R	LMED II	RD1.5-1XL	
54	HIGH	R4-2	R	LMED II	RD1.5-1XL	
55	HIGH	R4-2	HOSPITAL	COMC	C2-CSA1	Hospital facilities only; 3:1 FAR
56	COMC	R4-2	PB	CC	C2-CSA1	Hospital facilities only; 3:1 FAR
57	RCSC	R4-1	PARK	RCSC	RD1.5-1#	(1)(2)
58	COMC	R4-2	P	COMC	R4-1	(3)
59	COMC/HOC	C2-2	HOSPITAL	COMC	C2-CSA1	Hospital facilities only; 3:1 FAR
60	COMC	R4-1	HOSPITAL	COMC	NO CHANGE	
62	HOC	C2-1	C/R	HOC	C2-1D	FAR 0.5:1
63	HIGH	R4-2	R/C	LMED II	RD1.5-1XL	(7)
64	HIGH	R4-2	R	LMED II	RD2-1XL	
65	COMC	R4-1	R/C	LMED II	RD1.5-1XL	
66A	COMC	R4-1	R/C	MED	R3-1	
66B	COMC	R4-3	R	MED	R3-1	
66C	COMC	(T)(Q)PB-2	P	MED	R3-1	(3)
67	HIGH	C2-1	R/C	MED	R3-1	
68A	HMED/MED	R4-1	R	LMED II	RD1.5-1XL	
68B	MED	R4-1	R	LMED II	RD2-1XL	
69	MED/HMED	R4-1	C	HOC	C2-1D	FAR 0.5:1
70A	MED/HMED	C2-1	C	HOC	C2-1D	FAR 0.5:1
70B	HMED	CM-1	C	HOC	C2-1D	FAR 0.5:1
71	RCSC/MED	R4-1	ELEM SCH	RCSC	R4-1#	(1)(2)
72	RCSC	C2-1	ELEM SCH	RCSC	R4-1#	(1)(2)

EXHIBIT "B - 4"
NORTHWEST SECTION

Sub-Area #	EXISTING Plan	Zoning-Height District	Existing Use	RECOMMENDATION Plan	Zoning-Height District	Comments
EXHIBIT B-4:						
73	MED	R4-2	R	MED	R3-1	
74	NOC/MED	R4-1	R	HOC	R4-1D	FAR 0.5:1
75	MED	R4-1	R	LMED II	RD1.5-1XL	
76	MED	C2-1	C/R	HOC	C2-1D	FAR 0.5:1
77	MED	R4-1	R	MED	R3-1XL	
78	NOC	C2-1	R	MED	R3-1	
79A	NOC	C2-1	C/P	NOC	C4-1D	FAR 1:1
79B	NOC	(T)(Q) C2-2D	C	NOC	[T][Q]C2-2D	(6)(13)
80A	MED/COMC	C2-1	R	NOC	C4-1D	FAR 1:1
80B	COMC	(T)(Q)C2-1	C	NOC	[T][Q]C2-1D	FAR 1:1(5)(6)(13)
80C	COMC	R4-2	R	NOC	R4-1D	FAR 1:1
80D	COMC	(T)(Q)C2-1	C	NOC	[T][Q]C2-1D	FAR 1:1(5)(6)(13)
81	MED/COMC	C2-1	R/C	NOC	C4-1D	FAR 1:1
82	COMC	R4-1	R/C	NOC	C4-1D	FAR 1:1
83	MED	R4-1	R/C	LMED II	RD1.5-1XL	
84	MED	P-1	P	LMED II	RD1.5-1XL	(3)
85	MED	P-1	C	HOC	NO CHANGE	
86A	NOC	C2-1	C	HOC	C2-1D	FAR 0.5:1
86B	NOC	CM-1	C	HOC	C2-1D	
87	OTPB	C2-1	LIBRARY	OTPB	C4-1#	(1)(2)
88	OTPB	CM-1	LIBRARY	OTPB	C2-1#	(1)(2)
89	NOC	CM-2	C	HOC	C2-1D	FAR 0.5:1
90	NOC	M1-1	C	HOC	C2-1D	FAR 0.5:1
91	MED	C2-1	R	LMED I	R2-1XL	
92	MED	R4-1	R	LMED I	R2-1XL	
93	MED	M1-1	M/C	CM	CM-1VL	
94	MED	C2-1	M/C	CM	[Q]C2-1VL	(11)
95	HOC	C2-1	C/M	HOC	C2-1D	FAR 0.5:1
96	HOC	R4-1	R	LMED II	RD1.5-1XL	
97	MED	R4-1	R	LOW II	R1-1	
98	HOC	R4-1	R	LMED II	RD1.5-1XL	
99A	MED	C2-1	C	HOC	C2-1D	FAR 0.5:1
99B	NOC	(T)(Q)C2-1	C	NOC	[T][Q]C2-1	(13)

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APPENDIX A

COMMENTS

HOLLYWOOD COMMUNITY PLAN

1. The following footnote shall be added to the (Community) Plan map: "When the use of property designated as Public Land or Open Space is proposed to be discontinued, the proposed use shall be approved by the appropriate decision-makers through a procedure similar to a conditional use. The decision-maker shall find that the proposed use is consistent with the elements and objectives of the General Plan and may impose additional restrictions on the existing zoning as deemed necessary to assure that the proposed land use will be compatible with the land uses, zoning, or other restrictions of adjacent and surrounding properties, and consistent with the General Plan."

2. Public facility symbol shall be retained as shown on adopted Plan.

3. The existing use is permitted in the recommended zone as a conditional use, and shall be deemed to be approved per LAMC 12.24-F.

4. A new or additional "Q" condition shall be imposed as follows: "Residential uses shall be prohibited, except as otherwise permitted in the industrial zones."

5. Existing "Q" and/or "T" conditions shall be retained.

6. Underlying zone is inconsistent with the adopted plan. "T" and/or "Q" conditions shall be made permanent per LAMC 12.32-K to prevent expiration.

7. The property includes existing uses which are nonconforming in the recommended zone, but shall be permitted to be maintained pursuant to LAMC 12.23.

8. The existing ordinance-withheld zone change approval on the subject property is in conflict with the adopted General Plan and is recommended for termination.

9. The "T" designation on the subject property is recommended to be bracketed per LAMC 12.32-K, to reflect that the zone change was approved prior to March 26, 1973, and is not subject to a time limit for effectuation.

10. Current recommendation has been changed from previous one.

11. A new or additional "Q" condition shall be imposed as follows: "R4 density residential use shall be prohibited."

12. Underlying zone is consistent with the adopted Plan. "T" and/or "Q" conditions may expire, at which time the zoning would revert to the underlying zoning.

13. Recent action by the Planning Commission and/or City Council has resulted in the approval of a Plan Amendment and/or zone change consistent with the recommendation.

APPENDIX B ABBREVIATIONS FOR GENERAL PLAN DESIGNATIONS

HOLLYWOOD COMMUNITY

Land Use Designations:

MIN	Minimum Density Housing
VLOW	Very Low Density Housing
LMED	Low Medium Density Housing
HMED	High Medium Density Housing
HIGH	High Density Housing
LTDC	Limited Commerce
HOC	Highway Oriented Commerce
NOC	Neighborhood Oriented Commerce
COMC	Community Commerce
CM	Commercial Manufacturing
LTDM	Limited Manufacturing
OS	Open Space (Cemeteries)
OTPB	Other Public
~~RSCS~~ RCSC	Recreation and Schools

Bulk/Height Designations:

-1	Height District No. 1 -- building bulk up to Floor Area Ratio 1.5:1 permitted.
-H	Hillside District
-O	Oil Drilling District
-CSA1	Centers Study Area -- building bulk up to Floor Area Ratio 3:1 permitted.
XL	30-foot height limit.
D	Building bulk restricted to less than FAR 1.5:1
[Q]	"Q" condition(s) imposing additional restrictions on development.

#

VL

EXHIBIT "B"

SPECIFIC COMMENTARY ON PROPOSED SNAP ORDINANCE, WITH PROPOSED DEVELOPMENT STANDARDS, ETC

Submitted by:

EAST HOLLYWOOD COMMUNITY ASSOCIATION

J. H. McQuiston, P.E.

Planning Representative

PREAMBLE

The Preamble contains argumentative facts and purposes attempting to frame a citation of necessity for this Ordinance. We cannot confirm the validity of the argumentative facts and purposes, based on other documentation.

SECTION 1

THERE ARE NO "heavy lines" on Map No. 1. Revise Map or revise Section to make boundary unmistakably clear.

SECTION 2

A. Plan amends goals but does not implement goals & policies of Hollywood Plan and does not follow policy of Framework. If intent is to truly implement same, Plan must be amended.

B. Plan does not take a position by Ordinance to encourage any public facilities and thus B cannot stand unless Plan is amended.

C. Plan is actually strip-zoned. Thus Plan cannot be said to encourage pedestrian environment. Per se it remains, and emphasizes, vehicle environment. Because Plan does not establish needed public services it cannot describe their placement as "pedestrian-oriented".

D. Building "substandard" housing as windbreaks which adversely affect the neighborhoods arguably does not "improve the quality of housing stock" and thus the statement is arguably untrue.

E. Rigidly specifying subjective standards which may conflict with community values does not necessarily promote economic and social well-being for area residents.

F. Quality being subjective, construction standards, and conversion of present low-density to high-density and commercial rezoning, invading prior residential zoning, belies the "preservation" statement of this statement in the Ordinance.

G. Arbitrary and subjective design standards cannot be said to "create a transit friendly area" and may in fact create the opposite.

H. Flexibility is suppressed and irreparable through enforcement per Section 13, making this statement in the Ordinance untrue.

J. There are no "cultural districts" in this Ordinance. It does, however, create de facto segregation of people and businesses which cannot survive in court.

K. The public statements of officials belie the prospect of creating any part of this statement in the Ordinance. Nothing in the Ordinance enforces such prospect.

L. Transforming such streets will either: promote pollution of groundwater by airborne and streetborne pollutants, and depopulate the area by reducing vehicle parking places and access to driveways, while increasing the maintenance cost to the City; or else will wash out streetways and clog storm drains with soil during the infrequent precipitation. Underlying soil in this area needs no replenishment.

M. Nothing in the Ordinance speaks to this intent.

N. The industrial cluster cited is already established and is long-standing. The Ordinance as written demolishes the industrial cluster by radical downzoning.

O. Ordinance threatens the hospital cluster and does nothing to promote it.

P. Ordinance does not support said seismic upgrade.

Q. Ordinance cannot be said to "promote" any educational facilities inasmuch as no possibility for such promotion is contained therein.

R. Restrictive clauses in this Ordinance do not facilitate locating facilities itemized in the locations listed. Rather, Ordinance promotes "block busting" existing single-family residences, a promotion adverse to Framework policy.

S. Existing Code promotes goals listed in this statement, but Ordinance promotes wide-open, uncontrolled conversion of residence and commercial parcels to manufacturing.

T. Present Code promotes child-care, properly licensed, anywhere in the City with few exceptions almost absent in this locale, and this Ordinance cannot be said to promote the well-being of susceptible children in its arbitrary location of child care.

U. Conversion of commercially-zoned property to parkland on a major highway does not satisfy the requirement to locate "local" parks within a neighborhood, and it also renders the zone defective to support surrounding commerce.

V. This statement is redundant with "N", above, but further restricts such area to "blue collar" instead of other, more remuneratve, manufacturing & industry.

SECTION 3

A. No comment.

B. No comment.

SECTION 4

Guidelines: Rephrase. Planning Commission authorization conflicts with other statements, and with Section 13.

Ground Floor: Needs rephrasing. Perhaps something dropped?

New Development: Use needs definition. Playhouse, tool shed may need permit. Do these constitute "new development"?

Project: Use needs definition. As stated here, any construction or repair of any size constitutes a "project", subsuming Extensive Remodeling and New Development.

SECTION 5

A. Subareas need "atomization". If one really believes pedestrian zones in Los Angeles reach for ¼ mile from center point of two crossing streets, then the pedestrian zone forms a square with diagonals on those streets and is only 80 acres instead of the circular 126 acres (people must walk on sidewalks forming a grid, which collapses the area bounded by a ¼ mile walk to a square having 1867 ft sides).

Accordingly, an area such as SNAP of about 2.3 sq. mi. contains about 1472 acres or over 18 separate pedestrian districts, if pedestrians really will walk ¼ mile in this locality. If we say they will actually walk about 780 ft (a longways 1½ blocks), then there are about 53 pedestrian districts in this locality.

Obviously what this means is that if SNAP is really intended to promote pedestrian districts, rather than automobile districts, then a specific zoning map is imperative, and the map must show discrete clusters of zoning types rather than strip zoning, and the clusters must appear separated into discrete units of "walking" squares. If the zoning map does not clearly show such, then it is not "pedestrian".

Map No. 1 fails the "pedestrian" test. And, no part of the map can be termed "pedestrian", because no part of the map contains the gamut of zoning required for pedestrian-oriented needs.

If, then, the zoning is truly vehicle-oriented, then allowances must be made for such vehicles.

A"manufacturing" zone generally is characterized by substantial vehicular activity throughout the workday, caused not only by shipment and delivery but also by necessary surveys, procurement missions, and job-force dispatches. These activities are generally items of high time value and will not be suitable for any form of public transportation nor of pedestrian traffic. Moreover, businesses in such zones, as veterinarians and morticians, will necessarily draw from widely-dispersed clientele on occasional bases. Thus a well-sited "Manufacturing" zone requires proximity to freeway access. Thus the present siting of the existing M-zoning is appropriate, and should not be disturbed, except for "tuning".

A "CM" zone, however, is not in the same category; it draws from locals and is characterized by far less need to range far outside the community. Thus "CM" is unsuited for proximity to freeways. But "CM" is also different from a store cluster and must be carefully located so as to promote a pedestrian workplace, without inhibiting shopping. And, "CM" is not suitable for injection into "R" zoning.

Churches, temples, and synagogues are necessarily associated with residences and not with commerce, and to site them in commercial clusters weakens commerce in a pedestrian situation. In the SNAP area prior sitings of such have been within R-zoned clusters. However, such sites do not now have the protection of "CR" zoning they require to remain by right. The East Hollywood zoning map we submitted carefully surveyed the SNAP area and laid out such protection, including possible future sites. More sites than presently occupied are needed, because of an upsurge in this area for religious institutions, and because of a lack of balance between institutions and religious denominations herein.

Commercial zoning in the area is now unbalanced because of the extreme use of wide-open C-2 zoning oriented to highway-type uses. Judicious paring is in order, but not total elimination. Pedestrians should be entitled by right to enjoy a bowling alley, or a sanitarium/rest home, or laundry, or second hand store, or auto repair or service station, or household storage place, for example; all of which would be prohibited entirely by the proposed Ordinance.

Commercial clusters within SNAP are not fungible. Each sub-locale will necessarily require unique zoning because each station will draw unique passengers, or the lack thereof.

Already, loadings are vastly different. There is much traffic between the Sunset-Vermont station and the "blue line" station, and some between the former and the Wilshire-Vermont interchange, but loadings at Western and at Beverly are quite different.

Area analysis suggests that "professional" use of red line will be limited, due to the money-value of time and demands of travel which cannot be routine. And, the combination of work and schooling puts time demands on LACC enrollees. Moreover, if the area is properly planned for pedestrianism, residents will not be using the line, as a rule. Thus the line will be serving patrons engaged in long-haul routes who merely pass through, instead of local patrons.

This analysis puts an entirely different siting concept into play. Such concept disagrees with the Ordinance concept.

Consequently, a reasonable plan for SNAP must show the discrete zoning on each parcel, and clusters must be individually addressed, instead of falling back on strip zoning having single classes of zoning as the present configuration utilized.

Proper zoning will thus not divide into only 5 subareas.

B. Prohibited uses 1 and 2 of the proposed Ordinance are adequately addressed in the present body of the Code and need not be addressed in the Ordinance. Redundant Code sections merely make it more difficult to apply or amend the Code.

C. Joint live/work projects are already adequately provided for in the Code; moreover, this Ordinance merely refers to existing Code sections and adds nothing important to them. Section 3 of this Ordinance already invokes the existing Code and we suggest this Ordinance would be better without Section 5C.

D. This section offers an abridged "CM" zoning without a reasonable justification for the abridgement. Moreover, it permits wholesale conversion to CM in locations which do not enhance the community. We recommend delineating approved CM locations on the parcel map for SNAP, taking into consideration the existing locations for such activity already "chosen" by the community's use plus such modification as necessary for good cluster planning.

CM in general may be used to separate "shopping" clusters, and should be situated near densely-concentrated residences to achieve a pedestrian work potential. But certain existing buildings may also be strong CM candidates even if isolated.

CM density should be controlled with respect to variances or conditional uses, by a proviso that requires replacement of CM zoning if converted, and elimination of equivalent CM zoning if augmented.

There is no need, nor is it wise, to include size and responsibility qualifications in a planning ordinance. Other ordinances apply better, and nuisances may be abated without the necessity of D2-8. These clauses in this Ordinance merely obfuscate.

E. This clause suffers from vagueness and is not necessary besides. It should be stricken as written.

Instead, if any part on such is to be included, there should be language which specifies how much the City will be bound to contribute to the locale with respect to community facilities, such as libraries, fire stations, police stations, senior centers, child care facilities, etc, and budgetary amounts pledged for each.

F. This clause suffers from vagueness and offers no real promise of fulfillment besides. It should be replaced with a budget and timetable, by which the City shall pledge its full faith and credit, to build and maintain recreation centers with full local amenities of a specific size and number, inclusive of green space.

G. This clause is unnecessary and discriminatory and unreasonable. Code sections already permit the installation of licensed child care facilities in every residential and commercial zone. Child care 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. Employers offering arrangements for child care may utilize same in securing employees, and this tactic cannot be rationed by square footage.

H. Floor area for transient facilities must be assumed to be vehicle-associated. This clause in this Ordinance improperly would restrict such-as parking, unreasonably, and inhibit development of appropriate businesses. There is no apparent beneficial purpose for this clause and it should be stricken. The existing Code adequately governs in its place.

I. Inasmuch as sidewalks in the area are rarely wider than 10 feet, and many are only 5 feet, this clause's present content will be inapplicable except to prohibit sidewalk cafes. If sidewalk cafes are allowable, and such a clause is necessary in this Ordinance rather than in uniform separate Ordinance, then there should be an extensive health section and a section to protect patrons from automobile hazards, among others.

J. The Framework documents set street standards according to Federal standards, and assume that subsidiary Plans like this one will follow them. One problem is that the street widths and sidewalk configurations in this locale do not comply. If it is to be said that the Code sections in place "are to be followed", then this clause in this Ordinance has no value and should be removed. Nothing reasonably permits any deviation to be placed in the cited Development Standards and Guidelines. However, the Plan must necessarily address the fact that each property must dedicate additional portions of same for street and sidewalk widening, and setbacks must be specified in this Ordinance.

As a consequence of provision for widening, it will be impossible to maintain a straight sidewalk, nor will building "lines" be straight.

K. Lot assembly poses a more sophisticated exercise than is presented in this Ordinance, because it is use-specific beyond the control of ordinary zoning classes, yet is ordinarily not encountered at all in certain zoning classes.

The presentation of bonuses is therefore inappropriately addressed by this Ordinance and may well be better-addressed on a case-by-case basis via variance or conditional use. No rationale has been proffered to justify the clauses as written.

L. We have no comment on this clause at this time, except to say that any FAR over 3.0 may be hazardous at the current hospital locations, and any bulk should occupy a block devoted to single ownership.

Nonetheless, we believe the "covenant" of L4 is incapable of being attested-to, nor would the City be wise to enforce such even if attested-to.

Nor could the City keep track of such covenants without undue expense.

M. This clause at first glance says one thing, but at second glance implies another. If someone approaches a metro station in a vehicle, that person must park in order to board the metro. Absence of parking thus prevents metro usage.

Not all stations require or support residential buildup to be planned properly. Thus a blanket reduction of parking may actually interfere with proper planning.

Previous discussion regarding the "square of influence" is also appropriate to any definition of "portal entrance zone".

N. A clause mandating "free delivery" on a discriminatory basis cannot pass muster.

SECTION 6

A. Framework EIR requires rezoning, to preserve single-family residences. This requirement must be acted-upon, because currently only 28 of over 2,000 existing in this area are protected from demolishing. This housing is in good condition and cannot be said to deserve demolishing, either by location (none are close to portals) or by age or size. Instead, this clause encourages redevelopment of these units. That cannot be allowed.

We have no disagreement on allowing the combination of 15,000 sq. ft. lots, provided the lots are not containing existing single-family units, such as single residences in detached housing.

We note that the Existing Code prohibits parking in the front-yard area, so that the last sentence in the proposed Ordinance's clause is better removed.

As a consequence of the Framework Plan and defects in the present zoning, the "Neighborhood conservation" area requires rezoning of specific parcels to bring it into compliance. Additional downzoning "away from portals" will be required for population balance when portal population density is increased.

B. There is no reason to further restrict commercial uses above what is in the existing Code. The strip zoning, extant, is so modified by the proposed Ordinance that no commercial use close to portals falls into a Section 6 area. However, persons in this area, living far from portals, are entitled to enjoy a pedestrian zoning, which may be enhanced by whatever is entitled to be in use per normal Code requirements.

There is no reason to require residences above commercial uses in this area. In fact, the residential density must be lowered in this area, per Framework.

Lot combination depends on use and, as before mentioned, should be the subject of case-by-case evaluation so as not to wreck the commercial cluster.

Front-yard parking in commercial area has the advantage of safety and disadvantage of degraded esthetics. However, appropriate landscaping is of more importance than parking layout and should be addressed in this clause.

Storage is addressed in each zoning Code and needs no requirement here.

C. Clause is vague and also prohibits sports-capable parks. Instead, the clause should permit "CR" zoning and identify parcels to be zoned "CR".

D. Transitional height control is often ignored by zoning administrators. To the extent this Ordinance will be followed, The height of "one story", "towers", rooftop uses, etc, must be defined. The purpose of height control must relate to invasion of privacy and must not be otherwise undefensible, except if public safety is at issue. Rooftop gardens invade privacy per se unless view is blocked. Such may cause an excess of height, and have structural ramifications which may advise another wording of this clause.

E. Face is not a setback issue. Garden apartments having center courts do not face a street. The "face" provision also conflicts with "feng shui".

Setback measured by one unlawful building cannot and should not control the setback of all other buildings whether adjacent or not. Because streets may be widened, setbacks may not be measurable by existing buildings.

There is no reason why setbacks as set forth in Existing Code cannot control.

F. Inasmuch as existing Code may control open space, and rooftops and decks generally cannot provide safe areas, there is no reason why there should be any exception by right in this Ordinance, to the existing Code cited.

G. Parking requirements in detail have been carefully amended elsewhere in existing Code and already cover adequately the types of parking encountered in the locale of this Ordinance, and the existing Code must be followed here for the locale to remain healthy and with very few vacancies.

The standards for parking proposed in this Ordinance would be crippling.

H. Clause 1, being unnecessarily affirmative, need not be enacted and would merely cause confusion.

The rationale for disobeying existing Code is not apparent and thus should not be tolerated.

I. Southern California is noted for creativity. Creative people hate to be stifled by an oppressive design standard and may leave the area. We revere the Chinese theater now, but it was regarded as a monstrosity in times past. Standards would have stopped the Brown Derby, the Pup, various "Googie" buildings, etc.

We do not need or want such straight-jacketing as in the "Design Standards", which pointedly are drawn out of context and from different environments.

SECTION 7

A. Wide-open uses as proposed in the Ordinance do not focus uses properly for pedestrian zoning. What is required is a precise map zoned in clusters, having more than the three restrictive zones.

Moreover, certain buildings may be more useful with different floor-organizations, and there is nothing indicating why the prescribed floor restrictions are necessary for the public welfare.

Sidewalk displays of itinerant peddlers, competing-with and blocking the store situated behind the sidewalk, add nothing and degrade the neighborhood ambiance and should not be permitted by this Ordinance clause.

Outdoor eating establishments should be governable by the Health Department and not be given authorization by right as the proposed clause grants. Outdoor units cannot control vermin, flies, and the like, which may spread to other properties.

Mixed-use is already governed by existing Code and no further regulation in this Ordinance is necessary or desirable.

The exemption for Commercial Corners is not explained. There appears no reason why this area and not others should be exempted from existing Code restrictions.

B. Heights of buildings in this area are subject to no appropriate cautions despite the stated hazardous seismic and soil conditions. This section should be revised to pare down the height-by-right to at least 30 ft, and perhaps only one story, in some vulnerable clusters. There will still be ample footage to accomplish the Framework goals, and the public safety need not be endangered by excessive height.

C. Inasmuch as existing transitional heights are often ignored by appeals decisions, if a special case is to be retained in Section 6 it should apply throughout the SNAP area, with deviations only across streets, and then such should retain privacy for residential units.

D. Usable open space commentary of Section 6 herein applies to Section 7, with the added comment that heavy upper stories (which is what is the result of upper-story open space) are more vulnerable to destruction in cataclysims expected for this area.

What this Ordinance clause lacks is a setback requirement and prescription for suitable foliage at streetside. Even a five-foot setback beyond street easement would dramatically improve the ambiance of the neighborhood, and the Hollywood Plan currently so specifies in EIR CPC 1070-GP/ZC @ p.84.

E. Parking is inadequate for the health of this economy, and is not properly corrected in this Ordinance, but made worse. Parking minimums are adequately set forth already in the existing Code. Parking maximums should be left to the choice of the parcel owner. The owner has a personal stake in providing a successful parking area and should be relied upon by the City to choose properly on a case-by-case basis.

F. Conversion comments are the same as in Section 6, except that Projects should be required to bring parking up to minimum standards so the neighborhood is not beseiged with additional vehicles seeking street parking.

G. All residential units must for safety have side and rear yards, as prescribed in the respective zoning for the residential class, regardless of commercial use coupled with the residential units.

H. Development standards for such commercial or residential areas should not go beyond safety for the public. The Development Standards this Ordinance proposes are particularly inappropriate for this locale.

SECTION 8

A. The Hollywood Plan attempted to do away with all density higher than R3, because of the hazardous nature of the locale. That attempt came even before events surprised geologists with the enormous increase in local hazard, now still under thoughtful analysis.

Without using R4 the area can absorb the Framework density and function. However, it cannot stand the elimination of C-2 in cluster allocation. There is no C-2 whatsoever in the proposed Ordinance.

Some C-2 should be spotted throughout, strategically, to forestall wholesale reversal of the Plan by courts and by Zoning Administrators.

Residential buildings as buffers for clusters are beneficial. Likewise, in an area having, presently, intensive-care hospitals, the area contains isolated nursing and retirement homes, of a single story necessarily, which if not "unified" will not be permitted. These types of uses should be spotted throughout the locale.

Certain religions make above-ground residences untenable. There is no reason why residences on the ground floor should be prohibited, especially in this locale with unstable earth. A proper zoning map should break up the pedestrian areas with such residential zoning.

It has not been long since Vermont Ave was mostly estates and apartments and flats. Then the cluster type of plan worked well, and it can be revived.

Clause A2 comment is the same as for Section 7.

Mixed-use and Commercial Corner comments are the same as for Section 7.

B. Heights proposed for buildings in this Section are extremely dangerous and would require extreme skills and extremely tight inspection to achieve any hope for public safety. It follows that building economics will bar such from this locale.

However, public safety demands that the City must not rely on economic factors to avert disaster and it is incumbent on this Ordinance to impose safety factors which will mitigate the hazards. Lowering the height-by-right in the Hollywood Blvd and Vermont-above-Beverly areas would be one suggestion. Further refinement may be open to investigation, but generally anything above 30 ft (1XL) is open to suspicion and for safety might be better left to case-by-case variance.

Hospital related uses are tightly controlled (perhaps too loosely at present) by State authority. Prudence would have the City rely on State authority so as not to jeopardize the City.

Accordingly, we suggest that Clause B3 be amended to say that Hospital uses shall be governed by applicable State law, and supplement only with respect to parking.

C. Height comments in Section 7, regarding transitions, apply here. These parcels, however, generally should be on blocks separated by streets from other-category ones.

D. Setbacks and open space in this Section should follow comments in Section 7, with the proviso that existing Code controls setbacks, with requirements for additional setbacks in proportion to building height.

E. Parking comments are the same as in Section 7. However, off-site parking should be discouraged because it does not relieve the parking problem in the neighborhood, and with respect to persons associated with these expensive "digs" it invites crime.

G. Remarks for conversion are same as in Section 7.

H. See comment for D, above, and Section 7 for yards and setbacks.

I. See comment for Section 7 regarding Development Standards, which Standards should be deleted as inappropriate for this locale.

SECTION 10

A. The area assigned to Section 10 presently contains uses important to the SNAP area and is zoned C-2, MR1, M1, with most of it M1. The Ordinance proposes to downzone to CM.

This area has been valuable because it allowed for veterinarian, animal boarding, electroplating, mortuary, Official Police Garage, Telephone Co. service yard, contractors' yards, furniture manufacturing, printing plants, truck repairing, food product manufacturing, laboratories, banks, and the like. These are mostly barred from right under the downzoning, and commercial incursion (which may be only incidental in a manufacturing zone) is invited under CM.

The loss of those now using M1 and MR1 zoning will of course depend on whether the business will support an expensive appeal or whether the business will simply move to safer M-zoned property.

In any case, property zoned MR1 or M1 presently may be used by right for CM use, except for retail commercial uses. But CM property may not be used for MR1 nor M1 uses. Thus the area is being proposed to be transformed from manufacturing to commercial uses, and gradually the manufacturing users will be forced out thereby.

The City noted some time ago that manufacturing uses were being lost to commercial uses. In reaction the "Restricted Manufacturing" zones were created to keep that from happening, and this area was given such zoning. It would be unfortunate if now the City were to revoke that promise of preservation.

The East Hollywood Community Association's zoning, after analysis, upgraded a limited part of this area to M2. That determination was made because no part of a City is complete without at least a modicum of "Light Industry". M1 is "Limited" too severely. However, we could compromise at MR2, which still would protect the neighborhood mortuary by right, and the exterminator business, and provide for a building-material salvage yard so that local Craftsman houses will be repaired.

And, as the City attempts to retain its film and tape productions, the availability of M zoning close to freeways is vital. The remoteness from such is now a concern in such a locale as traditional Hollywood.

We believe the downzoning is totally in the wrong direction.

B. Setbacks of buildings in industrial zones are best controlled as-is in existing Code. There is no need for additional restrictions in this Ordinance. Moreover, a maximum setback requirement for these lots may prohibit ordinary loading operations and cause a departure or fail to attract a superior occupant.

C. Development standards in Appendix "A" are not characteristic of this area and do not apply well in this locale.

They should be rejected and the City should rely on the ingenuity of parcel owners working within existing Code sections.

SECTION 11

A. Listing exemptions so sweeping as to defy other public uses, the City does not help to make the locale more livable. Rather, the approach should be to make public developments adhere to codes others must follow, and to require variances so that the affected community may be heard on nonconforming developments.

The practical effect will not be to inhibit public facilities but to gather public input at a proper time in the development, and to make the public believe it does have some voice in how the neighborhood develops.

Notwithstanding Section 11, the City Charter now demands that neighborhoods be given advance notice of such developments and hearings thereon. Thus nothing more will be imposed on the City departments if Section 11 is eliminated.

B. City development may or may not be in conformance with the Development Standards. "The promise of a Sovereign is written on the wind".

It is unwise to insert Clause B when it is actually unenforceable against the City.

SECTION 12

We have no comment on this Section, except to say that the procedure should not depart from the standard procedure for the rest of the City and should not require demonstration of conformity to the Development Standards. Permit application should not require Planning approval as a matter of course, but only in extreme situations and only if requested by Building & Safety.

The goal is to make development pleasant and facile in the City, so people will not go elsewhere where the procedure is less frustrating.

SECTION 13

This Section is not only unnecessary but also may cause irreparable damage to parcel owners and their parcels, and enormous cost to the City.

It must be stricken.

SECTION 14

This Section is often inserted in legislation of dubious validity. It marks this legislation by its inclusion. Nothing world-shaking will result by its failure to be included.

However, due to the contentious nature of this proposed Ordinance, inclusion may mean the City is anti-populace and desirous of causing the maximum amount of expense for any challenge. That is not very beneficial to City governance.

We recommend that changes to be made to this document, reasonably and before enactment, may obviate litigation and make this clause totally unneeded, for any reason.

DEVELOPMENT STANDARDS AND DESIGN GUIDELINES

We believe that, while a document like this is common for statutory Redevelopment Projects, the SNAP exercise in no way approaches a true redevelopment program.

Nothing except a consultant's opinion supports redevelopment in this area. There is no area of dereliction, no excessive vacancy, no excessive police action, no excessive fires, no infestation of vagrants, and no vote of anybody in the area to institute the harsh regime of redevelopment.

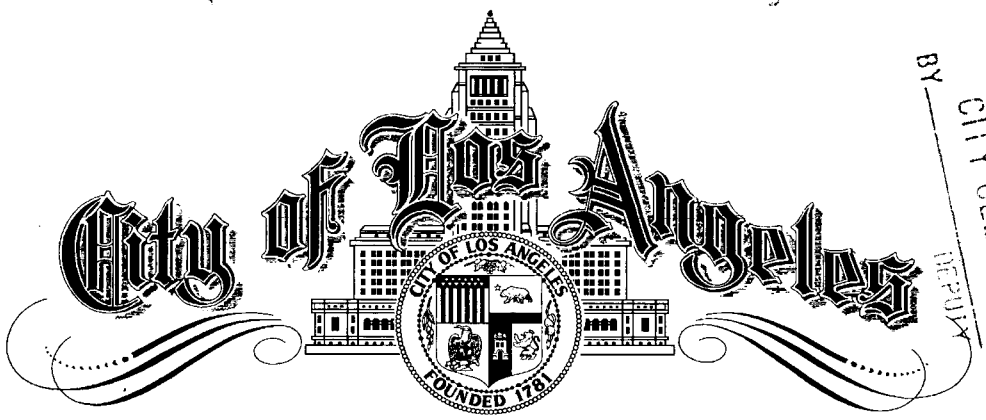
And, outside of a consultant's idea to overpopulate the area, no evidence that the consultant has been believed, except to institute the development standards common to redevelopments.

The problem is that the standards do not reflect the area. They inhibit the creativity of residents and owners of different cultures, cultures with differing esthetic values which may be amicably integrated by right if not bound by covenant and Ordinance to the hateful and "foreign" standards.

We have standards of decorum and nuisances-abatement powers to control the area. Those are enough. We need no artificial and discriminatory standards for this area.

Prepared by: J. H. McQuiston, P.E.

53



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CITY CLERK
BY
DEPUTY

CITY HALL
LOS ANGELES, CALIFORNIA 90012
(213) 847-2489

OFFICE OF THE MAYOR

RICHARD J. RIORDAN
MAYOR

December 11, 2000

Honorable Members of the City Council
c/o City Clerk
City Hall, Room 615
Los Angeles, California 90012

Re: Council File 00-1999 - Council ordinance establishing a specific plan for the Vermont/Western station neighborhood area

Honorable Members:

While the proposed ordinance contains important policy goals that I support such as increased open space and affordable housing, I am concerned that the Vermont/Western Station Neighborhood Area Plan, including new development fees, unnecessarily creates barriers to much needed investment in the area.

Therefore, today I am vetoing Council File 00-1999 with the expectation that the Vermont/Western Station Neighborhood Area Plan can be refined further to encourage quality investments in jobs and housing in the area.

The proposed open space fee on new housing development, for example, acts to deter much-needed market rate housing in an area where little new housing is being built. In addition, the proposed plan makes much-needed economic development and job creation in the area more difficult.

I am confident that the Vermont/Western Station Neighborhood Area Plan can be modified to address these issues while preserving the positive elements of the ordinance such as the reduced parking requirement near the Metro Red Line subway stations.

I am recommending that the ordinance be referred back to PLUM Committee and the City Planning Commission for further review. I am also requesting that the City Attorney provide an analysis of the nexus between open space development fees on new development and the expenditure of such fees to address existing shortages of open space in the plan area.

Sincerely,

Richard J. Riordan
Mayor

cc: Honorable Hal Bernson, Chair, PLUM Committee
City Planning Commission members
Con Howe, Director, City Planning Department

DEC 15 2000 – Referred to Planning and Land Use Management Committee

Mayor's Time Stamp

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TIME LIMIT FILES
ORDINANCES

FORTHWITH

City Clerk's Time Stamp

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DEPUTY

COUNCIL FILE NUMBER 00-1999 COUNCIL DISTRICT 13

COUNCIL APPROVAL DATE November 29, 2000 LAST DAY FOR MAYOR TO ACT DEC 11 2000

ORDINANCE TYPE: ___ Ord of Intent ___ Zoning ___ Personnel X General

___ Improvement ____ LAMC ____ LAAC __ CU or Var Appeals - CPC No_____

SUBJECT MATTER: ESTABLISHING A SPECIFIC PLAN FOR THE VERMONT/WESTERN STATION NEIGHBORHOOD AREA, WHICH AMONG OTHER THINGS, INCORPORATES DEVELOPMENT STANDARDS AND DESIGN GUIDELINES INTO THE HOLLYWOOD COMMUNITY AND WILSHIRE CENTER/KOREA TOWN REDEVELOPMENT PLANS

	APPROVED	DISAPPROVED
PLANNING COMMISSION	X	____
DIRECTOR OF PLANNING	X	____
CITY ATTORNEY	X	____
OFFICE OF ADMINISTRATIVE AND RESEARCH SERVICES	____	____
PLANNING AND LAND USE MANAGEMENT COMMITTEE	X	____

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BY CITY CLERK
DEPUTY

DATE OF MAYOR APPROVAL, DEEMED APPROVED OR *VETO: _____
*VETOED ORDINANCES MUST BE ACCOMPANIED WITH OBJECTIONS IN WRITING PURSUANT TO CHARTER SEC. 250(b)(c)

(CITY CLERK USE ONLY PLEASE DO NOT WRITE BELOW THIS LINE)

DATE RECEIVED FROM MAYOR _____ ORDINANCE NO. _____

DATE PUBLISHED _____ DATE POSTED _____ EFFECTIVE DATE_____

ORD OF INTENT: HEARING DATE _____ ASSESSMENT CONFIRMATION_____

ORDINANCE FOR DISTRIBUTION: Yes [] No []

calagend*.ord

CPC No. 00-1976 SP

TRANSMITTAL		
TO: Hon. Richard J. Riordan, Mayor ATTN.: June Lagmay	DATE SEP 25 2000	COUNCIL FILE NO.
FROM: *CITY PLANNING DEPARTMENT*		COUNCIL DISTRICT 4 and 13

REQUEST:

Pursuant to the provisions of Sections 555 and 558 of the City Charter, transmitted herewith is the action of the City Planning Commission at its meeting of August 10, 2000. The Commission approved the Vermont/Western Station Neighborhood Area Plan and Specific Plan Ordinance, with accompanying Development Standards and Design Guidelines, and proposed General Plan Amendments establishing Mixed Use Boulevard and Community Center land use designations for the specific plan area which straddles both the Wilshire and Hollywood Community Plan Areas.

The attached request is transmitted for you review and approval. To expedite, the processing of this report, it is recommended that it be routed as follow :

- ☐ To the City Administrative Officer (CAO) for report back to you or direct to Council
- ☑ To the Council for consideration: nc CAO report required
- ☐ To the CAO for report back to you, then return to the Department for further processing; no Council approval required
- ☐ Other _____

CON HOWE
Director of Planning

N:\CITYWIDE\SNAPTransmitcov.mayor.363wpd.wpd

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.

4-3

SUP 11 #6

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
(213) 580-5234

CITY OF LOS ANGELES
CALIFORNIA

RICHARD J. RIORDAN
MAYOR

EXECUTIVE OFFICES
16TH FLOOR
CON HOWE
DIRECTOR
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FRANKLIN P. EBERHARD
DEPUTY DIRECTOR
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GORDON B. HAMILTON
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(213) 580-1165
ROBERT H. SUTTON
DEPUTY DIRECTOR
(213) 580-1167
FAX: (213) 580-1176
INFORMATION
(213) 580-1172

March 21, 2001

Councilman Hal Bernson, Chairman
Planning and Land Use Management Committee
Room 615, City Hall East
200 North Spring Street
Los Angeles, CA 90012

Honorable Councilman Bernson,

THE PARKS FIRST FEE IN THE VERMONT/ WESTERN STATION NEIGHBORHOOD PLAN, CPC NO. 2000-1976 SP; CF NO. 2000-1999

RECOMMENDATION

As a result of staff's research into this matter the $4,300 Parks First Fee per dwelling unit would, at this time at least, amount to a defacto moratorium on market rate housing in the Vermont/ Western Station Neighborhood Plan (SNAP) Area. If the City does not want to discourage the construction of market rate housing in the area, a $1,000 fee, in addition to either the Quimby Fee or Dwelling Unit Construction Tax, would be more realistic in staff's opinion.

History of the Parks First Fee in the Vermont/ Western Station Neighborhood Plan

On August 10, 2000 the City Planning Commission approved an ordinance establishing a specific plan which also included Development Standards and Design Guidelines for 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. Subsequently, the Mayor vetoed the ordinance on December 11, 2000. On January 23, 2001, the Planning and Land Use Management

Committee adopted to overrule the Mayor's veto of the Council action to approve the Specific Plan Ordinance relative to the Vermont/Western SNAP including the Development Standards and Design Guidelines, and General Plan amendments for the area known as East Hollywood located in the Hollywood and Wilshire Community Plan Areas. The ordinance was adopted by Council and (No. 173,749) was published on January 29, 2001 and became effective on March 1, 2001. On February 6, 2001 the Planning and Land Use Management Committee requested that staff analyze the Parks First Fee in the SNAP ordinance to ensure that it does not preclude the development of market rate and affordable housing, and staff was instructed to report back in 30 days with suggestions.

As a part of the SNAP ordinance, the Parks First Program requires that the applicant for any residential project (single-family and multi-family) shall pay a fee to the Parks first Trust Fund of $4,300 per dwelling unit, or shall provide a park or open space either on or off-site which meets the conditions outlined in the ordinance. The ordinance allows exemptions for projects for which complete plans were accepted by the Department of Building and Safety for plan check and for which a plan check fee was paid on or before March 1, 2001; senior citizen and student housing, and low and very low income housing. The calculation of a Parks First Trust Fund Fee to be paid or actual park space to be provided shall be off-set by the amount of any Quimby Fee or Dwelling Unit Construction Tax paid as a result of the project.

The City currently collects $500 per dwelling unit in the Dwelling Unit Construction Tax. This tax is deposited in a "Park and Recreational Sites and Facilities Fund". These funds are collected for apartments and condominiums, for both new construction and units created through conversion or modification of existing buildings. Federal or State subsidized housing is exempted from the Dwelling Unit Tax, and recently an amendment was made to exempt housing built to replace units lost during an earthquake.

The City also collects "Quimby Fees" for units created as a consequence of subdivisions. The fees are adjusted annually, and currently vary per unit based on zone from $1,132 to $7,134 per dwelling unit. The fees are accepted by the Department of Recreation and Parks for the purpose of establishing new open space and recreational facilities for the subject subdivision. Apartments are not required to pay Quimby Fees unless they are being subdivided and converted to condominiums.

Survey of Realtors/ Developers

Staff conducted a survey of realtors and developers in the Hollywood area to assess the possible impact of the $4,300 fee per new dwelling unit on the housing market. Every realtor/ developer surveyed thought that the fee would create a negative impact on housing production within the SNAP area. Most said that the current fee would preclude housing development altogether. The participants of the survey expressed the need for some type of fee to provide for parks, but emphasized that it should be a much lesser fee. Fees in the amounts of $500 - $2,000 were suggested as alternatives. Some of the interviewees

stressed that this fee should not be incurred by the developer, but it should be passed on to the land owner who owned the property at the time that the ordinance became effective.

Housing Construction in the SNAP Area[1] Versus Other Parts of the City

Staff also looked at the construction of dwelling units in the SNAP area versus the construction of dwelling units in other parts of the City. The data that was used consists of Building and Safety building permits issued from January 1998 - November of 2000. As of this date, data is unavailable since the ordinance became effective. Within the SNAP area, there were a total of 78 units built from January of 1998 - November of 2000. Of this 78, 38 units were constructed as affordable housing.

The SNAP area had a .19% increase in new multi-family units from January 1998 through November 2000 (a total of 72 units of which 38 are affordable housing units). Seven community plan areas had less than a .19% increase in new multi-family units. 28 community plan areas had more than a .19% increase in new multi-family units.

The SNAP area had a .12% increase in new single-family units from January 1998 through November 2000 (a total of 6 units). Five community plan areas had less than or equal to a .12% increase in new single family units. 30 community plan areas had more than a .12% increase in new single family units.

The SNAP area had a .18% increase in all housing units from January 1998 though November 2000. Three community plan areas had less than a .18% increase in all housing units. 32 community plan areas had more than a .18% increase in all housing units. The number of housing units constructed in the SNAP area increased by 78 units built from January of 1998- November of 2000. Of this 78, 38 units were constructed as affordable housing. Therefore, only 40 units would be subject to the Parks First Fee.

The above data shows that compared to the SNAP area, a greater number of dwelling units are being built in other parts of the City. The SNAP area is producing less multiple and single family housing than the rest of the City. According to the citywide totals, the SNAP area production of housing from January 1998 - November 2000 was .24% less than the citywide average.

This information indicates that the SNAP area is not producing a high percentage of the City's housing stock, therefore, by imposing any type of fee, developers may altogether be discouraged from building in this area. This could reflect that the fee would not be effective, since a large number of housing units are not being constructed within the SNAP area.

---

[1] The SNAP area data was collected by census tract. The census tracts include portions of Hollywood beyond the boundaries of the SNAP area. Therefore, the calculations reflect additional dwelling units outside the boundaries of the SNAP area.

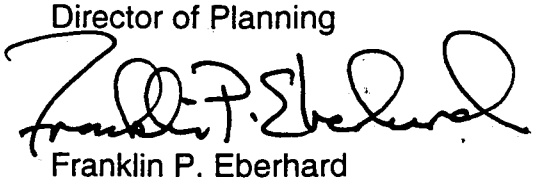
CONCLUSION

Staff recommends that a minor Parks First Fee of approximately $1,000 per unit be imposed with the exceptions that are already included in the effective SNAP ordinance. The $1,000 fee would be in addition to Quimby Fees and the Dwelling Unit Construction Tax. If the fee is kept minimal, then it should not preclude the development of housing, and the Parks Trust Fund would collect some money to provide parks within the SNAP area.

The Los Angeles Housing Department is currently conducting a study on the possibility of imposing a linkage fee on new commercial developments which would be used to provide for housing in the area. This study will look more closely at the current economic market. The $1,000 fee could be reviewed at the time that the study concludes to ensure that it is on target with the current economic market forces.

Should you need any additional information, please contact Undine Petrulis at (213) 580-5226 or Cora Smith at (213) 580-5498 with questions.

CON HOWE
Director of Planning



Franklin P. Eberhard
Deputy Director

Attachments

New Construction in SNAP Area

January 1998 - November 2000

Analysis Area / *Census Tract*	*Single-Family Units*			*Multiple-Family Units*			*All Housing Units*		
	*Existing**	*New***	*% New*	*Existing**	*New***	*% New*	*Existing**	*New***	*% New*
Vermont/Western Station									
191500	318	0	0.00%	1,381	6	0.43%	1,699	6	0.35%
189200	808	2	0.25%	2,529	2	0.08%	3,337	4	0.12%
190301	84	0	0.00%	2,730	10	0.37%	2,814	10	0.36%
190400	28	0	0.00%	2,933	0	0.00%	2,961	0	0.00%
190500	108	0	0.00%	3,050	0	0.00%	3,158	0	0.00%
191201	146	1	0.68%	1,566	38	2.43%	1,712	39	2.28%
191202	242	0	0.00%	1,921	0	0.00%	2,163	0	0.00%
189100	493	1	0.20%	2,993	0	0.00%	3,486	1	0.03%
191400	207	0	0.00%	2,575	6	0.23%	2,782	6	0.22%
211300	28	0	0.00%	2,641	0	0.00%	2,669	0	0.00%
195200	1,345	2	0.15%	1,777	2	0.11%	3,122	4	0.13%
195300	421	0	0.00%	1,183	0	0.00%	1,604	0	0.00%
192600	164	0	0.00%	2,799	2	0.07%	2,963	2	0.07%

* *Housing Stock estimate as of October 1, 1999*

** *Permits for New Buildings from January 1998 through November, 2000*

Analysis Area	*Single-Family Units*			*Multiple-Family Units*			*All Housing Units*		
Census Tract	*Existing**	*New***	*% New*	*Existing**	*New***	*% New*	*Existing**	*New***	*% New*
192700	177	0	0.00%	861	2	0.23%	1,038	2	0.19%
211100	134	0	0.00%	3,873	4	0.10%	4,007	4	0.10%
211200	78	0	0.00%	1,968	0	0.00%	2,046	0	0.00%
191300	298	0	0.00%	1,787	0	0.00%	2,085	0	0.00%
Area Totals	**5,079**	**6**	**0.12%**	**38,567**	**72**	**0.19%**	**43,646**	**78**	**0.18%**

* *Housing Stock estimate as of October 1, 1999*

** *Permits for New Buildings from January 1998 through November, 2000*

New Construction in Community Plan Areas

January 1998 - November 2000

Community Planning Area	*Single-Family Units*			*Multiple-Family Units*			*All Housing Units*		
	*Existing**	*New***	*% New*	*Existing**	*New***	*% New*	*Existing**	*New***	*% New*
Arleta/Pacoima	15,507	34	0.22%	6,482	49	0.76%	21,989	83	0.38%
Bel Air	7,977	121	1.52%	806	0	0.00%	8,783	121	1.38%
Boyle Hts	8,309	25	0.30%	15,059	478	3.17%	23,368	503	2.15%
Brentwood	14,301	260	1.82%	11,643	364	3.13%	25,944	624	2.41%
Canoga Park	37,404	261	0.70%	22,725	332	1.46%	60,129	593	0.99%
Central City	151	1	0.66%	11,155	88	0.79%	11,306	89	0.79%
Chatsworth	19,187	472	2.46%	11,732	0	0.00%	30,919	472	1.53%
Encino/Tarzana	15,983	244	1.53%	14,428	16	0.11%	30,411	260	0.85%
Granada Hills	16,238	58	0.36%	4,193	11	0.26%	20,431	69	0.34%
Harbor Gateway	5,534	11	0.20%	6,249	74	1.18%	11,783	85	0.72%
Hollywood	19,891	109	0.55%	80,946	183	0.23%	100,837	292	0.29%
Mission Hills/Panorama	15,579	96	0.62%	20,944	173	0.83%	36,523	269	0.74%
North Central City	301	0	0.00%	4,743	6	0.13%	5,044	6	0.12%
North Hollywood	15,236	19	0.12%	35,748	272	0.76%	50,984	291	0.57%
Northeast LA	39,614	79	0.20%	35,116	42	0.12%	74,730	121	0.16%
Northridge	12,678	82	0.65%	9,597	24	0.25%	22,275	106	0.48%

* *Housing Stock estimate as of October 1, 1999*

** *Permits for New Buildings from January 1998 through November, 2000*

Community Planning Area	*Single-Family Units*			*Multiple-Family Units*			*All Housing Units*		
	*Existing**	*New***	*% New*	*Existing**	*New***	*% New*	*Existing**	*New***	*% New*
Palms/Mar Vista/Del Rey	13,928	44	0.32%	35,833	1,053	2.94%	49,761	1,097	2.20%
Reseda	19,949	121	0.61%	14,132	66	0.47%	34,081	187	0.55%
San Pedro	11,541	100	0.87%	17,411	12	0.07%	28,952	112	0.39%
Sherman Oaks	16,017	153	0.96%	24,902	453	1.82%	40,919	606	1.48%
Silverlake	10,946	28	0.26%	17,661	159	0.90%	28,607	187	0.65%
South Central	34,747	20	0.06%	48,177	186	0.39%	82,924	206	0.25%
Southeast LA	31,472	106	0.34%	32,842	421	1.28%	64,314	527	0.82%
Sun Valley	13,849	22	0.16%	8,672	0	0.00%	22,521	22	0.10%
Sunland/Tujunga	14,254	208	1.46%	5,432	2	0.04%	19,686	210	1.07%
Sylmar	13,059	570	4.36%	5,281	40	0.76%	18,339	610	3.33%
Van Nuys	18,575	58	0.31%	40,210	424	1.05%	58,785	482	0.82%
Venice	6,816	148	2.17%	14,924	265	1.78%	21,740	413	1.90%
West Adams	24,754	13	0.05%	42,167	169	0.40%	66,921	182	0.27%
West LA/Century City	10,083	45	0.45%	26,818	501	1.87%	36,901	546	1.48%
Westchester	10,076	28	0.28%	13,541	639	4.72%	23,617	667	2.82%
Westlake	1,985	3	0.15%	33,781	929	2.75%	35,766	932	2.61%
Westwood	3,588	11	0.31%	16,784	127	0.76%	20,372	138	0.68%
Wilmington	10,523	351	3.34%	13,671	129	0.94%	24,194	480	1.98%
Wilshire	15,791	16	0.10%	101,154	475	0.47%	116,945	491	0.42%

* *Housing Stock estimate as of October 1, 1999*

** *Permits for New Buildings from January 1998 through November, 2000*

Community Planning Area	*Single-Family Units*			*Multiple-Family Units*			*All Housing Units*		
	*Existing**	*New***	*% New*	*Existing**	*New***	*% New*	*Existing**	*New***	*% New*
City Wide Totals	525,840	3,917	0.10%	804,960	8,162	0.47%	1,330,800	12,079	0.42%
City Wide Averages			0.81%			1.04%			1.08%

* *Housing Stock estimate as of October 1, 1999*

** *Permits for New Buildings from January 1998 through November, 2000*

2-6-01

CF 00-1999
#13A

MOTION

WHEREAS, the City is now undergoing a severe housing shortage; and

WHEREAS, the City Council has created a Housing Crisis Task Force to address the housing shortage; and

WHEREAS, the City has approved some zoning ordinances that place fees on the construction of selected new housing developments in order to fund various projects; and

WHEREAS, it is important to ensure that these fees do not deprive the City of much needed housing stock.

I THEREFORE MOVE that, upon approval by the Mayor, the City Planning Department, working with the Los Angeles Housing Department, review any fees imposed through zoning ordinances on the construction of new housing and determine whether the fees deter new housing development in the City.

I FURTHER MOVE that if the City Planning Department concludes that fees deter construction of new housing, it shall propose methods to mitigate the negative impacts.

PRESENTED BY: _____
HAL BERNSON
Councilmember, 12th District

SECONDED BY: _____

RG

JAN 23 2001 – Referred to Planning and Land Use Management Cmte

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

Council District Nos. 4 and 13

CITY PLAN CASE NO. 2000-1976 SP

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 I 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

CITY PLAN CASE NO. 00-1976 SP

FINDINGS

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, 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
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 complement the Plan Maps in the Specific Plan Ordinance and Community Plans.

5. 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 (Attachment 3) 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 (Attachment 3) will be designated "Community Center."

6. 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, Santa Monica Boulevard and Hollywood Boulevard, and therefore this contributes to internal consistency and compatibility.

7. 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.

8. 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.

CITY PLAN CASE NO. 00-1976 SP Council Districts 4 and 13

RESOLUTION

Resolution adopting Amendments to the Hollywood and Wilshire Community Plans.

WHEREAS, the subject Amendments to the Hollywood and Wilshire Community Plans are 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; and

WHEREAS, the City Planning Commission on August 10, 2000 approved the Vermont/Western Station Area Plan and Specific Plan Ordinance (CPC No. 00-1976 SP); and

WHEREAS, the City Planning Commission on August 10, 2000 recommended that the subject Community Plan Amendments, which implement the Vermont/Western Station Neighborhood Area Plan and Specific Plan Ordinance, be adopted; and

WHEREAS, the City Planning Commission and City Council certified the Environmental Impact Report (EIR No. 94-0212 GPF) with a Statement of Overriding Considerations for the subject Community Plan Amendments; and

WHEREAS, the Mayor recommended that the City Council adopt the subject Community Plan Amendments as well as the Vermont/Western Station Neighborhood Plan and Specific Plan Ordinance which the subject Community Plan Amendments implement; and

WHEREAS, pursuant to the City Charter Sections 555 and 558, and Section 11.5.6 of the Municipal Code, the Mayor and City Planning Commission have transmitted their recommendations and findings to the City Council; and

WHEREAS, the subject Hollywood and Wilshire Community Plan Amendments consist of a map (Subarea Map I) which is in substantial conformance with the purpose, intent and provisions of City's General Plan preserving the community's residential character while designating sufficient land to accommodate the housing, commercial and industrial needs of the Specific Plan area residents; and

WHEREAS, the subject Hollywood and Wilshire Community Plan Amendments 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; and

WHEREAS, the subject 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; and

WHEREAS, the subject Community Plan Amendments are in response to the need perceived by the Federal Government and echoed by the City Government to increase usage of the Metro Red Line Subway stations and bus corridors; and

WHEREAS, 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; and

WHEREAS, the subject Community Plan Amendments are formatted to reflect new terminology including new land use designation categories created by the General Plan Framework, and the new language and formats complement the Plan Maps in the Vermont/Western Station Neighborhood Plan and Specific Plan Ordinance; and

WHEREAS, the subject Community Plan Amendments establish the "Community Centers" land use designation at four Metro Red Line Subway Stations, and the "Mixed Use Boulevards" land use designation along sections of Vermont Avenue, Sunset Boulevard, Santa Monica Boulevard, Melrose Boulevard, Virgil Avenue, Beverly Boulevard, and Hollywood Boulevard.

NOW, THEREFORE BE IT RESOLVED that the subject Community Plan Amendments are adopted as part of the General Plan of the City of Los Angeles, as shown on the attached Subarea Map I.

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.

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

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:

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

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.

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

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 initialed 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 statues, including consistency with the City's General Plan and Community Plans.

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.

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 Angels 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

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

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.

and TV at Sunset and Gower; Warner Hollywood Studios at Santa Monica and La Brea; and the Paramont 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 is 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 Angles there are four more major medical facilities: Hospital of the Good Samaritan (Sixth Street and Lucas Avenue); St. Vincent Medical Center (Third Street and Alvorado 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

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

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

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.

Use	Approximate Acreage
Streets, Roads, Freeways	325
Residential	675
Commercial	200
Hospitals/Colleges/Barnsdall	100
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.

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 Econmic 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 Metropolitian 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.

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,

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

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 programed 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.

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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.

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

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)

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

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.

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

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

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

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.

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,

CITY PLAN CASE NO. 00-1976 SP

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ATTACHMENT 2 Preliminary Vermont/Western Station Neighborhood Area Plan

ATTACHMENT 3 Proposed Vermont/Western Station Neighborhood Area Specific Plan Ordinance

ATTACHMENT 4 Proposed Vermont/Western Station Neighborhood Area Plan Development Standards and Design Guidelines

ATTACHMENT 5 Proposed Parks First Trust Fund Ordinance

ATTACHMENT 6 Statement of Overriding Considerations

ATTACHMENT 7 Hollywood and Wilshire Community Plan Map Changes

ORDINANCE NO. _____

An ordinance adding Chapter 130 of Division 5 of the Los Angeles Administrative Code to establish the Vermont/Western Station Neighborhood Area Plan Child Care Trust Fund and establish its administration by the Commission for Children, Youth and their Families and the President of the City Council.

THE PEOPLE OF THE CITY OF LOS ANGELES
DO ORDAIN AS FOLLOWS:

Section 1. A new Chapter 130 is added to the Los Angeles Administrative Code to read:

CHAPTER 130

VERMONT/WESTERN STATION NEIGHBORHOOD AREA PLAN CHILD CARE TRUST FUND

Sec. 5.530. Vermont/Western Station Neighborhood Area Plan Child Care Trust Fund.

A. Creation and Administration of Fund. This ordinance creates within the Treasury of the City of Los Angeles a special fund known as the Vermont/Western Station Neighborhood Area Plan Child Care Trust Fund, referred to in this chapter as the Child Care Fund or Fund. The Commission on Children, Youth and their Families (Commission) with the concurrence of the President of the City Council shall administer, have overall management of and expend funds from the Child Care Fund in accordance with the provisions of this ordinance. The Commission with the concurrence of the President of the City Council shall also administer the Fund in accordance with established City practice and in conformity with Government Code Section 66000, *et seq*. All interest or other earnings from money received into the Child Care Fund shall be credited to the Fund and devoted to the purposes listed in this chapter.

B. Purpose. The Child Care Fund shall be used for the deposit of money paid to the City of Los Angeles pursuant to the Vermont/Western Station Neighborhood Area Specific Plan and any other money appropriated or given to this Fund for the creation or development of Child Care programs or facilities in the Vermont/Western Station Neighborhood area.

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Phone #	Phone # 485-4868	
Fax # 580-1357	Fax #	

C. Expenditures. Except as set forth below, Child Care Funds collected pursuant to the Vermont/Western Station Neighborhood Area Specific Plan and any other monies placed in this Fund shall be expended only for the purpose of acquiring facilities, developing, improving and operating Child Care programs physically located within the boundaries of the Vermont/Western Station Neighborhood Area Specific Plan area, and providing financial assistance with child care payments to qualifying parents in the area, as determined by the Commission.

The Commission with the concurrence of the President of the City Council is authorized to make expenditures from this Child Care Fund in accordance with the Vermont/Western Station Neighborhood Area Plan and the Vermont/Western Station Neighborhood Area Plan Development Standards and Design Guidelines. Administration of the Fund and expenditures from the Fund shall also be in compliance with the requirements in Government Code Section 66000, *et seq.*, including the following:

1. The Commission shall deposit all monies received pursuant to the Vermont/Western Station Neighborhood Area Specific Plan in the Fund and avoid any commingling of the monies with other City revenues and funds, except for temporary investments, and expend those monies solely for the purpose for which the Child Care payment was collected. Any interest income earned by monies in the Fund shall also be deposited in that Fund and shall be expended only for the purpose for which the Child Care payment was originally collected.

2. The Commission shall, within 180 days after the last day of each fiscal year, make available to the public all the information required by Government Code Section 66006 (a).

3. The City Council shall review the information made available to the public pursuant to Paragraph 2 within the time required by Section 66006, and give notice of that meeting as required by that Section.

4. When required to do so by Government Code Section 66001 (e) and (f), the City Council shall authorize refunds of payments made to the Child Care Fund.

Funds shall be used for the purposes set forth in Subsection B.

G. Reporting. The Commission shall report annually to the City Council and Mayor identifying and describing in detail receipts and expenditures of the Fund. The Commission shall submit each annual report within 60 days after the close of the fiscal year covered in the report.

Sec. 2. The City Clerk shall certify to the passage of this ordinance and have it published in a daily newspaper printed and published in the City of Los Angeles.

I hereby certify that the foregoing ordinance was passed by the Council of the City of Los Angeles, at its meeting of _____.

J. MICHAEL CAREY, City Clerk

By _____
Deputy

Approved _____

_____
Mayor

Approved as to Form and Legality

3/16/01
James K. Hahn, City Attorney

By Claudia Culling
CLAUDIA CULLING
Assistant City Attorney

File No. CF 00-1999

ORDINANCE NO. _____

An ordinance adding Chapter 126 of Division 5 and amending Chapter 24 of Division 8 of the Los Angeles Administrative Code to establish the Vermont/Western Station Neighborhood Area Plan Parks First Trust Fund and establish its administration by the L.A. FOR KIDS Steering Committee.

THE PEOPLE OF THE CITY OF LOS ANGELES
DO ORDAIN AS FOLLOWS:

Section 1. A new Chapter 126 is added to the Los Angeles Administrative Code to read:

CHAPTER 126

VERMONT/WESTERN STATION NEIGHBORHOOD AREA PLAN PARKS FIRST TRUST FUND

Sec. 5.526. Vermont/Western Station Neighborhood Area Plan Parks First Trust Fund.

A. Creation and Administration of Fund. This ordinance creates within the Treasury of the City of Los Angeles a special fund known as the Vermont/Western Station Neighborhood Area Plan Parks First Trust Fund, referred to in this chapter as the Parks First Fund or Fund. The L.A. FOR KIDS Steering Committee shall administer, have overall management of and expend funds from the Parks First Fund in accordance with the provisions of this ordinance. The Steering Committee shall also administer the Fund in accordance with established City practice and in conformity with Government Code Section 66000, *et seq.* All interest or other earnings from money received into the Parks First Fund shall be credited to the Fund and devoted to the purposes listed in this chapter.

B. Purpose. The Parks First Fund shall be used for the deposit of money paid to the City of Los Angeles pursuant to the Vermont/Western Station Neighborhood Area Specific Plan and any other money appropriated or given to this Fund for the creation or development of parks and open space in the Vermont/Western Station Neighborhood area.

C. Definitions.

L.A. FOR KIDS Steering Committee means the Steering Committee created in Chapter 24 of the Los Angeles Administrative Code.

Nonprofit organizations means any charitable organization described in Section 501(c)(3) of the Internal Revenue Code of 1986, as amended, which has among its purposes the provision of park, recreation or community services or facilities or providing services to youth.

Park means any land open and accessible to the public that provides outdoor recreational opportunities, advances public health and welfare, and enhances environmental quality including neighborhood parks, pocket parks, gardens, freeway lids, and shared streets.

D. Expenditures. Except as set forth below, Parks First Funds collected pursuant to the Vermont/Western Station Neighborhood Area Specific Plan and any other monies placed in this Fund shall be expended only for the purpose of acquiring land and developing, improving and maintaining parks and open space physically located within the boundaries of the Vermont/Western Station Neighborhood Area Specific Plan area.

The L.A. FOR KIDS Steering Committee is authorized to make expenditures from this Parks First Fund in accordance with the Vermont/Western Station Neighborhood Area Plan and the Vermont/Western Station Neighborhood Area Plan Development Standards and Design Guidelines. All expenditures shall be made pursuant to the competitive process described in Subsection E. Administration of the Fund and expenditures from the Fund shall also be in compliance with the requirements in Government Code Section 66000, *et seq.*, including the following:

1. The Steering Committee shall deposit all monies received pursuant to the Vermont/Western Station Neighborhood Area Specific Plan in the Fund and avoid any commingling of the monies with other City revenues and funds, except for temporary investments, and expend those monies solely for the purpose for which the Parks First fee was collected. Any interest income earned by monies in the Fund shall also be deposited in that Fund and shall be expended only for the purpose for which the Parks First fee was originally collected.

2. The Steering Committee shall, within 180 days after the last day of each fiscal year, make available to the public all the information required by Government Code Section 66006 (a).

3. The City Council shall review the information made available to the public pursuant to Paragraph 2 within the time required by Section 66006, and give notice of that meeting as required by that Section.

4. Expend the monies in the Fund within the time limits set forth in the Government Code and when required to do so by Section 66001 (e) and (f), the City Council shall authorize refunds of fees paid to the Parks First Fund.

Funds shall be used for the purposes set forth in Subsection B. Should any project become infeasible for any reason determined by the City Council or there are project savings, the City Council may reprogram the applicable funds during the competitive process described in Section E.

The Steering Committee must plan to allocate at least 15% of the monies in the Fund over the life of the Plan for operation and maintenance of the parks and open spaces developed in the Specific Plan area.

E. Competitive Process. The competitive grants will be available to nonprofit organizations, governmental entities and City departments for projects within the boundaries of the Specific Plan area. Priority for competitive grants will be given to projects that address one or more of the following criteria:

(a) Demonstrate need for project;

(b) Demonstrate community support;

(c) Demonstrate high cost-effectiveness;

(d) Demonstrate readiness of project;

(e) Demonstrate sustainability of project;

(f) Meet any other criteria as the City Council establishes.

The Steering Committee will develop a Request for Proposal process and documents (RFP) pursuant to all applicable state laws and local ordinances and regulations. The Steering Committee will make recommendations to the City Council on issuance of any RFP based on the availability of funding. The relative value afforded to the selection criteria will be included in the RFP. The RFP must be approved by the City Attorney as to form and legality. The City Council shall make the final funding decisions.

As a condition of the funding, every applicant for a non-City project shall agree to maintain and operate the improvements for a period of time as established in the RFP.

The Steering Committee will be responsible for reviewing all applications meeting the basic eligibility requirements of the RFP. The Councilmember of the

District or Districts in which the Specific Plan area is located (Councilmember) will establish a selection panel to review each application and rate the proposal according to the criteria described in the RFP. The Steering Committee shall adopt rules and regulations establishing criteria for membership on this selection panel. The selection panel shall make its recommendations on proposals to the Councilmember and transmit a copy of the recommendations to the Steering Committee for its information. A representative, employee, board member, officer, and/or trustee of a nonprofit organization, City department or other governmental entity applying for a competitive grant is prohibited from participating in the selection process. The Steering Committee shall make recommendations to the City Council for funding the competitive grants.

Regulations to administer these competitive grants shall be promulgated by the Steering Committee.

In order to receive any any money from the Fund, the non-profit organizations, governmental entities and City departments must demonstrate the financial ability to provide maintenance, programming and programming staff once the capital improvements are completed. No park shall become a City owned park unless it has been accepted by the Board of Recreation and Parks Commissioners.

Notwithstanding the above described process, a park or open space area funded by Kaiser Permanente pursuant to an MOU entered into prior to the effective date of this ordinance, shall be subject to the following restrictions: the name of the park or open space shall be acceptable to Kaiser Permanent, provided that Kaiser will not unreasonably withhold approval of a recommendation for a name made by the members of the local stakeholders selection panel; Kaiser Permanente shall have the right to install a plaque at the park or open space area acceptable to the members of the local stakeholders selection panel, provided that the members of that panel will not unreasonably withhold approval of the plaque; and the Councilmember of the district in which the Specific Plan is located shall appoint a representative of Kaiser to be a member of the local stakeholders selection panel.

F. Open and Accessible Requirements. Any park or facility acquired, developed, rehabilitated, or restored with funds derived under this Ordinance shall be open and accessible to the public without discrimination as to race, color, sex, sexual orientation, age, religious belief, national origin, marital status, physical or medical handicap, or medical condition. Reasonable public access to lands and facilities acquired with funds make available pursuant to this Ordinance shall be provided. Reasonable public access includes, but is not limited to, parking and public restrooms.

G. Reporting. The L.A. FOR KIDS Steering Committee shall report annually to the City Council and Mayor identifying and describing in detail receipts and expenditures of

the Fund. The L.A. FOR KIDS Steering Committee shall submit each annual report within 60 days after the close of the fiscal year covered in the report.

Sec. 2. Section 8.325 of Chapter 24 of Division 8 of the Los Angeles Administrative Code is amended to read:

Sec. 8.325.

The City Council designates the L.A. FOR KIDS Steering Committee (the "Steering Committee") as the administering entity of: (a) the L.A. FOR KIDS Program, pursuant to Section 9 of Proposition K. The City Council designates the L.A. for KIDS Steering Committee as the entity to administer the City's program for use of funds from the Safe Neighborhood Parks, Clean Water, Clean Air, and Coastal Protection Bond Act of 2000, a state ballot measure adopted in 2000, commonly referred to as Proposition 12 ("Proposition 12"). The City Council also designates the Steering Committee as the administering entity of the Vermont/Western Station Neighborhood Area Specific Plan Parks First Program.

Sec. 3. A new Subsection (h) is added to Section 8.325.2 of Chapter 24 of Division 8 of the Los Angeles Administrative Code to read:

(h) Administer the Vermont/Western Station Neighborhood Area Specific Plan Parks First Program Trust Fund and be responsible for the overall management of the Parks First Program and all expenditures from the Parks First Fund.

Sec. 4. A new Section 8.325.4 is added to Chapter 24 of Division 8 of the Los Angeles Administrative Code to read:

Sec. 8.325.4.

Parks First Program and Trust Fund. The Parks First Program is set forth in the Vermont/Western Station Neighborhood Area Specific Plan, Ordinance No. 173,749, and the Vermont/Western Station Neighborhood Area Plan in Council File No. 00-1999. The Parks First Trust Fund is established and described in Chapter 126 of Division 5 of this Code.

Sec. 5. The City Clerk shall certify to the passage of this ordinance and have it published in a daily newspaper printed and published in the City of Los Angeles.

I hereby certify that the foregoing ordinance was passed by the Council of the City of Los Angeles, at its meeting of _____.

J. MICHAEL CAREY, City Clerk

By _____
Deputy

Approved _____

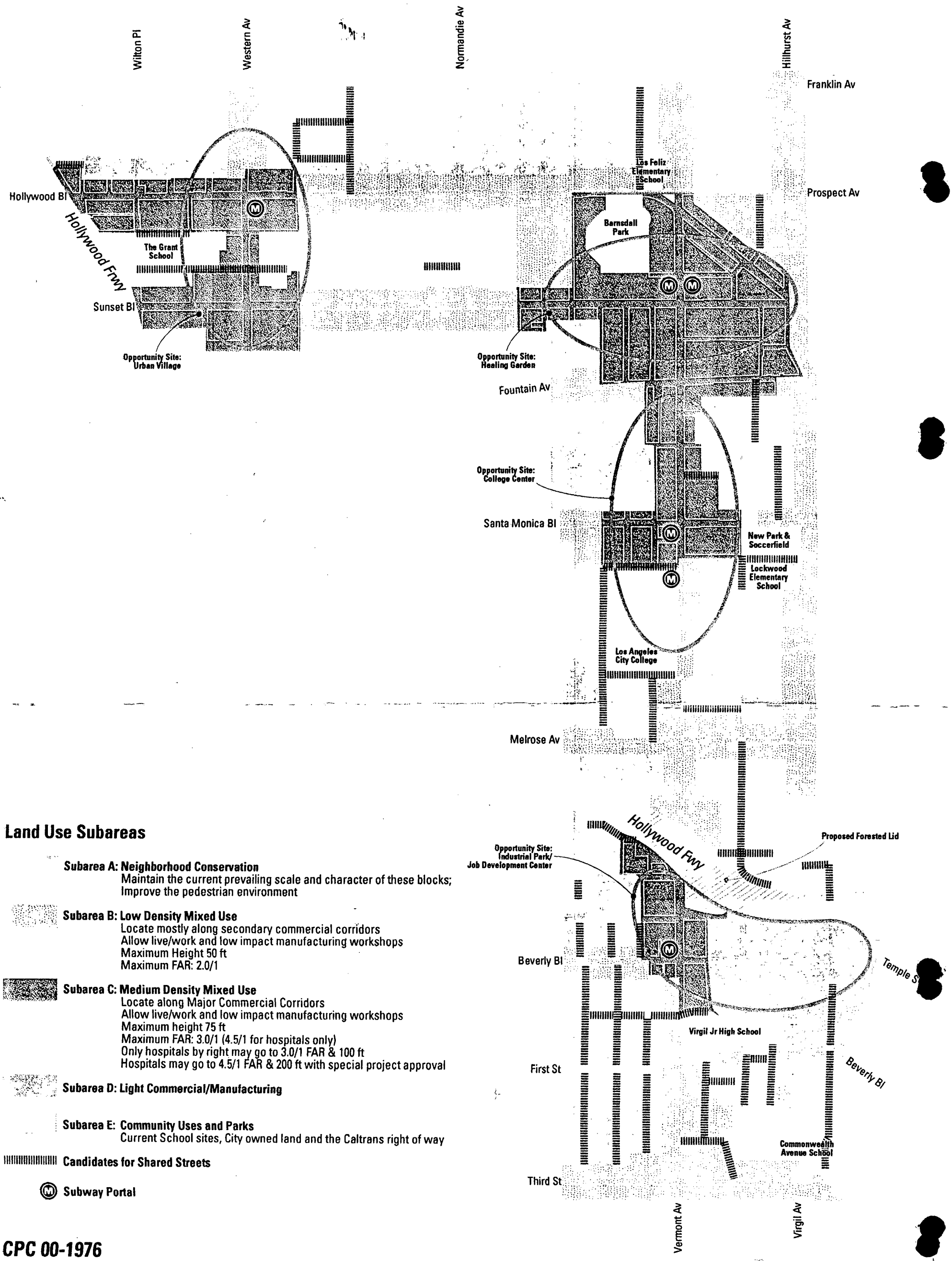
_____
Mayor

Approved as to Form and Legality

3/16/01
_____
James K. Hahn, City Attorney

By Claudia Culling
CLAUDIA CULLING
Assistant City Attorney

File No. CF 00-1999



Land Use Subareas

Subarea A: Neighborhood Conservation
Maintain the current prevailing scale and character of these blocks;
Improve the pedestrian environment

Subarea B: Low Density Mixed Use
Locate mostly along secondary commercial corridors
Allow live/work and low impact manufacturing workshops
Maximum Height 50 ft
Maximum FAR: 2.0/1

Subarea C: Medium Density Mixed Use
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: Light Commercial/Manufacturing

Subarea E: Community Uses and Parks
Current School sites, City owned land and the Caltrans right of way

Candidates for Shared Streets

Subway Portal

CPC 00-1976

Plan Summary Map

Proposed Vermont/Western Station Neighborhood Area Plan

Los Angeles Department of City Planning • Citywide Division • Graphics Services Section • as approved by the Planning Land Use Management Commitee November 14, 2000

CITY OF LOS ANGELES
CALIFORNIA

DEPARTMENT OF
CITY PLANNING
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LOS ANGELES, CA 90012-2601

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September 25, 2000

City Plan Case No. 00-1976 SP
Council District No. 4 and13

Honorable Richard J. Riordan
Mayor, City of Los Angeles
Room 800, City Hall East
Los Angeles, CA 90012
Attention: June Lagmay

Dear Mayor Riordan:

PROPOSED VERMONT/WESTERN STATION NEIGHBORHOOD AREA PLAN, SPECIFIC PLAN ORDINANCE, DEVELOPMENT STANDARDS AND DESIGN GUIDELINES, AND GENERAL PLAN AMENDMENTS FOR AN AREA OF EAST HOLLYWOOD IN THE HOLLYWOOD AND WILSHIRE COMMUNITY PLAN AREAS

Pursuant to the provisions of Sections 555 and 558 of the City Charter, transmitted herewith is the action of the City Planning Commission. At its meeting of August 10, 2000, the Commission approved 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 Commission also certified the Environmental Impact Report for this project (EIR no. 94-0212 GPF), and a Statement of Overriding Considerations in its determination approving the proposed Plan, Ordinance, guidelines and General Plan Amendments.

The City Planning Commission, as evidenced by the attached findings, found that the proposed Plan, Specific Plan Ordinance, Development Standards and Design Guidelines, and General Plan amendments are in substantial conformance with the purposes of the Hollywood and Wilshire Community Plans and with the purposes, intent and provisions of the General Plan.

The proposed Plan, Ordinance, guidelines and General Plan amendments have been submitted to you for recommendation to be forwarded to the City Council as specified by Section 11.5.6 of the Los Angeles Municipal Code.

RECOMMENDATION

That the Mayor:

1. Concur in the attached action of the City Planning Commission relative to the Vermont/Western Station Neighborhood Area Plan, Specific Plan Ordinance, Development Standards and Design Guidelines, and Hollywood and Wilshire Community Plan amendments; and

2. Approve and recommend that the City Council adopt the attached Findings of the City Planning Commission; and

3. Recommend that the City Council adopt by Resolution the proposed Plan Amendments as set forth in the attached exhibit-Subarea Map I; and

4. Recommend that the City Council direct staff to revise the Hollywood and Wilshire Community Plans in accordance with this action; and

5. Approve and recommend that the City Council and the Community Redevelopment Agency adopt the proposed Vermont/Western Station Neighborhood Area Plan, Specific Plan Ordinance and Development Standards and Design Guidelines and incorporate these changes in the Hollywood Community Redevelopment Plan and the Wilshire Center/Korea Town Redevelopment Plan;

6. Approve and recommend that the City Council authorize the Directors of the Department of General Services and Public Works 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/or a soccer field;

7. Recommend that the City Council certify and adopt the environmental clearance (EIR 94-0212 GPF) and Statement of Overriding Considerations and instruct the City Clerk to process this action;

8. Recommend to the City Council that all departments and agencies 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 City services.

Very truly yours,

CON HOWE
Director of Planning

Franklin P. Eberhard
Deputy Director

Attachments:
1. City Planning Commission Action (including Findings and Conditions)
2. Resolution Amending Hollywood and Wilshire Community Plans
3. General Plan Amendment-Subarea Map I
4. Vermont/Western Station Neighborhood Area Plan (Modified 8/10/00)
5. Specific Plan Ordinance
6. Development Standards and Design Guidelines (Modified 8/10/00)
7. Staff Report to Commission 7/31/00
8. Supplemental Staff Report to Commission 8/10/00
9. Statement of Overriding Considerations

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

CITY PLAN CASE NO. 00-1976 SP

FINDINGS

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, 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
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 complement the Plan Maps in the Specific Plan Ordinance and Community Plans.

5. 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 (Attachment 3) 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 (Attachment 3) will be designated "Community Center."

6. 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, Santa Monica Boulevard and Hollywood Boulevard, and therefore this contributes to internal consistency and compatibility.

7. 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.

8. 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.

CITY PLAN CASE NO. 00-1976 SP Council Districts 4 and 13

RESOLUTION

Resolution adopting Amendments to the Hollywood and Wilshire Community Plans.

WHEREAS, the subject Amendments to the Hollywood and Wilshire Community Plans are 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; and

WHEREAS, the City Planning Commission on August 10, 2000 approved the Vermont/Western Station Area Plan and Specific Plan Ordinance (CPC No. 00-1976 SP); and

WHEREAS, the City Planning Commission on August 10, 2000 recommended that the subject Community Plan Amendments, which implement the Vermont/Western Station Neighborhood Area Plan and Specific Plan Ordinance, be adopted; and

WHEREAS, the City Planning Commission and City Council certified the Environmental Impact Report (EIR No. 94-0212 GPF) with a Statement of Overriding Considerations for the subject Community Plan Amendments; and

WHEREAS, the Mayor recommended that the City Council adopt the subject Community Plan Amendments as well as the Vermont/Western Station Neighborhood Plan and Specific Plan Ordinance which the subject Community Plan Amendments implement; and

WHEREAS, pursuant to the City Charter Sections 555 and 558, and Section 11.5.6 of the Municipal Code, the Mayor and City Planning Commission have transmitted their recommendations and findings to the City Council; and

WHEREAS, the subject Hollywood and Wilshire Community Plan Amendments consist of a map (Subarea Map I) which is in substantial conformance with the purpose, intent and provisions of City's General Plan preserving the community's residential character while designating sufficient land to accommodate the housing, commercial and industrial needs of the Specific Plan area residents; and

WHEREAS, the subject Hollywood and Wilshire Community Plan Amendments 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; and

WHEREAS, the subject 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; and

WHEREAS, the subject Community Plan Amendments are in response to the need perceived by the Federal Government and echoed by the City Government to increase usage of the Metro Red Line Subway stations and bus corridors; and

WHEREAS, 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; and

WHEREAS, the subject Community Plan Amendments are formatted to reflect new terminology including new land use designation categories created by the General Plan Framework, and the new language and formats complement the Plan Maps in the Vermont/Western Station Neighborhood Plan and Specific Plan Ordinance; and

WHEREAS, the subject Community Plan Amendments establish the "Community Centers" land use designation at four Metro Red Line Subway Stations, and the "Mixed Use Boulevards" land use designation along sections of Vermont Avenue, Sunset Boulevard, Santa Monica Boulevard, Melrose Boulevard, Virgil Avenue, Beverly Boulevard, and Hollywood Boulevard.

NOW, THEREFORE BE IT RESOLVED that the subject Community Plan Amendments are adopted as part of the General Plan of the City of Los Angeles, as shown on the attached Subarea Map I.

FOR FRIDAY, DECEMBER 15, 2000:

Thx,
mk

VETO MESSAGE FROM THE MAYOR - ITEM 47
(10 Votes Required for Consideration)

ITEM NO. (47) - Motion Required

00-1999 - MAYOR'S VETO MESSAGE disapproving the Ordinance adopted by
CD 13 Council on November 29, 2000, establishing a Specific Plan for the Vermont/Western Station Neighborhood Area Plan.

TIME LIMIT FILE - JANUARY 25, 2000

(LAST DAY FOR COUNCIL ACTION - JANUARY 24, 2000)
PURSUANT TO CHARTER SECTION 250(c)

10 VOTES REQUIRED TO OVERRIDE MAYOR'S VETO

calagend\00-1999.age

TO THE COUNCIL OF THE CITY OF LOS ANGELES **FILE NO. 00-1999**

Your PLANNING AND LAND USE MANAGEMENT Committee

reports as follows:

	Yes	No
Public Comments	XX	

ENVIRONMENTAL IMPACT REPORT, RESOLUTION, PLANNING AND LAND USE MANAGEMENT COMMITTEE REPORT, and ORDINANCE relative to the Vermont/Western Station Neighborhood Area Plan (SNAP), Development Standards and Design Guidelines.

Recommendations for Council action:

1. CERTIFY that the Environmental Impact Report (EIR No. 94-0212 GPF), has been completed in compliance with the California Environmental Quality Act, the State Guidelines and the City Guidelines and that the City Council has reviewed the information contained therein and considered it along with other factors related to this ordinance.

2. ADOPT FINDINGS of the Planning Commission as the FINDINGS of the Council.

3. ADOPT accompanying Resolution amending the Hollywood and Wilshire Community Plans as set forth in Subarea Map I (attached to file) of the General Plan.

4. PRESENT and ADOPT accompanying ORDINANCE establishing a Specific Plan for the Vermont/Western Station Neighborhood Area, which among other things, incorporates development standards and design guidelines into the Hollywood Community and Wilshire center/Korea Town Redevelopment Plans.

5 ADOPT the Statement of Overriding Considerations (attached to file) relative to the Vermont/Western SNAP and Specific Plan Ordinance.

6. DIRECT the Planning Department to:

   a. Revise the Hollywood and Wilshire Community Plans in accordance with this action.

   b. In consultation with the Department of Recreation and Parks and the Chief Legislative Analyst (CLA), to conduct a study of the impact on, the need for, and the benefit derived from open space and park land by commercial users within the Vermont/Western SNAP and to recommend an appropriate commercial fee for inclusion in the Vermont/Western SNAP and Specific Plan Ordinance, should such a fee be justified.

   c. Initiate any zone and height district changes necessary to implement the SNAP with particular attention to properties in which the Plan's provisions may be ~~**consistent**~~ ***inconsistent** with existing zones and height districts. **(Goldberg - Bernson)**

*ADOPTED AS AMENDED by Council action of 11-29-00. Mahanic

d. Prepare recommendations for additional density bonus and parking requirement reductions for new commercial development to take advantage of Vermont/Western SNAP transit infrastructure.

7. AUTHORIZE Departments of Public Works and General Services to enter into negotiations regarding City-owned properties located between Madison and Virgil Boulevards on Santa Monica Boulevard for the purpose of developing these sites into a Primary Center, child care facility, and/or soccer field.

8. DIRECT and AUTHORIZE all City departments and agencies to consult and implement the Vermont/Western SNAP and Development Standards and Design Guidelines in the planning, programming, and delivery of City services.

Fiscal Impact Statement: None submitted by the Planning Department. Neither the Office of Administrative and Researches Services nor the CLA has completed a financial analysis of this report.

Ordinance not submitted at Committee

Summary:

At its meeting held November 14, 2000, the Planning and Land Use Management Committee considered a report from the Planning Department relative to establishing a Specific Plan for the Vermont/Western SNAP. The City Planning Commission approved this matter at its meeting held August 10, 2000. A representative of the Planning Department stated that the Vermont/Western SNAP was developed following two years of community meetings. The plan attempts to channel growth into transit corridor areas while preserving lower density residential neighborhoods. Other aspects of the plan include traffic calming measures on side streets, incentives for mixed-use development, and reductions of parking requirements for new commercial development and for older buildings located along transit corridors. A fee in the amount of $4,300 is recommended for each unit of new residential construction to provide funding for new park space. Low-cost housing is exempt from the fee requirement.

During the public comment period, local residents stated their support for the Vermont/Western SNAP and the "Parks First" proposal. Community members acknowledged the need for economic growth, but only if such growth occurs in conjunction with greater public amenities. A representative of Council Office District Thirteen stated that Councilmember Goldberg supports the Planning Department's recommendations. Ms. Goldberg's representative requested that the Planning and Land Use Management Committee approve the Vermont/Western SNAP, as modified to instruct the Planning Department and the CLA to conduct a commercial development nexus study and to direct the Planning Department to initiate any zone and height district changes necessary to implement the SNAP.

The Planning and Land Use Management Committee recommended that Council

adopt the accompanying Ordinance to establish the Vermont/Western SNAP and to approve the other recommendations listed above, as modified to reflect the requested changes by Councilmember Goldberg's staff. The Committee further recommended that Council instruct the Planning Department to prepare recommendations for additional density bonus and parking requirement reductions for new commercial development to take advantage of Vermont/Western SNAP transit infrastructure, and to modify the SNAP Ordinance to re-designate an area near Lockwood Elementary School from medium density mixed use to neighborhood preservation.

Respectfully submitted,

PLANNING AND LAND USE MANAGEMENT COMMITTEE

JAW
11/22/00
CD 13

#001999

Comm Rpt
ADOPTED
* As Amended
NOV 29 2000

LOS ANGELES CITY COUNCIL
EIR CERTIFIED
STATEMENT OF OVERRIDING CONSIDERATION, RESOL., FINDINGS & ORD ADOPTED

TO THE MAYOR FORTHWITH

COUNCIL VOTE

29-Nov-00 11:47:27 AM, #~~8~~ 7

ITEM NO. (17)
Voting on Item(s): 17
Roll Call

BERNSON	Yes
CHICK	Yes
FEUER	Yes
GALANTER	Yes
GOLDBERG	Yes
HERNANDEZ	Yes
HOLDEN	Yes
MISCIKOWSKI	Yes
PACHECO	Yes
PADILLA	Yes
RIDLEY-THOMAS	Yes
SVORINICH	Yes
WACHS	Yes
WALTERS	Absent
*FERRARO	Yes

Present: 14, Yes: 14 No: 0

PLANNING AND LAND USE MANAGEMENT COMMITTEE
SUGGESTED NOTIFICATION OF COUNCIL ACTION

Council File No. 00-1999

sign

Applicant/Appellant/Owner | Representative

___ _____ _____

_____ _____

_____ _____

_____ _____

X Council Member(s) 13

X Planning Commission ~~(w/file)~~ — Other

X Director of Planning

X Office of Zoning Administration (2 copies)

✓ Advisory Agency

✓ Planning Dept. - Community Planning Section

✓ Planning Department - GIS Section - Attn: Fae Tsukamoto
221 North Figueroa Street, Room 900

___ Information Technology Agency

✓ Bureau of Engineering, Development Services Division

✓ Department of Transportation, Traffic/Planning Sections

✓ Department of Building & Safety c/o Zoning Coordinator

✓ Bureau of Street Lighting, "B" Permit Section

✓ Department of Water and Power — Other

✓ Fire Department

✓ Police Department

___ Community Development Department

✓ City Attorney-Attn:

___ Office of Administrative and Research Services (OARS)

✓ Chief Legislative Analyst (CLA)

✓ Office of the Mayor ~~(w/file)~~ - Section_____

___ Los Angeles County Assessor

✓ All General Managers, Bureau Directors

___ _____

___ _____

___ _____

17

PLANNING AND LAND USE MANAGEMENT COMMITTEE
Report/~~Communication~~ for Signature

Council File Number 00-1999

Committee Meeting Date 11-14-00

Council Date 11-29-00

COMMITTEE MEMBERS	YES	NO	ABSENT
COUNCILMEMBER BERNSON, Chair	✓		
COUNCILMEMBER MISCIKOWSKI	✓		
COUNCILMEMBER HERNANDEZ			

Remarks Vermont/Western SIVAP

John A. White , **Legislative Assistant ♦♦♦♦♦ Telephone 485-5707**

CITY OF LOS ANGELES SPEAKER CARD

Date: Nov. 29, 2000

Council File No., Agenda Item, or Case No.: ITEM NO. 17

I wish to speak before the COUNCIL
Name of City Agency, Department, Committee or Council

Do you wish to provide general public comment, or to speak for or against a proposal on the agenda? ( ) For proposal ( ) Against proposal (✓) General comments

Name: JOSE GARCIA

Business or Organization Affiliation: Resident

Address: 1777 N. Vermont Ave #501 Los Angeles CA 90027
Street City State Zip

Business phone: _____ Representing: _____

CHECK HERE IF YOU ARE A PAID SPEAKER AND PROVIDE CLIENT INFORMATION BELOW: ☐

Client Name: _____ Phone #: _____

Client Address: _____
Street City State Zip

Please see reverse of card for important information and submit this entire card to the presiding officer or chairperson.

CITY OF LOS ANGELES SPEAKER CARD

Date	Council File No., Agenda Item, or Case No.
11/29/00	17

I wish to speak before the City Council
Name of City Agency, Department, Committee or Council

Do you wish to provide general public comment, or to speak for or against a proposal on the agenda? (X) For proposal
( ) Against proposal
( ) General comments

Name: Rev. Jeff Carr

Business or Organization Affiliation: Bresee Foundation

Address: 3401 West Third Street Los Angeles, CA 90020
Street City State Zip

Business phone: 213-387-2822 Representing:

CHECK HERE IF YOU ARE A PAID SPEAKER AND PROVIDE CLIENT INFORMATION BELOW: ☐

Client Name: Phone #:

Client Address:
Street City State Zip

Please see reverse of card for important information and submit this entire card to the presiding officer or chairperson.

JAMES K. HAHN
CITY ATTORNEY

Office of the City Attorney
Los Angeles, California

WRITER'S DIRECT DIAL: (213) 847-0562
FAX: (213) 485-8899
TTY:

REPORT NO. **R00-0612**
NOV 29, 2000

DRAFT ORDINANCE ESTABLISHING A SPECIFIC PLAN FOR THE VERMONT/ WESTERN STATION NEIGHBORHOOD AREA

The Honorable Los Angeles City Council
of the City of Los Angeles
Room 615, City Hall East
200 North Main Street
Los Angeles, California 90012

(Council File No. C.F. 00-1999 - not transmitted)
(C.P.C. No. 00-1976 SP -not transmitted)

Honorable Members:

Pursuant to the November 14, 2000 instructions of your Planning and Land Use Management Committee and the August 10, 2000 action of the City Planning Commission, this Office transmits to you, approved as to form and legality, a draft ordinance for your consideration.

Should the City Council adopt these ordinances, it may comply with the provisions of Section 558 of the Charter by either adopting the findings prepared by the Department of City Planning attached to the file or by making its own findings.

Regarding a finding pursuant to the California Environmental Quality Act (CEQA), the City Planning Commission and the Department of City Planning recommend that the City Council adopt the CEQA findings contained in the Director's letter. If the City Council concurs, it must make those findings and all other necessary CEQA findings prior to or concurrent with its action on the ordinances.

The attached Vermont/Western Station Neighborhood Area Specific Plan ordinance contains a fee. Prior to adopting a new fee or increasing an existing fee, the Council must conduct a public hearing concerning the matter, as required by Government Code Section 66018. Notice of the time and place of the meeting at which

the hearing will be held, including a general description of the matter to be considered, must be published in accordance with Government Code Section 66016 and 6062a. After conducting the hearing, the Council should determine whether the amounts of the fees contained in the ordinance are appropriate. The Council may impose these fees so long as they do not exceed the expected cost of implementing this City program.

A member of this office will be available when you consider this matter to answer any questions you may have.

Very truly yours,

JAMES K. HAHN, City Attorney

By for CLAUDIA CULLING
Assistant City Attorney

CC:rp
Transmittal

(60520)

VERMONT/WESTERN STATION NEIGHBORHOOD AREA
SPECIFIC PLAN ORDINANCE

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Map I

ORDINANCE NO. _____

An Ordinance establishing a Specific Plan for the Vermont/Western Station Neighborhood Area Plan.

WHEREAS, the Vermont/Western Station Neighborhood Area Plan covers an approximately 2.2 square mile area within the Hollywood and Wilshire Communities in the City of Los Angeles, within the 4th and 13th Council Districts; and

WHEREAS, approximately 50,000 people live in the Plan Area today, and up to 62,000 people will live there by the year 2020; and

WHEREAS, the Plan Area currently lacks adequate facilities for schools, parks (including public pools and athletic fields), police stations and libraries; and

WHEREAS, during the Nineties the community also absorbed the disruption caused by the 1992 Civil Unrest, the 1994 Northridge Earthquake, and construction at four Metro Red Line subway stations; and

WHEREAS, the Vermont/Western Station Neighborhood Area Plan was created for the purpose of making the neighborhood more livable, economically viable, as well as pedestrian and transit friendly in an effort to heal the community of the disruptions of the Nineties, mitigate population growth and achieve maximum benefit from the subway stations as a valuable public asset; and

WHEREAS, preparation of the Plan was funded by the City with substantial assistance from the Federal Transit Administration, the Los Angeles County Metropolitan Transportation Authority, the Southern California Association of Governments, and the California League of Conservation Voters; and

WHEREAS, the Plan was developed in concert with area residents, property owners, local businesses, City staff, Council District staffs, other public agencies, and consultants in the fields of urban design, economics, computer mapping, law, recreation and parks and transportation; and

WHEREAS, the Plan is a document that describes the Neighborhood Vision to the year 2020 for more public facilities and services, jobs, housing, transit ridership, growth management and civic involvement; and

WHEREAS, the Plan contains strategies for achieving the Neighborhood Vision that require the implementation of this Specific Plan Ordinance; and

WHEREAS, the Vermont/Western Station Neighborhood Area Plan desires to promote and facilitate the objectives of the State of California under the Alfred E. Alquist Hospital Facilities Seismic Safety Act of 1983 and the Federal Emergency Management Agency's (FEMA) Public Assistance Programs;

NOW THEREFORE,

THE PEOPLE OF THE CITY OF LOS ANGELES DO ORDAIN AS FOLLOWS:

Section 1. ESTABLISHMENT OF THE SPECIFIC PLAN. This Vermont/Western Station Neighborhood Area Specific Plan is applicable to that area of the City of Los Angeles shown on Map No. 1.

Section 2. PURPOSES. This Specific Plan is intended to:

A. Implement the goals and policies of the Hollywood Community Plan, the Wilshire Community Plan, the City General Plan Framework Element and the Transportation Element, including the new formats and terminology regarding land use designations created by the General Plan Framework;

B. Encourage sufficient schools, child care facilities, parks, public pools, soccer fields, open space, libraries and police stations within the Plan Area by the horizon year of 2020;

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. 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;

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. Preserve the quality of existing residential neighborhoods by limiting new residential development which would exceed the prevailing density of such neighborhoods, and establish standards for new construction in such neighborhoods to conform to the existing neighborhood character;

G. Create a transit friendly area by requiring conformance to pedestrian oriented design guidelines that establish building facade treatments, landscape standards, 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;

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 facilitating collaborative public/private enterprises, and promoting cultural districts, facilities and services;

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

K. Promote the provision of more small public parks among the residential neighborhoods;

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;

M. Require improvement of the public right of way along Vermont Avenue and Hollywood Boulevard to be in accordance with the Vermont Avenue/Hollywood Boulevard Transit/Pedestrian Improvement Project, Concept Guidelines, Volume One-Vermont Avenue, May 1998, or most current version; or the provisions in the Hollywood Crossroads-Restoring a Regional Destination with Neighborhood Streetscapes, December 1998, or the most current version;

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

O. Support the hospital core near the corner of Sunset Boulevard and Vermont Avenue such that this industry will generate jobs and medical services for local residents, give local businesses expanded markets, and provide a coherent architectural presence at that corner;

P. Support the ability of local hospitals to respond successfully to the new requirements in The Alfred E. Alquist Hospital Facilities Seismic Safety Act of 1983, as amended and

set forth in the Statewide Health and Safety Code Sections 129675, et seq., for seismic upgrades of acute care facilities;

Q. Support the expansion of educational facilities and adult training opportunities such that 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;

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

T. Support, in anticipation of the full implementation of the Welfare to Work Reform Program, the provision of child care facilities within the neighborhoods, at transit stops and at large employment sites such that all local working parents and their children are accommodated.

Section 3. RELATIONSHIP TO PROVISIONS OF THE MUNICIPAL CODE.

A. Does Not Convey Rights. The regulations of this Specific Plan are in addition to those set forth in the Planning and Zoning provisions of Chapter 1 of the Los Angeles Municipal Code (Code) and any other relevant ordinances, and do not convey any rights not otherwise granted under those provisions, except as specifically provided.

B. More and Less Restrictive Uses. Wherever this Specific Plan contains provisions which require or permit greater or lesser setbacks, street dedications, open space, densities, heights, uses, parking, or other controls on development than would be allowed or required pursuant to the provisions contained in Chapter 1 of the Code, the Specific Plan shall prevail and supersede the applicable provisions of the Code.

Section 4. DEFINITIONS. Whenever the following terms are used in this Specific Plan, they shall be construed as defined in this Section. Words and phrases not defined here shall be construed as defined in Sections 12.03, 13.07 C and 13.09 B 3, Division 4 of Article 1, Chapter 9 of the Code, and Division 62 of Article 1, Chapter 9 of the Code if defined there:

Applicant. An individual person or entity submitting an application for a building permit, grading permit, change of use permit, tract or parcel map approval, or Project Permit Compliance approval.

Community Facilities. Any use whose primary purpose is to provide non-profit, or not-for-profit assistance to the general public in the specific plan area, as determined by the Director of Planning. Included are government offices and services or privately funded services or charities that are provided to the public at a free, subsidized or reduced rate. Examples are child care centers, job assistance centers, business assistance centers, libraries, schools, adult day care, and related administrative offices, health clinics, museums, cultural centers, telecommuting centers, gyms or recreation centers, restrooms open to the general public, rooms available to the general public for community meetings, and pedestrian amenities like covered arcades, covered promenades, showers for bicyclists, sites for purchase of transit tokens, tickets or passes, or at which transit information is displayed. Houses of Worship and public parking structures are community facilities when they include another community service, such as child care or roof top parks if these uses meet the requirements of Section 6.

Existing Hospital Replacement Project. A Replacement In-Patient Facility Project for which design development drawings have been preliminarily submitted to the State of California Health and Human Services Agency, Office of Statewide Health Planning and Development, Facilities Division, prior to the effective date of this Specific Plan.

Extensive Remodeling. Any alteration to, including addition to, an existing building in which the aggregated value of the work in any one year exceeds 75% of the replacement value of the existing building, as determined by the Department of Building and Safety.

Floor Area Ratio (FAR). A multiplier applied to the buildable area of a lot to determine the maximum allowable square footage of all buildings on the lot.

Guidelines. The Vermont/Western Station Neighborhood Area Plan Development Standards and Design Guidelines, as adopted by the City Planning Commission on August 10, 2000, and as modified.

Ground Floor. The lowest level within a building which: (1) is accessible to the street; (2) has a floor level within three feet above or below curb level; (3) has frontage on and is primarily facing any public street; and (4) is at least 25 feet in depth or the total depth of the building, whichever is less, but in no event less than ten feet.

Hospital and Medical Uses. Hospital and medical office uses, medical clinics, medical service facilities and ancillary medical-related uses, including pharmacies, medical laboratories and teaching or research facilities.

Mixed Use. Any Project which combines a commercial use with a residential use, either in the same building or in separate buildings on the same lot or lots in a unified development.

Parks First Trust Fund. A fund established by separate ordinance within the Treasury of the City of Los Angeles for the purpose of retention, receipt and disbursement of funds for the support of the Parks First Program for the Vermont/Western Station Neighborhood Area Plan.

Parks First Program. A program described in the Vermont/Western Station Neighborhood Plan and Development Standards and Design Guidelines for the purpose of developing ten or more acres of small parks and other open space within the plan area.

Project. The construction of any new building or structure or the Extensive Remodeling of an existing building or structure on a lot located in whole or in part within the Specific Plan Area, which requires the issuance of a building permit after the effective date of this Specific Plan. A Project shall also include a change of use for any building or structure or land.

Replacement In-Patient Facility. A Project constructed in conjunction with the replacement of an existing building or structure, pursuant to and in compliance with the Alfred E. Alquist Hospital Facilities Seismic Safety Act, as amended, and set forth at Health and Safety Code Sections 129675, *et seq.*

Unified Hospital Development Site. A development site with a single ownership interest held by a legal entity or its affiliated entities, for the purpose of conducting Hospital or Medical Uses, if the site is composed of two or more contiguous lots, one or more tied lots or lots of record separated only by a street or alley, and has a combination of functional linkages, such as vehicular or pedestrian connections.

Section 5. PROHIBITION.

A. Project Permit Compliance. No demolition, grading or building permit shall be issued for any Project unless a Project Permit Compliance has been issued pursuant to Section 12 of this Specific Plan.

B. Exemptions.

1. Notwithstanding the above or anything else to the contrary in this Specific Plan, this prohibition shall not apply to any Project for which plans sufficient for a complete plan check have been accepted by the Department of Building and Safety and for which a plan check fee has been paid as of August 10, 2000.

2. Notwithstanding the above or anything else to the contrary in this Specific Plan, an Existing Hospital Replacement Project is (i) not subject to Subsection A above, (ii) not required to comply with Section 12 of this Specific Plan, and (iii) exempt from the requirements of the Guidelines and any other requirement of Sections 6 G, 6 L 4, 9 B 3 (as to setbacks only) and 9 G of this Specific Plan, if:

(a) the Existing Hospital Replacement Project is subject to a Memorandum of Understanding (MOU) entered into prior to the effective date of this ordinance between the Applicant and the Commission for Children, Youth and their Families;

(b) that MOU contains an agreement by the Applicant to (i) make payments in lieu of the requirements for child care facilities in Section 6 G, setbacks in Sections 6 L 4 and 9 B 3, and pedestrian throughways in Section 9 G, and (ii) execute and record a covenant promising to make the in lieu fee payments as described in the MOU; and

(c) the Applicant has in fact complied with the terms of the covenant.

Section 6. LAND USE REGULATIONS AND DESIGNATION OF SUBAREAS.

A. Designation of Subareas. The Specific Plan area is divided into five Subareas, as shown on the Map 1. The Subareas are designated as follows:

Subarea A - Neighborhood Conservation
Subarea B - Mixed Use Boulevard
Subarea C - Community Center
Subarea D - Light Industrial/Commercial
Subarea E - Public Facility

B. Prohibited Uses. The following uses shall not be permitted within the Specific Plan area:

1. Automotive Yards. Any automobile dismantling yard or automotive repair use, as defined in Section 12.03 of the Code, in addition to any auto-related uses involving automobile hoists, which are not conducted completely within an enclosed building; and

2. Signs. Any pole, roof or off-site sign, any sign containing flashing, mechanical or strobe lights.

C. Joint Live/Work Quarters. The provisions of this subsection shall apply to Joint Live/Work Quarters, as defined in Section 12.13 A 2 (a)(27) of the Code.

1. Application. In connection with a Project Permit Compliance application pursuant to Section 12 of this Specific Plan, the owner of any property within Subareas B or C may apply to the Director of Planning for a Joint Live/Work Quarter approval. Prior to granting an approval, the Director shall find that the property satisfies the following criteria for a Joint Live/Work Quarter: as described in Section 12.13 A 2 (a)(27) of the Code:

Notwithstanding any provisions of the Code to the contrary, Joint Live/Work Quarters shall be permitted in any commercial or any residential zone within Subareas B and C.

3. Incentives for Existing Buildings. Notwithstanding any provision of the Code to the contrary, the only incentives Joint Live/Work Quarters shall be entitled to are the following: (1) Mezzanines, (2) Density, (3) Off-Site Automobile Parking, (4) Mini-Shopping Center and Commercial Corner Development Regulations and (6) Loading Space, as provided in Section 12.22 A 26.

4. Exceptions for Existing Buildings. Notwithstanding the nonconforming provisions of Section 12.23, only the following exceptions shall apply to buildings in which Joint Live/Work Quarters are located: (1) Floor Area, (2) Height, and (3) Yards, as provided in Section 12.22 A 26.

D. Small Assembly Workshops. The provisions of this subsection shall apply to small manufacturing and assembly workshops when conducted wholly within a completely enclosed building and in accordance with the requirements specified in Section 12.17.1 A 2(b) of the Code: manufacturing or assembling of clothing or linens from previously prepared materials; bakery; book bindery; box lunch preparation or catering establishment; candy, confectioner or ice cream manufactory; cosmetics, toiletries, or perfumes manufacturing or blending; jewelry manufacturing and any other similar use as determined by the Director of Planning.

1. Application. In connection with a Project Permit Compliance application pursuant to Section 12 of this Specific Plan, the Applicant may apply to the Director for approval of a small assembly workshop. Prior to approval, the Director shall find that the property satisfies the criteria in Subdivisions 2 through 8 below.

2. Location. These small manufacturing and assembling establishments is permitted on any lot in any commercial or any residential zone in Subareas B or C if the lot has a lot line adjoining Virgil Avenue, Vermont Avenue, Western Avenue, Hollywood Boulevard, Sunset Boulevard, or Santa Monica Boulevard.

3. Size. No more than twenty persons may be engaged in assembly or manufacturing at one time, excluding office and delivery personnel.

4. Responsible Employer. Employers must abide by all applicable Federal and State Laws regarding labor and work place safety, including minimum wage requirements.

5. Workshop Delivery Trucks. The use shall be limited to commercial vehicles with a maximum one ton capacity for the delivery of materials to or from the premises.

6. Deliveries. Deliveries or pickups by commercial shipping companies are limited to a total of two per day.

7. Noise. The use shall not cause any excessive noise in violation of the provisions of Sections 111.00, 112.00 and 114.00 of the Code, nor any excessive light, dust, fumes, vibration or electrical interference.

8. No "Extremely Hazardous Substances." No "extremely hazardous substances" as listed in Section 335 (Appendix A) of Title 40 of the Code of Federal Regulations shall be used, sold or stored on the site; and no "hazardous materials," as listed in Article 9, Title 22 of the California Health and Safety Code, shall be utilized on the site except those associated with normal household use.

E. Community Facilities. The floor area of a Community Facility shall not be included in the calculation of the building floor area in determining the permitted FAR, provided the use is limited to a Community Facility use for the life of the Project and the Applicant executes and records a covenant to that effect as described in Section 13 of this Specific Plan. Community Facilities shall be a permitted use in any zone in Subareas A, B, C, and E of this Specific Plan Area.

F. Parks First Program and Park Fees.

1. Account. Monies in the Parks First Trust Fund shall be used to acquire an interest in properties and develop the properties for parks and open space, for landscaping of public properties, maintenance and related facilities located within the Specific Plan Area shown on Map 1, and further described in the Guidelines.

2. Park First Program Fees.

(a) Residential. Prior to issuance of a Certificate of Occupancy, the Applicant for any residential Project shall pay a fee to the Parks First Trust Fund of $4,300 per dwelling unit.

(b) Exemptions.

(1) Projects in Plan Check. Residential Projects for which complete plans were accepted by the Department of Building and Safety for plan check and for which a plan check fee was paid on or before the

effective date of this Specific Plan are exempt from the Parks First Trust Fund fee.

(2) Senior Citizen and Student Housing. Residential units with fewer than three habitable rooms reserved exclusively for seniors or full-time students and which both (i) qualify as low and very low income housing as defined by the United States Department of Housing and Urban Development and (ii) are subsidized with public funds and/or Federal or State Tax Credits with affordability covenants of at least 30 years are exempt from the Parks First Trust Fund fee.

(3) Low and Very Low Income Housing. All residential units in a Project containing low and very low income residential units as defined by the United States Department of Housing and Urban Development that are subsidized with public funds and/or Federal or State Tax Credits with affordability covenants of at least 30 years are exempt from the Parks First Trust Fund fee.

(c) In Lieu Provision of Park Fees. In lieu of paying the Parks First Trust Fund fee as required in Section 6 F 2, an Applicant may choose to provide park or open space either on-site or off-site, so long as the following conditions are met.

(1) The park or open space provided is in addition to other Project open space, setbacks, step backs, pedestrian walk-throughs, child care or landscaping requirements of this Specific Plan.

(2) The Applicant shall commit to providing this park or open space prior to the granting of a Project Permit Compliance by the Director of Planning.

(3) The park or open space shall be an area of at least 5,000 contiguous square feet; open and accessible to the general public during daylight hours in a manner similar to other public parks; improved to prevailing public park standards, except that the open space may be provided above the ground floor on roof tops or above parking structures if public access is provided that conforms with the Americans With Disabilities Act standards.

(4) On-Site. For on-site park or open space, the Applicant shall provide land area equal to what would be purchasable with the Parks First Trust Fund fee amount required in Subdivision 2 above and construct or covenant to construct the improvements for the park or open space on-site to the satisfaction of the Director of Planning in consultation with the

Department of Recreation and Parks and the Councilmember of the District(s) involved; or

(5) Off-Site. For off-site park or open space, the Applicant shall provide land area equal to what would be purchasable with the Parks First Trust Fund fee required in Subdivision 2 above and construct or covenant to construct the improvements for the park or open space off-site, but within the Specific Plan area, to the satisfaction of the Director of Planning in consultation with the Department of Recreation and Parks and the Councilmember of the District(s) involved.

(d) Set-Offs. The calculation of a Parks First Trust Fund fee to be paid or actual park space to be provided pursuant to this ordinance shall be off-set by the amount of any Quimby Fee (LAMC § 17.12) or dwelling unit construction tax (LAMC § 21.10.1, *et seq.*) paid as a result of the Project.

G. Childcare Facility Requirements. In Subareas B, C and D, all commercial and Mixed Use Projects, which total 100,000 net square feet or more of non-residential floor area shall include child care facilities to accommodate the child care needs of the Project employees for pre-school children, including infants, and shall meet the following requirements:

1. Calculation of Child Care Facility Requirement. The size of the child care facility necessary to accommodate commercial, Mixed Use, Unified Hospital Development Site or Replacement In-Patient Facilities Project employees' child care needs shall be: one square foot of floor area of an indoor child care facility or facilities, for every 50 square feet of net, usable non-residential floor area; or to the satisfaction of the Commission for Children, Youth and their Families consistent with the purpose in Section G.

(a) Ground Floor Play Area. In addition to the requirements specified in Subsection G 1 above, the Applicant shall provide outdoor play area per child served by the child care facility as required by the California Department of Social Services, Community Care Licensing Division, Title 22.

(b) Setback and Throughways. The child care play area at a child care facility provided as required by this subsection, on- or off-site, or as an in lieu cash payment, shall count on a one-for-one square foot basis toward either any building setback requirements of Section 6 L or pedestrian throughways as required in Section 9 G 2.

2. Floor Area. The floor area provided for a child care facility shall be used for that purpose 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 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. At the Applicant's request, the Commission for Children, Youth and their Families may authorize a cash payment in lieu of some or all of the minimum indoor square footage and play area required in Subsection G 1. In lieu cash payments 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 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 Subdivision 4 above.

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

(a) Indoor Facility. The Commission for Children, Youth and their Families shall 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 Commission for Children, Youth and their Families 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 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 Commission for Children, Youth and their Families so that the same square footage of existing child care facility is only credited once.

(b) Outdoor Play Area. The Director of Planning shall authorize credit for existing ground level outdoor play areas provided within 750 feet of the Project site toward the minimum required open space, building setback, 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 shall calculate the credit as one square foot per one square foot of existing outdoor play area available to the children of the Project employees. Open space credit shall be inventoried by the Director so that the same square footage of existing play area is only credited once.

7. Enforcement. The Commission for Children, Youth and their Families shall be responsible for monitoring and the Department of Building and Safety shall be responsible for enforcement of the requirements of this Subsection. All Project owners required to provide a child care facility shall submit an annual report to the Commission for Children, Youth and their Families. The report shall document the annual number of children served. The first report shall be due 12 months after issuance of any certificate of occupancy for the child care facility or facilities.

H. Motels. Floor area associated with a hotel, motel or apartment hotel use shall be counted as commercial floor area for the purposes of this Specific Plan.

I. Sidewalk Cafes. Sidewalk cafes shall be permitted within a public street right-of-way with the approval of the Department of Public Works, provided a minimum of ten feet of sidewalk width remains for pedestrian circulation.

J. Public Street Improvements. The regulations and procedures contained in Section 12.37 of the Code shall apply to any public street improvements, except for the highway and street improvement standards contained in Section 12.37 H. Instead, the Guidelines shall be utilized to the extent physically feasible for any improvements of streets in the Specific Plan area.

K. Lot Assembly.

1. Application. In connection with a Project Permit Compliance application pursuant to Section 12 of this Specific Plan, the owner of any property within Subareas B, C or D may apply to the Director of Planning for a designation of property for lot assembly. The Planning Director shall determine if the property satisfies the criteria for a lot assembly in Subsection 6 K of this Specific Plan.

2. Mixed-Use Subareas. An FAR bonus of 15% over what is otherwise permitted in this Specific Plan and the underlying zone, whichever is greater, shall apply to Project sites that result from the assembly of two or more lots in Subareas B or C, so long as the site has a total lot area of no less than 10,000 square feet and no more than 40,000 square feet. This FAR bonus may not be combined with the floor area averaging bonus in Section 6 L.

3. Subarea D - Light Manufacturing. An FAR bonus of 15% over what is otherwise permitted in this Specific Plan and the underlying zone, whichever is greater, shall apply to Project sites that result from the assembly of two or more lots in Subarea D, so long as the site has a total lot area of no less than 20,000 square feet and no more than 500,000 square feet. This FAR bonus may not be combined with the floor area averaging bonus in Section 6 L. The FAR on commercially zoned lots in Height District 1 may not exceed a 1.5:1 FAR.

L. Unified Hospital Development Sites.

1. Application. In connection with a Project Permit Compliance application pursuant to Section 12 of this Specific Plan, the Applicant for any Project within Subarea C may apply to the Director of Planning for an approval of the property as a Unified Hospital Development Site. The Director shall determine if the property satisfies the following criteria for a Unified Hospital Development Site:

(a) Location. A Unified Hospital Development Site for purposes of this subdivision shall only be authorized in Subarea C. Some portion of the Unified Hospital Development Site must be within 1,500 feet of a subway portal.

(b) Title Search. A current title report showing the record ownership and vesting of the owners of all lots and parcels comprising the Unified Hospital Development Site shall be submitted with the application for Project Permit Compliance to ensure that all parcels are held in ownership by the Applicant or its corporate affiliated entities.

(c) Covenant. Prior to the issuance a Project Permit Compliance, the applicant must file with the Department of Building and Safety a covenant as described in Section 13 of this Specific Plan that:

(1) guarantees the continued operation and maintenance of the development as a Unified Hospital Development Site in perpetuity;

(2) indicates the floor area used on each lot and the floor area potential, if any, that would remain;

(3) guarantees the continued maintenance of the unifying design and landscaping elements, including child care facilities, open space and pedestrian amenities in perpetuity; and

(4) specifies an individual or entity to be responsible and accountable for this maintenance.

2. Floor Area Averaging. The Director may permit FAR averaging for buildings on a Unified Hospital Development Site, even if buildings on each individual lot would exceed the otherwise permitted FAR, so long as the Unified Hospital Development Site meets the criteria in Subdivisions 3 and 4 below.

3. Maximum Floor Area and Height. The FAR for a Unified Hospital Development Site when calculated as a whole may not exceed 3.0 and the height of any building or structure may not exceed 100 feet plus the height of

roofs and roof structures for the purposes specified in Section 12.21.1 B 3 of the Code.

Notwithstanding the above, in connection with a Project Permit Compliance pursuant to Section 12 of this Specific Plan, the Director of Planning may approve additional height for Hospital and Medical Use buildings up to 200 feet and additional FAR for Hospital and Medical Use buildings up to a maximum of 4.5 if the Director makes the following findings:

(a) Public Welfare. The additional height and/or FAR will be desirable to the public convenience or welfare.

(b) Compatible. The additional height and /or FAR will be in proper relation to adjacent uses or to the development of the community and that the arrangement of buildings and structures (including height, bulk and setbacks), off street-parking facilities, loading areas, lighting, landscaping trash collection and other similar improvements, will be compatible with existing and future development on neighboring properties;

(c) Mitigation. The Project incorporates feasible mitigation measures, monitoring measures when necessary, or alternatives identified in the environmental review which would substantially lessen any significant environmental impacts of the Project, and/or any additional findings as may be required by the California Environmental Quality Act.

(d) Compliance with this Specific Plan. The Project complies with all applicable provisions of this Specific Plan and the Guidelines adopted by the City Planning Commission on August 10, 2000, and as amended, including the child care requirements, pedestrian throughways, building step backs, setbacks, streetscape, landscaping requirements, *etc.*; and

(e) Consistency. The Project is consistent with the General Plan and any applicable adopted Redevelopment Plan.

4. Setbacks.

(a) Setback Requirements. A landscaped or sidewalk area having a minimum 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 Hospital Development 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 Hospital Development Site. Setbacks shall be improved according to the requirements contained in the Guidelines.

(b) In Lieu Provision of Setbacks. The Applicant shall provide one or more or any combination of the following in lieu of the setback requirement in Paragraph (a) prior to the Director granting a Project Permit Compliance:

(1) On-Site. Provide land area equal to what would be required in Paragraph (a) above as a setback and construct or covenant to construct that square footage of land and improvements for parks or open space on-site meeting the requirements in Section 6 F 2 (c)(3) above, to the satisfaction of the Director of Planning in consultation with the Department of Recreation and Parks; or

(2) Off-Site. Provide land area equal to what would be required in Paragraph (a) above as a setback and construct or covenant to construct improvements for parks or open space off-site, but within the Specific Plan area, meeting the requirements in Section 6 F 2 (c)(3) above, to the satisfaction of the Director of Planning in consultation with the Department of Recreation and Parks; or

(3) Cash Payment. Deposit in the Parks First Trust Fund an amount equal to the current cost of purchasing land and constructing improvements for the setback required in Paragraph (a) above to the satisfaction of the L.A. FOR KIDS Steering Committee. This money shall be used for parks or open space meeting the requirements in Section 6 F 2 (c)(3) of this Specific Plan.

M. Parking Reduction Within 1,500 Feet of a Metro Red Line Station. In connection with a Project Permit Compliance pursuant to Section 12 of this Specific Plan, the Director of Planning shall grant a 15% reduction in the minimum parking space standards otherwise required by this Specific Plan for any Project in any zone on any lot, any portion of which is located within 1,500 feet of a portal entrance to a Metro Red Line subway station.

N. Free Delivery. An Applicant for any Project containing 40,000 square feet or more of retail commercial floor area shall submit to the Director of Planning as part of the application for a Project Permit Compliance, a program for retail use designed to provide free delivery of purchases made at the site by residents living within the Specific Plan area.

O. Amending the Development Standards and Design Guidelines. Amendments to the Guidelines may be approved by the City Planning Commission following a public hearing, preceded by a published and posted notice meeting the requirements of Section 12.32 C 4 (a) and (c) of the Code.

Section 7. Subarea A - Neighborhood Conservation.

A. Residentially Zoned Properties. Notwithstanding any provisions of the Code to the contrary, the uses allowed by the existing residential zoning classification of any lot located within Subarea A, as shown on Subarea Map 1, shall be permitted, provided, however, that no more than two lots, having a total combined lot area of 15,000 square feet, may be tied together to form a single building site. Parking shall be prohibited in required front yard areas.

B. Commercially Zoned Properties. Notwithstanding any provisions of the Code to the contrary, commercial uses on commercially zoned lots located within Subarea A, as shown on Subarea Map 1, shall be limited to those uses defined as "Neighborhood Retail" and "Neighborhood Serving" in Section 13.07 of the Code, and shall be permitted on the Ground Floor level only. Uses above the ground floor level shall be limited to residential. No more than two lots, having a combined lot area of 10,000 square feet, may be tied together to form a single building site. All storage must be conducted wholly within an enclosed building. Parking shall be prohibited in required front yard areas.

C. Schools, Child Care and Community Facilities. Notwithstanding any provision of the Code to the contrary, public or private schools, child care facilities, parks, community gardens, Community Facilities, shall be permitted on any lot or lots provided that the building site for those uses has no more than two acres of combined lot area.

D. Transitional Height. The maximum height of any Project shall not exceed a height that is within 15 feet of the height of the shortest existing building on any adjacent lot. Roofs and roof structures for the purposes specified in Section 12.21.1 B 3 of the Code, and architectural rooftop features, such as roof decks, trellises and gazebos, may be erected up to ten feet above the height limit established in this section, if the structures and features are set back a minimum of ten feet from the roof perimeter and screened from view at street level by a parapet or a sloping roof.

E. Building Setback. All buildings shall face public or publicly accessible streets. The exterior wall of the building frontage shall be located no closer to the street than the exterior wall of the adjacent building closest to the street, and shall be located no further from the street than the exterior wall of the adjacent building farthest from the street.

F. Usable Open Space. Notwithstanding the contrary provisions of Section 12.21 G 2 of the Code, Projects containing two or more residential units, shall contain usable open space in accordance with the standards of Section 12.21 G 2, with the following exceptions:

1. Above Grade. Up to 50% of the common or private open space, regardless of the underlying zone, may be located above the grade level or first habitable room level;

2. Roof Decks. Roof decks, regardless of the underlying zone, may be used in their entirety as common or private open space, excluding that portion of the roof within 20 feet of the roof perimeter.

G. Project Parking Requirements.

1. Residential.

(a) Minimum Standard. Notwithstanding the contrary provisions of Section 12.21 A 4 (a) of the Code, parking shall be provided at the following ratios: at least one parking space for each dwelling unit having fewer than three habitable rooms, and at least one and one-half parking spaces for each dwelling unit having more than three habitable rooms, in addition to at least one-quarter parking space for each dwelling unit as guest parking.

(b) Maximum Standard. Notwithstanding the contrary provisions of Section 12.21 A 4 (a) of the Code and regardless of the underlying zone, the maximum number of parking spaces provided shall be limited to the following ratios: a maximum of one parking space for each dwelling unit having fewer than three habitable rooms, a maximum of one and one-half parking spaces for each dwelling unit having three habitable rooms, a maximum of two parking spaces for each dwelling unit having more than three habitable rooms, and no more than one-quarter parking space for each dwelling unit as guest parking.

2. Bicycle Parking Spaces. Notwithstanding the contrary provisions of Section 12.21 A 16 of the Code and regardless of the underlying zone, for any Project with two or more dwelling units, off-street parking spaces for bicycles shall be provided at a ratio of one-half parking space per dwelling unit, and for Projects with non-residential uses, regardless of the underlying zone, off-street parking spaces for bicycles shall be provided at a ratio of one parking space for every 1,000 square feet of non-residential floor area. Bicycle parking spaces shall conform to the standards set forth in Section 12.21 A 16 (c) through (h) of the Code, and the Guidelines.

3. Commercial. Notwithstanding the contrary provisions of Section 12.21 A 4 of the Code, for Projects which include commercial uses, the maximum number of off-street parking spaces which may be provided shall be limited to two parking spaces for each 1,000 square feet of combined floor area of commercial uses contained within all buildings on a lot.

4. Existing Buildings.

(a) Change of use. Notwithstanding the contrary provisions of Section 12.21 A 4 (m) of the Code or any other provisions of this Specific Plan, no additional parking shall be required for a change of use in an existing building to a use permitted by this Specific Plan provided that the existing parking is maintained.

(b) Extensive Remodeling of Residential Buildings. Notwithstanding the contrary provisions of Section 12.21 A 4 (m) of the Code or any other provisions of this Specific Plan, no additional parking shall be required for an Extensive Remodeling of an existing building with residential uses permitted by this Specific Plan.

(c) Maintenance of Off Street Parking. Notwithstanding anything to the contrary in Section 12.21 A 4 (m) of the Code or any provisions of this Specific Plan, off-street automobile parking spaces being maintained in connection with any existing use on a lot as of the effective date of this ordinance shall be maintained, so long as the main building or structure remains, and shall not be reduced.

H. Conversion Requirements.

1. Acoustics and Utilities. An acoustical report and a utility metering report meeting the requirements of Section 12.95.2 D 1 (c) (2) c and d of the Code, respectively, shall be required as part of any application for a Project Permit Compliance for any Project containing dwelling units.

2. Permission to Convert to Condominiums. Notwithstanding the contrary provisions of the Code, including Section 91.106.4.1, Exceptions 5 and 11, building permits and demolition permits may be issued without a requirement for the owner to agree and covenant to refrain from constructing or converting to a condominium, stock cooperative or community apartment Project for any time period following construction or demolition of two or more dwelling units.

I. Development Standards. Projects shall be in substantial conformance with the Guidelines .

Section 8. SUBAREA B MIXED-USE BOULEVARDS.

A. Use. Notwithstanding any provisions of the Code to the contrary, residential uses permitted in the R3 Zone by Section 12.10 of the Code and commercial uses permitted in the C1.5 Limited Commercial Zone by Section 12.13.5 of the Code, in addition to Live/Work Quarters and Small Assembly Workshops, shall be permitted on any lot

located within Subarea B as shown on Map 1, provided that the following requirements are met:

1. Commercial Uses. Commercial uses in a Mixed Use Project shall be limited to the Ground and second floors of any building, and any commercial use in a Live/Work Quarters shall be limited to those uses permitted in a C1.5 Zone;

2. Enclosed Activities. With the exception of outdoor merchandise displays during sidewalk sales, outdoor eating areas and newsstands, all commercial activities, including storage, shall be conducted wholly within an enclosed building;

3. Mixed-Use Regulations. Mixed Use Projects shall comply with the Mixed-Use Development Standards of Section 13.09 F of the Code; and

4. Commercial Corner Exemption. Notwithstanding any provisions of Sections 12.22 A 23 and 12.24 W 26 of the Code to the contrary, and except as otherwise required by this Specific Plan, Projects that constitute a Commercial Corner Development or Mini-shopping Center may be developed within Subarea B without first obtaining a conditional use approval pursuant to Section 12.24 W 26 of the Code or having to comply with the requirements and conditions set forth in Section 12.22 A 23 of the Code.

B. Height And Floor Area Ratio.

1. Mixed-Use and Residential Only Projects. The maximum height of any building for a Mixed-Use Project or a Project comprised exclusively of residential uses, shall not exceed 50 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 height limit established in this section, if those structures and features are setback a minimum of ten feet from the roof perimeter and are screened from view at street level by a parapet or a sloping roof. The maximum permitted FAR for a Mixed-Use Project shall be 2.0. Commercial uses in a Mixed-Use Project shall be limited to a maximum FAR of 1.5.

2. Commercial Only Projects. Projects comprised exclusively of commercial uses shall not exceed a maximum building height of 35 feet and a maximum FAR of 1.5.

C. Transitional Height.

1. Height Limits. Notwithstanding any provisions of Sections 12.21.1 A 10 of the Code to the contrary, portions of buildings on a lot located within Subarea B

shall not exceed the transitional height limits set forth below when located within the distances specified from an abutting lot line within Subarea A:

Distance	Height
0 to 49 feet	25 feet
50 to 99 feet	33 feet

2. Calculating Distance. Transitional Height limits as set forth above in Section 8 C of this Specific Plan shall only apply to lots adjoining or abutting a lot in Subarea A and shall not apply to lots separated by a public street.

D. Usable Open Space. Notwithstanding any provisions of Sections 12.21 G of the Code to the contrary, a Project constituting a Mixed-Use Project containing two or more residential units or a Project comprised exclusively of residential uses containing two or more residential units shall contain usable open space in accordance with the standards of Section 12.21 G 2 of the Code, with the following exceptions:

1. Above Grade. Up to 50% of the common or private open space, regardless of the underlying zone, may be located above the grade level or first habitable room level;

2. Roof decks. Roof Decks, regardless of the underlying zone, may be used in their entirety as common or private open space, excluding that portion of the roof within 20 feet of the roof perimeter.

E. Project Parking Requirements.

1. Residential Projects.

(a) Minimum Standards. Notwithstanding the contrary provisions of Section 12.21 A 4 (a) of the Code and regardless of the underlying zone, the minimum number of parking spaces required shall be provided at the following ratios: at least one parking space for each dwelling unit having fewer than three habitable rooms, and at least one and one-half parking spaces for each dwelling unit having more than three habitable rooms, in addition to at least one-quarter parking space for each dwelling unit as guest parking.

(b) Maximum Standards. Notwithstanding the contrary provisions of Section 12.21 A 4 (a) of the Code and regardless of the underlying zone, the maximum number of parking spaces provided shall be limited to the following ratios: a maximum of one parking space for each dwelling unit having fewer than three habitable rooms, a maximum of one and one-half parking spaces for each dwelling unit having three habitable rooms, a maximum of two parking spaces for

each dwelling unit having more than three habitable rooms, and a maximum of one-half parking space for each dwelling unit as guest parking.

(c) Guest Parking. Notwithstanding the contrary provisions of Section 12.21 A 4 of the Code, guest parking spaces for residential uses in Mixed Use Projects, as set forth above, shall be provided through shared use of required commercial parking spaces.

2. Bicycles. Notwithstanding the contrary provisions of Section 12.21 A 16 of the Code and regardless of the underlying zone, Projects with two or more dwelling units, shall provide off-street parking spaces for bicycles at a ratio of one-half parking space per dwelling unit, and for Projects which include non-residential uses, regardless of the underlying zone, off-street parking spaces for bicycles shall be provided at a ratio of one parking space for every 1,000 square feet of non-residential floor area for the first 10,000 square feet of floor area, and one bicycle parking space for every additional increments of 10,000 square feet of floor area. Bicycle parking spaces shall conform to the standards set forth in Section 12.21 A 16 (c) through (h) of the Code, and the Guidelines.

3. Commercial. Notwithstanding the contrary provisions of Section 12.21 A 4 of the Code and regardless of the underlying zone, the following parking standards shall apply to Projects which include non-residential uses: (i) Except for medical offices, the maximum number of off-street parking spaces which may be provided shall be limited to two parking spaces for each 1,000 square feet of combined floor area of non-residential uses contained within all buildings on a lot; (ii) a maximum of 50% of the required non-residential parking spaces may be provided off-site, but within 1,500 feet of the lot for which they are provided; and (iii) off-site parking facilities may be provided pursuant to leases of existing parking spaces for at least a twenty-year term, in order to provide the parking required by this Specific Plan, and these leased spaces may be shared parking operated or maintained by more than one owner or lessee.

4. Existing Buildings.

(a) Change of use. Notwithstanding the contrary provisions of Section 12.21 A 4 (m) of the Code, or any other provisions of this Specific Plan, no additional parking shall be required for a change of use in an existing building to a use permitted by this Specific Plan.

(b) Extensive Remodeling of Residential Buildings. Notwithstanding the contrary provisions of Section 12.21 A 4 (m) of the Code, or any other provisions of this Specific Plan, no additional parking shall be required for an Extensive Remodeling of an existing residential or Mixed-Use building, so long as the uses are permitted by this Specific Plan.

(c) Maintenance of Off-Street Parking. Notwithstanding the contrary provisions of Section 12.21 A 4 (m) of the Code, or any other provisions of this Specific Plan, off-street automobile parking spaces being maintained in connection with any existing main building or structure as of the effective date of this ordinance shall be maintained, so long as the main building or structure remains, and shall not be reduced.

F. Conversion Requirements.

1. Acoustics and Utilities. An acoustical report and a utility metering report meeting the requirements of Section 12.95.2 D 1 (c) (2) c and d of the Code, respectively, shall be required as part of any application for a Project Permit Approval for any Project containing dwelling units.

2. Permission to Convert to Condominiums. Notwithstanding the contrary provisions of Section 91.106.4.1, Exceptions 5 and 11 of the Code, demolition permits may be issued for residential buildings without a requirement for the owner to agree and covenant to refrain from constructing a condominium, stock cooperative or community apartment Project for any time period following demolition of a building containing two or more dwelling units.

G. Yards. Notwithstanding any contrary provisions of the Code, no front, side or back yards shall be required for the development of any Mixed-Use, commercial or residential Project on any lot located within Subarea B.

H. Pedestrian Throughways.

1. Applicants shall provide one public pedestrian walkway, throughway or path for every 250 feet of street frontage for a Project. An arcade or through interior pedestrian path shall be provided from the rear lot line or from the parking lot or public alley or street, if located to the rear of the Project, to the front lot line, and from the side lot line to the lot line on the opposite side of the lot, if the public street, alley or parking lot is located on the side of the Project. The pedestrian throughway shall be accessible to the public and have a minimum vertical clearance of 12 feet, and a minimum horizontal clearance of ten feet.

2. Facade Treatment. The building facade facing the pedestrian walkway shall be improved in accordance with the provisions of the Guidelines.

3. In Lieu Provision of Throughways. The Applicant shall provide one or more or a combination of the following in lieu of the throughway requirement in Subdivision 1 prior to the Director granting a Project Permit Compliance:

(a) On-Site. Provide land area equal to what would be required in Subdivision 1 above as a throughway and construct or covenant to construct improvements for parks and open space on-site, meeting the requirements in Section 6 F 2 (c)(3) above, to the satisfaction of the Director of Planning in consultation with the Department of Recreation and Parks; or

(b) Off-Site. Provide land area equal to what would be required in Subdivision 1 above as a throughway and construct or covenant to construct improvements for parks and open space off-site, but within the Specific Plan area, meeting the requirements in Section 6 F 2 (c)(3) above, to the satisfaction of the Director of Planning in consultation with the Department of Recreation and Parks and the Councilmember of the District; or

(c) Cash Payment. Deposit in the Parks First Trust Fund an amount equal to the current cost of purchasing land and constructing improvements for the throughway required in Subdivision above to the satisfaction of the L.A. FOR KIDS Steering Committee. This money shall be used for parks or open space meeting the requirements in Section 6 F 2 (c)(3) of this Specific Plan.

I. Development Standards. Projects shall be in substantial conformance with the Guidelines.

Section 9. SUBAREA C COMMUNITY CENTER.

A. Use. Notwithstanding any provisions of the Code to the contrary, residential uses permitted in the R4 Zone by Section 12.11 of the Code, Hospital and Medical Uses, and commercial uses permitted in the C4 Commercial Zone by Section 12.16 of the Code, Live/Work Quarters and Small Assembly Workshops, shall be permitted on any lot located within Subarea C as shown on Map 1, provided that the following requirements are met:

1. Commercial Uses. Commercial uses in a Mixed-Use Project shall be limited to the Ground Floor;

2. Enclosed Activities. With the exception of outdoor merchandise displays during sidewalk sales, outdoor eating areas and newsstands, all commercial activities, including storage, shall be conducted wholly within an enclosed building;

3. Mixed Use Regulations. Projects shall comply with the Mixed-Use development standards of Section 13.09 F of the Code and the Pedestrian Orientation development standards of Section 13.07 E of the Code;

4. Commercial Corner Exemption. Notwithstanding any provisions of Sections 12.22 A 23 and 12.24 W 26 of the Code to the contrary, and except as otherwise required by this Specific Plan, Projects that constitute a Commercial Corner Development or Mini-shopping Center, as defined in Section 12.03 of the Code, may be developed within Subarea C without first obtaining a conditional use approval pursuant to Section 12.24 W 26 of the Code or having to comply with the requirements and conditions set forth in Section 12.22 A 23 of the Code; and

5. Exemption from Major Projects Conditional Use Permit Requirement. Notwithstanding the provisions of Section 12.24 U 12 of the Code to the contrary, Unified Hospital Development Projects need not obtain a conditional use permit to operate in Subarea C.

B. Height And Floor Area Ratio.

1. Commercial Only Project. Projects comprised exclusively of commercial uses (not Hospital and Medical 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 height limit established in this section, if the structures and features are set back a minimum of ten feet from the roof perimeter and screened from view at street level by a parapet or a sloping roof.

2. 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 the structures and features are set back a minimum of ten feet from the roof perimeter and screened from view at street level by a parapet or a sloping roof. The maximum permitted FAR for a Mixed-Use Project shall be 3.0. Commercial uses in a Mixed-Use Project shall be limited to a maximum FAR of 1.5.

3. Hospital and Medical Uses.

(a) Height and FAR. Hospital and Medical Uses shall be developed in accordance with the Guidelines, and shall not exceed a maximum building height of 100 feet and a maximum FAR of 3.0, provided that roofs and roof structures for the purposes specified in Section 12.21.1 B 3 of the Code shall be erected so that structures and features are set back a minimum ten feet from the roof perimeter and screened from view at street level by a parapet or a sloping roof. Notwithstanding anything to the contrary in this subsection, any Existing Hospital Replacement In-Patient Facility Project, may have a building height of up to and

including 150 feet, so long as the Project complies with the setback requirements in Section 6 L.

(b) Additional Authority. In accordance with the provisions in Section 6 L of this Specific Plan and in connection with a Project Permit Compliance pursuant to Section 12 of this Specific Plan, the Director of Planning may approve additional height for Hospital and Medical Use 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 FAR for Hospital and Medical Uses up to 4.5.

C. Transitional Height.

1. Height Limits. Notwithstanding any provisions of Sections 12.21.1 A 10 of the Code to the contrary, portions of buildings on a lot located within Subarea C shall not exceed the transitional height limits set forth below when located within the distances specified from a lot within Subarea A;

Distance	Height
0 to 49 feet	25 feet
50 to 99 feet	33 feet
100 to 200 feet	61 feet

2. Calculating Distances. Transitional Height limits as set forth above in Section 9 C of this Specific Plan shall only apply to lots adjoining or abutting a lot in Subarea A and shall not apply to lots separated by a public street.

D. Usable Open Space. Notwithstanding any provisions of Sections 12.21 G of the Code to the contrary, Projects constituting a Mixed-Use Project containing two or more residential units or a Project comprised exclusively of residential uses containing two or more residential units shall contain usable open space in accordance with the standards of Section 12.21 G 2 of the Code, with the following exceptions:

1. Above Grade. Up to 75% of the common or private open space, regardless of the underlying zone, may be located above the grade level or first habitable room level;

2. Roof decks. Roof Decks, regardless of the underlying zone, may be used in their entirety as common or private open space, excluding that portion of the roof within 20 feet of the roof perimeter.

E. Project Parking Requirements.

1. Residential.

(a) Minimum Standards. Notwithstanding the contrary provisions of Section 12.21 A 4 (a) of the Code and regardless of the underlying zone, the minimum number of parking spaces required shall be provided at the following ratios: at least one parking space for each dwelling unit having fewer than three habitable rooms, and at least one and one-half parking spaces for each dwelling unit having more than three habitable rooms, in addition to at least one-quarter parking space for each dwelling unit as guest parking.

(b) Maximum Standards. Notwithstanding the contrary provisions of Section 12.21 A 4 (a) of the Code and regardless of the underlying zone, the maximum number of parking spaces provided shall be limited to the following ratios: a maximum of one parking space for each dwelling unit having fewer than three habitable rooms, a maximum of one and one-half parking spaces for each dwelling unit having three habitable rooms, a maximum of two parking spaces for each dwelling unit having more than three habitable rooms, and a maximum of one-half parking space for each dwelling unit as guest parking.

(c) Guest Parking. Notwithstanding the contrary provisions of Section 12.21 A 4 of the Code, guest parking spaces for residential uses in Mixed-Use Projects, as set forth above, shall be provided through shared use of required commercial parking spaces.

2. Bicycles. Notwithstanding the contrary provisions of Section 12.21 A 16 of the Code and regardless of the underlying zone, for Projects with two or more dwelling units, off-street parking spaces for bicycles shall be provided at a ratio of one-half parking space per dwelling unit, and for Projects with non-residential uses, regardless of the underlying zone, off-street parking spaces for bicycles shall be provided at a ratio of one parking space for every 1,000 square feet of non-residential floor area for the first 10,000 square feet of floor area, and one bicycle parking space for every additional 10,000 square feet of floor area. Bicycle parking spaces shall conform to the standards set forth in Section 12.21 A 16 (c) through (h) of the Code, and the Guidelines.

3. Commercial. Notwithstanding the contrary provisions of Section 12.21 A 4 of the Code and regardless of the underlying zone, the following parking standards shall apply to Projects with commercial uses, other than Hospital and Medical Uses: (i) the maximum number of off-street parking spaces which may be provided shall be limited to two parking spaces for each 1,000 square feet of combined floor area of commercial uses contained within all buildings on a lot; (ii) a maximum of 50% of the required non-residential parking spaces may be provided off-site, but within 1,500 feet of the lot for which they are provided.

4. Hospital and Medical Uses. Notwithstanding the contrary provisions of Section 12.21 A 4 (d) of the Code, the following parking standards shall apply to

Hospital and Medical Use Projects: (i) hospitals shall provide a minimum of one parking space for each patient bed for which the hospital is licensed, and a maximum of two parking space for each patient bed for which the hospital is licensed; (ii) a maximum of 50% of the required hospital parking spaces may be provided off-site, but within 1,500 feet of the lot for which they are provided; and (iii) off-site parking facilities may be provided pursuant to leases of existing parking spaces for at least a twenty-year term, in order to provide the parking required by this Specific Plan, and these leased spaces may be shared parking operated or maintained by more than one owner or lessee.

5. Existing Buildings.

(a) Change of Use. Notwithstanding the contrary provisions of Section 12.21 A 4 (m) of the Code, or any other provisions of this Specific Plan, no additional parking shall be required for a change of use in an existing building to a use permitted by this Specific Plan.

(b) Extensive Remodeling of Residential Buildings. Notwithstanding the contrary provisions of Section 12.21 A 4 (m) of the Code, or any other provisions of this Specific Plan, no additional parking shall be required for an Extensive Remodeling of an existing residential or Mixed-Use building with so long as the uses are permitted by this Specific Plan.

(c) Maintenance of Off-Street Parking. Notwithstanding the contrary provisions of Section 12.21 A 4 (m) of the Code, off-street automobile parking spaces being maintained in connection with any existing main building or structure as of the effective date of this ordinance shall be maintained, so long as the main building or structure remains, and shall not be reduced.

F. Conversion Requirements.

1. Acoustics and Utilities. An acoustical report and a utility metering report meeting the requirements of Section 12.95.2 D 1 (c) (2) c and d of the Code, respectively, shall be required as part of any application for a Project Permit Approval for any Project containing dwelling units.

2. Permission to Convert to Condominiums. Notwithstanding the contrary provisions of Section 91.106.4.1, Exceptions 5 and 11 of the Code, demolition permits may be issued for residential buildings without a requirement for the owner to agree and covenant to refrain from constructing a condominium, stock cooperative or community apartment Project for any time period following demolition of a building containing two or more dwelling units.

G. Pedestrian Throughways.

1. Applicants shall provide one public pedestrian walkway, throughway or path for every 250 feet of street frontage for a Project. 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 lot line, and from the side lot line to the lot 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.

2. Facade Treatment. The building facade facing the pedestrian walk way shall be improved in accordance with the provisions of the Guidelines.

3. In Lieu Provision of Throughways. The Applicant shall provide one or more or a combination of the following in lieu of the throughway requirement in Subdivision 1 prior to the Director granting a Project Permit Compliance:

(a) On-Site. Provide land area equal to what would be required in Subdivision 1 above as a throughway and construct or covenant to construct improvements for public open space on-site, meeting the requirements in Section 6 F 2 (c)(3) above, to the satisfaction of the Director of Planning in consultation with the Department of Recreation and Parks and the Councilmember of the District; or

(b) Off-Site. Provide land area equal to what would be required in Subdivision 1 above as a throughway and construct or covenant to construct improvements for public open space off-site, but within the Specific Plan area, meeting the requirements in Section 6 F 2 (c)(3) above, to the satisfaction of the Director of Planning in consultation with the Department of Recreation and Parks and the Councilmember of the District; or

(c) Cash Payment. Deposit in the Parks First Trust Fund an amount equal to the current cost of purchasing land and constructing improvements for the throughway required in Subdivision 1 above to the satisfaction of the L.A. FOR KIDS Steering Committee. This money shall be used for parks or open space meeting the requirements in Section 6 F 2 (c)(3) of this Specific Plan.

H. Yards. Notwithstanding any contrary provisions of the Code, no front, side or back yards shall be required for the development of any commercial or residential Project on any lot located within Subarea C.

I. Development Standards. Projects shall be in substantial conformance with the Guidelines.

Section 10. SUBAREA D LIGHT INDUSTRIAL/COMMERCIAL.

A. Use. The use and area regulations of Section 12.17.1 of the Code (CM Zone) shall apply to all lots in Subarea D, except that Projects with hotel, motel, apartment hotel, and residential uses shall be prohibited.

B. Maximum Building Setback. At least 75 percent of the Ground Floor exterior wall along the building frontage shall be located no more than ten feet from any lot line parallel to a public street, excluding alleys.

C. Transitional Height. Notwithstanding any provisions of Sections 12.21.1 A 10 of the Code to the contrary, portions of buildings on a lot located within Subarea D shall not exceed the transitional height limits set forth in Section 12.21.1 A 10 of the Code when located within the distances specified from a lot within Subarea A.

Distance	Height
0 to 49 feet	25 feet
50 to 99 feet	33 feet
100 to 200 feet	61 feet

D. Development Standards. Projects shall be in substantial conformance with the Guidelines.

Section 11. SUBAREA E PUBLIC FACILITIES.

A. Permitted Uses. The use and area regulations of Section 12.04.09 of the Code (PF Zone) shall apply to all lots in Subarea E. Notwithstanding the requirements for conditional use approvals contained in Section 12.04.09 B and 12.24 B of the Code, the following uses shall be permitted by right and allowed to be developed in Subarea E: public elementary, secondary or high schools; police stations and related uses; parks and recreation facilities, including bicycle paths and walking trails, nature trails; park land and lawn areas; children's play areas; picnic facilities; athletic fields (not to exceed 200 seats); senior citizen centers, community centers, clubhouses; swimming pools, libraries; tennis courts; rest rooms; gyms; camping facilities; museums; aquaria, observatories, planetaria and zoos; and any landscaped cover over a freeway right of way.

B. Development Standards. Projects shall be in substantial conformance with the Guidelines.

Section 12. DEVELOPMENT REVIEW PROCEDURES.

A. Director Approvals. The Director shall have the authority to approve conditionally, approve or deny one or more of the following for any Project, Lot Assembly, Floor Area

Averaging for a Unified Hospital Development Site, Live/Work Project, or Small Assembly Workshop within the Specific Plan Area so long as prior to approving the Project Permit Compliance, he or she finds that the Project conforms with all applicable provisions of this Specific Plan:

1. Project Permit Compliance. Prior to the issuance of any building permit for any Project, Lot Assembly, Floor Area Averaging for a Unified Hospital Development Site, Live/Work Quarters, or Small Assembly Workshop, a Project Permit Compliance application shall be filed with and acted on by the Director in accordance with Section 11.5.7 C of the Code. The Project Permit Compliance application shall include a site plan drawn to scale that shows the location of the proposed buildings and the location of any existing buildings or structures on adjacent lots. The site plan shall be accompanied by other plans or information as may be required by the Director to demonstrate the conformity of the proposed Project to the Specific Plan ordinance requirements and the Guidelines, as adopted by the City Planning Commission on August 10, 2000, and as amended.

2. Modifications. The Director may grant a Project Permit Compliance modification if the request is found to be in conformance with the original approval, in accordance with Section 11.5.7 D of the Code.

3. Adjustments. The Director may grant, as part of the Project Permit Compliance application, minor adjustments for certain Specific Plan requirements in accordance with Section 11.5.7 E of the Code.

B. Specific Plan Exceptions. The Area Planning Commission may permit exceptions to the Specific Plan in accordance with Section 11.5.7 F of the Code.

Section 13. OWNERS'S ACKNOWLEDGMENT OF LIMITATIONS.

The Department of Building and Safety shall not issue any building permit for construction on a lot or lots within the Specific Plan area until the owner of the property has executed and recorded with the County Recorder a covenant and agreement acknowledging and accepting the contents and limitations of this Specific Plan. The covenant and agreement shall be executed by all fee owners of the property, shall run with the land and shall be binding on future owners, successors, heirs, or assignees of the owners. A certified copy of the recorded covenant shall be delivered to the Departments of City Planning and Building and Safety prior to the issuance of any building permit.

Section 14. SEVERABILITY.

If any provision of this Ordinance or its application to any person, property or circumstances, is found to be unconstitutional or otherwise invalid by any court of competent jurisdiction, that invalidity shall not affect the remaining provisions of this Ordinance or the application of those provisions to other persons, property or circumstances which can be implemented without the invalid provisions and to this end, the provisions of this Ordinance are declared to be severable.

(60135)

November 13, 2000 CF 00-1999

STATEMENT of J. H. McQUISTON, P.E. 11-14-00 PLUM

on CITY PLAN CASE No. 2000-1976 SP Comm.
Vermont/Western Station Neighborhood Area Plan

RECEIVED CITY CLERK'S OFFICE
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CITY CLERK
BY

Honorable Members of the City Council:

I am the Planning Representative for the East Hollywood Community Association and a Professional Engineer in the State of California. My family has lived in the East Hollywood house since 1920, when it was first occupied.

The East Hollywood Community Association is organized in accordance with the City Charter Section IX, as an authentic spokesorgan for the area comprising ZIP 90029 and portions of 90027. We include some 40,000 residents and 30,000 business persons, and believe our door-to-door canvass accurately represents the Community's sentiment.

The proposed Plan encompasses some territory outside our area; however, we have communicated with groups affected by the Plan and suggested amendments consonant with their well-being as well as with ours.

The Charter Section IX was enacted to give "Neighborhood Councils" such as ours a voice in the City's manipulation of our environment. Unfortunately, our reasoned analyses and corrections have not only been rejected by the Planning Department without reason, but also that Department has not been factual in rebutting our factual proofs of errors in the proposed Plan.

We are working to enable the Council and Mayor to exploit the valuable resource inherent in area expertise through the Neighborhood Council scheme set forth in the recent Charter revision, but we are not helped by the intransigence we faced in the Planning Department's attitude toward us.

Accordingly, we communicated our displeasure to the Mayor, and we hereby submit to you a copy of our letter, which the Mayor failed to answer.

We outlined some of our objections to the Plan in our Preliminary Statement of October 11, 2000 to the PLUM Committee. This Statement enlarges on that submission.

We also note that the Notice of Hearing dated November 9, 2000 has not been received by "Property owners/occupants within a 500-foot radius", as called-for in the heading of the notice, and that access to supporting documents 72 hours before the Hearing date of Nov. 14 will not be afforded as prescribed and mandated by the Brown Act, making impossible a lawful determination at such Hearing.

- - - -

The present City Plan for East Hollywood is deeply flawed because of its density without the provision for essential City amenities like schools, park/playgrounds, policing and fire stations. Overcrowding without amenities breeds an unhealthy environment, especially with transient residents and exuberant youngsters. We deserve better. We pay for services others get and we do not get.

The Los Angeles Police Department has reported population-densities within several of its service areas as follows:

	1998 population per Square Mile		
CENTRAL	7,007	SOUTHWEST	16,791
RAMPART	33,790	HARBOR	6,687
HOLLENBECK	12,991	77th STREET	14,750
NORTHEAST	8,725	SOUTHEAST	12,547
NEWTON	16,024	VAN NUYS	8,345
WEST L.A.	3,355	WEST VALLEY	5,707
PACIFIC	8,345	NORTH HOLLYWOOD	8,741
HOLLYWOOD	10,254	FOOTHILL	4,309
WILSHIRE	16,140	DEVONSHIRE	4,478

There is an unfair, unequal compression of population within our area. Moreover, the Department expects to increase disproportionately our population density in the proposal, bringing it over 40,000 per square mile. And, our area should have more schools and at least five 5-acre playground facilities for the existing density. We have none now, and we will get no relief from the Department's proposal.

We asked the Planning Department why our area should be mistreated when the West Side benefited, and the answer was: The Planning Department believes we do not have the resources to object to mistreatment.

When the Court ordered Los Angeles to bring its zoning practices into conformance with the Community Plans, a comprehensive study extolled our neighborhood as worthy of retaining single-family homes, and the Hollywood Plan was so devised. However, it was not so enacted.

When the "Framework" Plan was devised following the Northridge Earthquake, certain principles were set forth, among which were:

1. Preservation of single-family homes.
2. EIR for seismic subareas.
3. Encouragement of pedestrian orientation.

The Department's proposal rejected every one of these constraints for our area, despite our documents proving their necessity.

We firmly believe that appropriate planning in Los Angeles mandates that the City must become homogenious and not extremely segregated with respect to zoning. By thus acting, traffic is lessened without sacrificing personal and business mobility, more options are available to pedestrians, and inhabitants become less transient. All these attributes contribute to a general sense of well-being and community pride.

Strip zoning practiced in the proposed plan makes it improbable that residents may remain pedestrian, and generally forces transiency in workers and residents alike.

The Proposal converts large lengths of stable residential zoning into commercial zoning with no showing of necessity. Moreover, it robs the strip zones of available business and residential parking, making it improbable that residents and businesses will stay long.

The Proposal excludes critical amenities within residential zoning, such as places of worship which in our area have traditionally been amid residences, both for safety and for commercial reasons. Existing places of worship, even those in re-zoned commercial areas, will be required by Zoning Code to reapply for permission to remain.

The United States has taken notice of the exclusionary policy of Los Angeles with respect to freedom of religious practice. This late Summer President Clinton signed S. 2869 into Public Law, the "RELIGIOUS LAND USE and INSTITUTIONALIZED PERSONS ACT of 2000". This law was passed overwhelmingly by both Houses, after hearing testimony from a religious group located on Highland Avenue in Los Angeles. It forbids a city from subjecting the practice of religion, either in housing or in places of worship, to zoning restrictions which cannot be shown to have a compelling justification.

As a long-time resident, mindful that our area was strongly segregated and anti-semitic, I do not want that pattern of segregation to be continued as it will be under the Department's Proposal. I note that the City Attorney, now announced as a Mayoral candidate, has vowed to fight the United States over its new Public Law. I do not wish to see our City support such an effort through enactment of this Proposal.

Persons should not be subjected to such discrimination just because their religion is new to an area. Appropriate zoning should make provision for locations suitable for their development, without the necessity and expense of specific zoning process.

Accordingly, we surveyed our area and applied suitable zoning which would allow appropriate development or existing development to support such religious practice as mandated by the United States. Our zoning was rejected by the Department unreasonabl

The Proposal defines our entire area as some kind of de-facto ghetto (of course, not semitic) in which residents and presumably all commerce will be left as an under-class. We object to such unequal treatment as being unjust, counterproductive, and a denial of equal protection under color of law.

Our area cannot obtain adequate police support. We have heard of many who will not call police any more because the response time is almost never appropriate, if any response occurs at all.

The residents' reaction is to disguise their property so as to discourage criminals. We have a fortress-but-shabby look, accordingly. But inside, as we see from door-to-door canvass, our area contains virtual palaces. The Department failed to take camouflage into consideration in its Proposal. Yet, there was no plan to provide policing.

The Department intends to cause the erection of multi-story "building wall" expanses throughout our area, intended for occupation by "low income" tenants. Even if such were practical, HUD and others are busily tearing downsimilar buildings because they have been found to be a destructive influence on communities in which they were located. Parents lost control over their children. Buildings were trashed. And, in our community there will be no City facility nearby where youths and adults may exhaust their energies in physical sports and no facility where such will be under the supervision of day-care managers.

When this community was basically single-family housing, with unfenced yards, people could engage in sports on their collective lawns. That day passed when the area was rezoned for high-density multiple residences and lawns became fenced carports. Still, our area was not compensated as it should have been with replacement playgrounds. We believe it essential that for every 1000 persons permitted by zoning there should be one acre of physical playground within safe walking distance, and one acre of community playground within one mile, each playground not to be less than five (5) acres, and each to be securely fenced and supervised. This belief is founded on City policy which has been put into practice elsewhere but which has been withheld from us.

When I was a lad, I went to the local schools in the area. Although the population of school-age children has increased vastly, no additional schools were built. Our children must be bused in large numbers to distant schools.

I still remember that I lost many schoolmates because they graduated to different schools as we progressed. It was difficult maintaining or developing friends in remote areas. I can understand the pull of local gangs,when such is the norm in our area due to lack of local school rooms.

Because of poor planning and zoning, our traffic is heavy and dangerous to the safety of children with long commutes, either by vehicle or as pedestrians. There is no reason why our area should be deprived of all "M" zoning, which it now has, or why manufacturing occupations now sub-rosa in the area should not be legitimized in appropriate locations throughout. Such zoning keeps families close to children and calms the area. And, reduction of traffic allows safer movement within the area. Our Plan considered these criteria and provided a healthy mix while safeguarding the environment. It was rejected out-of-hand by the Department.

Our area is heavily impacted by geologic conditions not found elsewhere in the City. We believe, and all other Planning documents agree, that building needs to be restricted in this area as a consequence of geologic dangers.

We submitted evidence of a similar location which encountered extreme loss both of life and property when a local planning board decided to build similar structures as proposed by the Department on ground similar to our area in which such had been denied, as ours was.

We believe that if the appropriate EIR had been conducted, as called for in the "Framework" Plan, the Proposal would be drastically different. There is no excuse for subjecting unsuspecting tenants to possible death or serious injury as is the case in the Department's proposed Plan.

Every part of the City is different, geologically. We should not expect a uniform Plan for every region. The local Plan of the Department should be the control which gives each area confidence in the safety of local buildings.

Apparently the Department wants to rely instead on the Fire Department, or some other City-wide agency to keep track of every City location instead of putting that knowledge into local Department Plans. We believe such reliance is dangerous.

No evidence from the Department has refuted our assertions and facts regarding their Proposal's danger to the safety of area inhabitants.

Prior Planning for this area took notice of the seismic hazard and reduced the zoning accordingly, with reduced height limits as well. The Proposal ignores the former notice and restores the danger.

Prior Planning took notice of vehicle traffic and adjusted the zoning so as not to cause gridlock. It increased parking off-street to alleviate choked streets. But the Department's proposal sharply reduces the off-street parking at a time when increased prosperity and larger families has almost used up every available place to park whether on or off street.

If there is no place off street to park, people will move because they do not want unattended vehicles to be subjected to danger. Thus we will get an increased transient population; as they prosper and procure more vehicles they will have to leave the area.

Transients do not care as much for the appearance of the area as permanent residents such as long-term tenants and resident owners. As they move out, we get to see their cast-offs which they leave on curbs in front of someone else's property. Visitors pile on papers and other trash. All this has its root in poor planning.

There is a companion proposal to tear up street parking in order to plant greenery or other alternatives. Please consider this as an idea out of desperation because our area has been so mistreated that appropriate parks were withheld. Obviously a crowned and sloped street is no place for infants or anyone else to play.

The Department has falsely stated that by diagonally striping one side of a street it is able to contain the same number of vehicles as both sides conventionally.

This diagonal parking was tried on one street in our area. Due to the narrow lots with intervening driveways, it was found that only one-half as many vehicles could be accommodated if only one side was to be used. Such parking only works if there are no driveways intervening, which is not the case in our area.

There is, of course, additional danger associated with diagonal parking on a narrow street because of restricted visibility. We rejected the prior diagonal parking not only because no more spaces were obtained but also because it created a traffic hazard for those parked and for those emerging from driveways.

In any event such does not substitute for a supervised playground.

Ludicrously, it has been proposed to "roof" the freeway interchange at Vermont, presently dormant but for potential future use, with some sort of park. If such is to be an active-sports park, then there will be the necessity for insuring that missiles of various kinds cannot possibly be thrown or kicked onto the freeway. In other words, such a roof will be very expensive.

We estimate that with the same funds several sports-oriented facilities could be built throughout our area, and the placement of those facilities would be better-suited for the inhabitants than would be the freeway location.

Moreover, when the interchange is activated in the future there will be less turmoil and loss of investment.

- - - -

In summary, we believe a rezoning is in order, but that in the Department's Proposal we will be substantially injured and that it does not comply with Federal Law and the Constitutional requirement for equal protection for our area, and that it represents a substantial threat to public safety.

We believe our factual presentations and the law have not been adequately addressed by the Department, and we urge you to require amendments as we have set forth.

Respectfully submitted,
EAST HOLLYWOOD COMMUNITY ASSOCIATION
J. H. McQuiston, P.E, Planning Representative

McQuiston Associates
6212 Yucca St
Los Angeles, CA 90028-5223
(323) 464-6792

J. H. McQuiston, Planning Representative
East Hollywood Community Association
6212 Yucca St
Los Angeles, CA 90028-5223
(323) 464-6792

Honorable Richard Reardon, Mayor
Los Angeles City Hall
Los Angeles, CA 90012

August 17, 2000

Dear Mayor Reardon:

REFERENCE: Vermont/Western Station Neighborhood Area Plan (SNAP) of Aug 8, 2000

Our Association, comprising some 40,000 residents and 30,000 merchants, employees, and others, raises serious objections to both the form and content of the Plan, and to your Planning Department's refusal to include us in the negotiated development of it. We believe you will agree that under the new Charter, our area and Association are entitled to a better relationship, for our common goal to better our City.

1. Every speaker, including our Councilperson, testified that they were not given a reasonable time to negotiate parts of the Plan. Ms Goldberg told me that she did not even receive Department amendments until the eve of the hearing. How could she possibly consult her constituents on short notice like that? And, as our Association Representative, I expected notice at least per the Brown Act minimum, but amendments were not offered me until the hearing started. As I said thereafter, I could not comment precisely on detailed plan amendments which were not timely presented to me.

2. At hearings July 13 and August 8, the Deputy for Mr Howe, Frank Eberhard, made statements contradictory to fact, to squelch opposition to portions of SNAP. While hearings are a poor venue for such debates, I believe that closer conferences with such Associations, and others affected, would have eliminated the need for making unwise statements by the Department employees. And, more expertise could be obtained by the Department and in a more timely manner.

3. Our Association raised some 36 specific points of contention, plus a detailed analysis of each subsection of the Plan. The Planning Commission ordered the Department to answer each of our points; however, the Department did not. We believe thoughtful analyses by thoughtful and involved Associations deserve better.

4. Under the new Charter, you are required by Sec 555(c) to forward your recommendation regarding SNAP within 30 days. I believe you will conclude that the Plan now construed is still lacking certain essentials and should be amended before presentation to the Council for approval.

5. We have noted that the State's statutes regarding Brown Act notice and CEQA requirements were not met by the Department.

6. We have noted that single-family housing was not preserved as mandated.

7. We have noted that the Plan violates S.2869, the Religious Land Use and Institutionalized Persons Act of 2000 (enrolled bill), which may equate Los Angeles with Selma Alabama and bring on supervision of the Planning Department by Mr Bill Lann Lee under its Sec 4(f) unless the Plan is modified per Sec 5(c) of the Act.

8. We continue to believe these errors by the Department will be corrected by you and by the Department, and we are ready to support such corrective effort.

Very truly yours,
EAST HOLLYWOOD COMMUNITY ASSOCIATION

J. H. McQuiston
Planning Representative

m
c: Interested parties

Sec. 15 The City Clerk shall certify to the passage of this ordinance and cause it to be published in some daily newspaper printed and published in the City of Los Angeles.

I hereby certify that the foregoing ordinance was passed by the Council of the City of Los Angeles, at its meeting of _____.

J. MICHAEL CAREY, City Clerk

By _____
Deputy

Approved _____

_____
Mayor

Approved as to form and legality

11/29/00

James K. Hahn, City Attorney

By _____
For Claudia Culling,
Assistant City Attorney

Pursuant to Charter Section 559, **I approve** this ordinance and recommend its adoption on behalf of the City Planning Commission . . . . . .

November 29, 2000

see attached report.

CON HOWE
Director of Planning

File No. CF 00-1999

(publish 2)

PLANNING & LAND USE MANAGEMENT COMMITTEE SPEAKERS

☑ SUPPORT Project/Proposal
AGENDA ITEM # 6 Date 11-14-00

☐ OPPOSE Project/Proposal
Council File # CF 00-1999

Phone No.

Name Lois Arkin

Address 3551 White Hse Pl

City LA Zip Code 90004

Representing L.A. Eco-Village neighborhood

☐ Applicant ☑ Property Owner(s) ☐ Assoc. ☐ Other

☐ Appellant ☐ Surrounding Property Owner(s) ☑ Organization

PLANNING & LAND USE MANAGEMENT COMMITTEE SPEAKERS

☐ SUPPORT Project/Proposal
AGENDA ITEM # 6 Date 11/14/00

☒ OPPOSE Project/Proposal
Council File # 00-1999

Phone No. 310-277-3403

Name CHARLES BRUCKER

Address 333 S. CAMDEN DR

City BEVERLY HILLS, CA Zip Code 90212

Representing SELF

☐ Applicant ☒ Property Owner(s) ☐ Assoc. ☐ Other

☐ Appellant ☐ Surrounding Property Owner(s) ☐ Organization

PLANNING & LAND USE MANAGEMENT COMMITTEE SPEAKERS

☒ SUPPORT Project/Proposal
AGENDA ITEM # 6 Date 11/14/00

☐ OPPOSE Project/Proposal
Council File # 00-1999

Phone No. 213-367-2822 x28

Name Rev. Jeff Carr

Address 3401 W. Third Street

City Los Angeles Zip Code 90020

Representing P.F. Bresee Foundation

☐ Applicant ☐ Property Owner(s) ☐ Assoc. ☐ Other

☐ Appellant ☐ Surrounding Property Owner(s) ☒ Organization

PLANNING & LAND USE MANAGEMENT COMMITTEE SPEAKERS

☑ SUPPORT Project/Proposal
AGENDA ITEM # 6 Date 14 November 2000

☐ OPPOSE Project/Proposal
Council File # 00-1999

Phone No. 213.380.3754

Name Joe Linton

Address 131 1/2 Bimini Place

City L.A. Zip Code 90004

Representing

☐ Applicant ☒ Property Owner(s) CHSP / Eco-Village ☐ Assoc. ☒ Other Resident (renter)

☐ Appellant ☐ Surrounding Property Owner(s) ☒ Organization

PLANNING & LAND USE MANAGEMENT COMMITTEE SPEAKERS

☒ SUPPORT Project/Proposal
☐ OPPOSE Project/Proposal

AGENDA ITEM # 6 Date 11/14/00

Council File # 00-1999

Phone No. 323-464-6792

Name JIM MCQUISTON

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Representing EAST HOLLYWOOD COMMUNITY ASSN.

☐ Applicant ☐ Property Owner(s) ☒ Assoc. ☐ Other
☐ Appellant ☐ Surrounding Property Owner(s) ☐ Organization

PLANNING & LAND USE MANAGEMENT COMMITTEE SPEAKERS

☑ SUPPORT Project/Proposal
☐ OPPOSE Project/Proposal

AGENDA ITEM # 6 Date 11/14/00

Council File # 00-1999

Phone No. 323-663-7876

Name Edit Narvaez

Address 4101 W. Oakwood Ave Apt. 307

City L.A. Zip Code 90004

Representing President + Children's Bureau

☐ Applicant ☐ Property Owner(s) ☐ Assoc. ☑ Other
☐ Appellant ☐ Surrounding Property Owner(s) ☑ Organization

PLANNING & LAND USE MANAGEMENT COMMITTEE SPEAKERS

☑ SUPPORT Project/Proposal

☐ OPPOSE Project/Proposal

AGENDA ITEM # 6 Date 11/14/00

Council File # _____

Phone No. (323) 667-2106

Name Carmen Parada

Address 638 N. Berendo St. #2

City LA Ca Zip Code 90004

Representing 4 Streets Cooperative Housing

☐ Applicant ☐ Property Owner(s) ☐ Assoc. ☐ Other

☐ Appellant ☐ Surrounding Property Owner(s) ☑ Organization

PLANNING & LAND USE MANAGEMENT COMMITTEE SPEAKERS

DNS

☐ SUPPORT Project/Proposal

☑ OPPOSE Project/Proposal

AGENDA ITEM # 4 Date 11-14-00

Council File # _____

Phone No. (323) 663 6125

Name Antonio E. Sandez

Address 4453 Willowbrook Ave.

City Los Angeles Zip Code 90029

Representing Tenants

☐ Applicant ☐ Property Owner(s) ☐ Assoc. ☑ Other

☐ Appellant ☐ Surrounding Property Owner(s) ☐ Organization

PLANNING & LAND USE MANAGEMENT COMMITTEE SPEAKERS

☐ SUPPORT Project/Proposal

☒ OPPOSE in part Project/Proposal

AGENDA ITEM # 6 Date 11/14/00

Council File # 00-1999

Phone No. 323/663-5868

Name Geoffrey Saldivar

Address 4343 1/2 Burns Ave.

City Los Angeles Zip Code 90029

Representing

☐ Applicant ☐ Property Owner(s) ☒ Assoc. ☐ Other

☐ Appellant ☐ Surrounding Property Owner(s) ☐ Organization

PLANNING & LAND USE MANAGEMENT COMMITTEE SPEAKERS

☒ SUPPORT Project/Proposal

☐ OPPOSE Project/Proposal

AGENDA ITEM # #6 Date NOV. 14, 2006

Council File # CF 00-1999

Phone No. X5-3353

Name GERALD GUBATAN

Address CD-13 CITY HALL, RM. 408

City LOS ANGELES. Zip Code

Representing Council Member Jackie Goldberg

☐ Applicant ☐ Property Owner(s) ☐ Assoc. ☒ Other

☐ Appellant ☐ Surrounding Property Owner(s) ☐ Organization

Fee Study Addendum

The Department can substantiate that the cost per dwelling unit for providing neighborhood parks at the current City standard is at least $12, 298. This revised cost is based on application of the City's adopted standard for Neighborhood Parks (two acres per 1,000 capita, rather than the one acre per 1,000 capita used in the previous report),

The staff also recommends that the proposed park fee be adjusted to reflect the Citywide standards in the General Plan and its Elements. The Park Fee was initially calculated based on an assumption of one acre of neighborhood park per 1,000 population. It is however the policy in the Public Recreation Plan, Section I, Local Recreation Standards that "*Neighborhood Recreational Sites should be provided at a minimum of **2 acres per 1,000.**"* (emphasis added). The Citywide General Plan Framework Background Report, Section II.91, page 116 also states *"The present Recreation and Parks Plan and the 35 Community Plans in the City include standards for locations, size and type of each recreational facility. These standards which are adopted from National Recreation and Park Association criteria are expressed in acres per 1,000 people. There are four levels of parks within the City's boundaries. 1)Neighborhood parks being the smallest which are designed to be a minimum of 5 acres and have a service area of ½ to l mile radius. 2) Community Parks are somewhat bigger with a service area of 2 miles and a minimum size of 15 acres. Both these type of parks have a level of service standard of **2 acres per 1,000 people.**"* (emphasis added).

Using this City adopted standard, the City seeks to provide every person with 86 square feet of Neighborhood Park (43,000 square feet per acre times two acres divided by 1,000 people = 86,000 divided by 1,000 = 86 square feet per person).

The proposed park fee was calculated based on population and housing counts and projections contained in the Vermont/Western Background Report, January 12, 1999, page 2 and Table III-1, prepared by Economic Research Associates. The Background Report estimates that within the Plan Area boundaries there are 50,000 people living in 19,500 housing units, for an average of 2.6 persons per dwelling unit.

Therefore, each dwelling unit in the Plan Area on average should be served by 86 square feet per person, multiplied times 2.6 person per unit, or 223.6 square feet per housing unit. The cost of purchasing a square foot of residential land in the Plan Area was estimated in the Revitalization Opportunities Report, Potentials for Housing Investment, Page III-4 as $25 to $30 per square foot of lot area. Since the Plan proposes purchase of land for pocket parks in residentially zoned areas - as opposed to commercially zoned areas - this purchase price was used to estimate how much it would cost to acquire 223.6 square feet of neighborhood park space for a hypothetically dwelling unit (223.6 square foot times $30 = $6,708 per dwelling unit for neighborhood park land acquisition).

The fee as initially calculated included monies for the cost of improving the acquired park lands. It was assumed that park related fees already collected through the Dwelling Unit Construction Tax and Quimby Fees would also be used for improvements. In conversations with Council District staff regarding current costs associated with the recently completed Proposition K funded Lexington Park, the improvement costs for that 5,000 square foot pocket park at the juncture of the Hollywood Freeway and Lexington Avenue in the Hollywood Community Plan area was about $250,000 or $50 a square foot. However, assuming some assistance in Park improvements from the Dwelling Tax and Quimby Fees, the initial fee assumed only $25 per square foot in park improvement costs (223.6 square foot per unit times $25 square foot improvements = $5,590 per dwelling unit in park land improvement costs). If both the land costs and improvement costs are added together, each dwelling unit needs $12,298 - ($6,708 for land plus $5,590 for improvements).

The City currently collects $500 per dwelling unit in the Dwelling Unit Construction Tax. This tax which is deposited in a "Park and Recreational Sites and Facilities Fund." The regulations regarding this tax is in Article 1.10, Section 21.10.1 of the Code. These funds are collected for apartments and condominiums alike, for both new construction and units created through conversion or modification of existing buildings. Federal or State subsidized housing is exempted from the Dwelling Unit Tax, and recently an amendment was made to exempt housing built to replace units lost during an earthquake.

The City also collects "Quimby Fees", established in Ordinance No. 155,458, for units created as a consequence of subdivisions. The fees are adjusted annually, and currently vary per unit based on zone from $1,132 to $7,134 (R5 zone) per dwelling unit. The fees are accepted by the Department of Recreation and Parks for the purpose of establishing new open space and recreational facilities for the subject subdivision. Apartments are not required to pay Quimby Fees unless they are being subdivided and converted to condominiums.

ITEM #17 - FOR FILE

MORRISON & FOERSTER LLP

ATTORNEYS AT LAW

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SAN FRANCISCO
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WALNUT CREEK
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RECEIVED
NOV 29 2000

November 28, 2000

Writer's Direct Contact
(213) 892-5219
DBerger@mofo.com

Via Telefacsimile

The Honorable Los Angeles
City Council of the City
of Los Angeles
Room 615, City Hall East
Los Angeles City Council
200 North Main Street
Los Angeles, California 90012

Re: Kaiser Foundation Hospitals' Comments to Specific Plan for the Vermont/Western Station Neighborhood Area

Honorable Members:

This letter is being submitted to you on behalf of Kaiser Foundation Hospitals with respect to the draft Ordinance proposing to establish a Specific Plan for the Vermont/Western Station Neighborhood Area (the "SNAP Ordinance") (Council file no. C.F. 00-1999).

For the past several months, Kaiser has been working closely with Council Member Jackie Goldberg, representatives of the City Planning Staff, and the Commission For Children, Youth, And Their Families (the "Commission") with respect to the scope of various provisions in the draft SNAP Ordinance and the application of those provisions to Kaiser's planned demolition and reconstruction of major portions of the Kaiser Sunset hospital and medical facilities as mandated by state and federal seismic update laws (the "Replacement Medical Center Project"). These efforts have resulted in the preparation of a Memorandum of Understanding ("MOU") by and among Kaiser, Council Member Goldberg, the City Planning Director, and the Commission (currently being circulated for execution) pursuant to Section 5 of the draft SNAP Ordinance, which we believe will address certain concerns previously raised by Kaiser.

On the basis of the MOU, Kaiser believes that the SNAP Ordinance will permit Kaiser to proceed expeditiously with the Replacement Medical Center Project and, in so doing, continue to address the needs of its members and the community.

Very truly yours,

Donald I. Berger

cc: Indrajit Obeysekere
Lubor Mrazek

JAMES K. HAHN
CITY ATTORNEY

Office of the City Attorney
Los Angeles, California

WRITER'S DIRECT DIAL: (213) 847-0562
FAX: (213) 485-8899
TTY:

6

REPORT NO. R00-0571

NOV 14, 2000

DRAFT ORDINANCE ESTABLISHING A SPECIFIC PLAN FOR THE VERMONT/WESTERN STATION NEIGHBORHOOD AREA

The Honorable Los Angeles City Council
of the City of Los Angeles
Room 615, City Hall East
200 North Main Street
Los Angeles, California 90012

(Council File No. C.F. 00-1999 - not transmitted)
(C.P.C. No. 00-1976 SP -not transmitted)

Honorable Members:

Pursuant to the August 10, 2000 action of the City Planning Commission, this Office transmits to you a draft ordinance for your consideration. We have reviewed the ordinance, but have not yet completed our review of the findings. Unless instructed otherwise, we will complete our review and submit our final report directly to the City Council as soon as possible, including noting the findings that are legally required for the Council to make prior to adoption of the ordinance.

A member of this office will be available when you consider this matter to answer any questions you may have.

Very truly yours,

JAMES K. HAHN, City Attorney

By Claudia Culling
CLAUDIA CULLING
Assistant City Attorney

CC:rp
Transmittal

(60207)

DRAFT
11/14/00

VERMONT/WESTERN STATION NEIGHBORHOOD AREA SPECIFIC PLAN ORDINANCE

As Modified and Approved by the City Planning Commission
August 10,2000
City Plan Case No. 00-1976 SP

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Attachment: Subarea Map I

J. MICHAEL CAREY
City Clerk

When making inquiries relative to this matter refer to File No.

CITY OF LOS ANGELES
CALIFORNIA

Office of the
CITY CLERK
Council and Public Services
Room 615, City Hall
Los Angeles, CA 90012
Council File Information - (213) 485-5703
General Information - (213) 485-5705

RICHARD J. RIORDAN
MAYOR

CF 00-1999
CPC 00-1976 SP
CD 4 & 13

November 9, 2000

NOTICE TO PROPERTY OWNERS/OCCUPANTS WITHIN A 500-FOOT RADIUS

You are hereby notified that the Planning and Land Use Management Committee of the Los Angeles City Council will consider, on Tuesday, November 14, 2000, at approximately 1:00 p.m. or soon thereafter in Room 316, 200 North Main Street, Los Angeles City Hall, communications from the Mayor, City Planning Commission, and the Director of Planning and Specific Plan Ordinance relative to the proposed Vermont/Western Station Neighborhood Area Plan, Development Standards and Design Guidelines, and General Plan Amendments for the area known as East Hollywood located in the Hollywood and Wilshire Community Plan Areas.

If you are unable to appear at this hearing, you may submit your comments in writing. The file and appeal referred to above can be reviewed in the Office of the City Clerk. Written comments may be addressed to the City Clerk, Room 615, City Hall, 200 North Main Street, Los Angeles, CA 90012.

Please be advised that both the Planning and Land Use Management Committee and City Council reserve the right to continue this matter to a later date, subject to any time limit constraints. Please contact this office if you would like to be notified of any future hearing dates should the Committee or Council not act on this matter on the aforementioned date(s).

John A. White
Legislative Assistant
Planning and Land Use
Management Committee, 213.485.5707
e-mail: jwhite@clerk.ci.la.ca.us

Note: If you challenge this proposed action in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the City Clerk at, or prior to, the public hearing. Any written correspondence delivered to the City Clerk before the City Council's final action on a matter will become a part of the administrative record.

#001999.ltr

AN EQUAL EMPLOYMENT OPPORTUNITY - AFFIRMATIVE ACTION EMPLOYER

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Los Angeles, CA 90004

Guadalupe Hernandez
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Irma Medina
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Los Angeles, CA 90004

Juanita Carrillo
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Jose Ramos
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Los Angeles, CA 90004

Luis Lemus
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Los Angeles, CA 90004

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Reatha Gumpert
1404 L. Ron Hubbard Wy #4
Los Angeles, CA 90027

William J Only
4975 Franklin Ave
Los Angeles, CA 90027

Andy May
1901N. New Hampshire
Los Angeles, CA 90027

Maria Cabrera
1555 N. Harvard Blvd
Los Angeles, CA 90027

Kohar Aartenian
1420 N. Normandie #508
Los Angeles, CA 90027

John O'Connell
1516 N. Hobart #409
Los Angeles, CA 90027

Tamadhur Al-Ageel
4437 Russell Ave #2
Los Angeles, CA 90027

Thomas Egan
4655 Kingswell Ave #207
Los Angeles, CA 90027

Richard Wertheim
1950 Rodney Dr #104
Los Angeles, CA 90027

Judy Rogers
5352 Loma Linda Ave
Los Angeles, CA 90027

Richard Mitchell
4614 Finley Ave #5
Los Angeles, CA 90027

Ben Gomez
4448 Melbourne Ave
Los Angeles, CA 90027

Kathey Wilson
1930 N. Vermont Ave
Los Angeles, CA 90027

Aik Dovmanian
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Dana Geerlings
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Los Angeles, CA 90027

Solatiel Raugel
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Los Angeles, CA 90027

Olga Garcia
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L. Sessions
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Chad Olsen
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Brenda Stone
1534 N. Commonwealth Ave
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Jonathan F. Gallardo
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Kazi M Rahman
1539 N. Alexandria Ave #211
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Alon Bar & Sigal Meyuhas
1846 N. Edgemont #6
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D. French Corners
4507 Finley Ave #10
Los Angeles, CA 90027

Marc Kontoff
1748 N. Kenmore Ave #303
Los Angeles, CA 90027

Cherie D. Miller
1542 N. Commonwealth
Los Angeles, CA 90027-5514

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1715 N . Vermont Ave
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Joseph Wallison
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Los Angeles, Ca 90027

Bill Miller
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Los Angeles, CA 90027

Jacobs
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Los Angeles, CA 90027

Occupant
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Los Angeles, CA 90027

Jana Gottfried
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Los Angeles, CA 90027

Martin Hilton &
Elizabeth Moehead
1954 Dracena Dr
Los Angeles, CA 90027

Betsy M. Hall
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Los Angeles, CA 90027

Karen Socci
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Los Angeles, CA 90027

Vladimir Espinoza
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Los Angeles, CA 90027

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Los Angeles, CA 90027

Lois Greenbaum
1819 N. Kingsley Dr #203
Los Angeles, CA 90027

Albert Thomas
1935 N. Kenmore #2
Los Angeles, CA 90027

Diana Browne
2073 N. Catalina
Los Angeles, CA 90027

Chris Limmer
1716 N. Edgemont #59
Hollywood, CA 90027

Giselle Achecar
2059 N. Berendo St
Los Angeles, CA 90027

Jose J. Zamarripa
1777 N. Vermont #308
Los Angeles, CA 90027

Bon S. Enriquez
1844 N. Harvard Blvd #14
Los Angeles, CA 90027

Nikolas Trendowski
1777 N. Vermont #112
Los Angeles, CA 90027

Joe Casillas
1753 Hillhurst Ave
Los Angeles, CA 90027

Feliz Valde
1415 N. Vermont Ave
Los Angeles, CA 90027

Andrea Costello
1800 N. New Hampshire #419
Los Angeles, CA 90027

Steven Krul
1777 N. Vermont #203
Los Angeles, CA 90027

Harvey Fazio
1818 N. New Hampshire #306
Los Angeles, CA 90027

Sonia Kowack
1630 N. Edgemont #A5
Los Angeles, CA 90027

Felipe Lara
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Annie Babikian
5101 Hollywood Blvd
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Los Angeles, CA 90027

Carlos Hurtado
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Los Angeles, CA 90027

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Bonnie Thompson/Alison Klein
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Los Angeles, CA 90027

Mary Alice Toomey
1918 N. New Hampshire
Los Angeles, CA 90027

Ron Levitz
5007 Ambrose Ave
Los Angeles, CA 90027

Jose Garcia
1777 N. Vermont Ave.
Apt. 501
Los Angeles, Ca. 90027
November 17, 2000

Hal Bernson
Chair
Planning and Land Use
Management Committee

IN REFERENCE TO FILE NO. CF 00-1999 A.K.A. - S.N.A.P.

I am a resident of Los Feliz and I attended the meeting held on Tuesday, November 14, 2000 at 1:00 p.m. in Room 316 of Los Angeles City Hall East at 200 North Main St.. I was interested in hearing what the proposed Vermont/Western Station Neighborhood Area Plan was all about, and if possible ask questions concerning the present lack of parking problem in my neighborhood and if the proposed plan will do anything to improve and correct it.

At the meeting I found out the plan was designed to attract new business, plant trees to make the neighborhood greener, and build parks so the children can have a place to play. All these things sounded good to me. But then a lady who was describing the plan mentioned that there are 50,000 residents presently living in the area and that number is expected to grow to 62,000 in a few years. She added (in her words) that additional parking wouldn't be provided and not necessary because there are four subway stations in the area. The man running the meeting, which I believe was you Hal Bernson, questioned the lady about the parking situation. She answered by reminding you about the subway stations and adding that 28% of the residents in the area don't drive. She seemed to convince you because you agreed and said 'That's right they have the subway there.'. The same lady also said that new businesses opening up in the area wouldn't be provided with a parking lot and some of the existing street parking would be taken away to make the plan possible, because it wasn't necessary

I wanted to speak up and mention how bad the parking situation is right now, for me and many other residents in my neighborhood. But I couldn't because this was the first meeting I was able to attend and I wasn't familiar with the procedure of signing speaker cards to be able to speak.

I've lived in Los Feliz for over 4 years in a 150 unit apartment building on Vermont Ave. that doesn't provide parking for it's tenants. I have to park in the street and so do most residents in my neighborhood. Finding a parking spot is always a challenge and it keeps getting worse.

(CONTINUED)

✓

Everytime I come home it takes me about 15 to 20 minutes to find a parking spot and I usually end up 2 to 4 blocks away from my apartment.

A new restaurant opened up across the street from my apartment this year. They don't have a parking lot but they offer valet parking. They use two parking meter spots for valeting at night. They take their customers cars, drive them around the neighborhood until they find a spot on the street and take up more of our street parking. That's what will happen with all the future businesses that aren't provided with a parking lot.

I ride the subway as often as I can and I like it, but it can't take me everywhere I need to go. I need a car to get to work and so do 72% of the residents. I have some questions: Of the 28% of residents that don't drive how many are children or teen-agers that don't drive now but will in the future?, What are we, the 72% of residents that drive expected to do if this proposed plan takes away our parking?, Are we suppose to get rid of our cars?, Are we suppose to move?! I need my car, I like living in Los Feliz, I chose to live here over 4 years ago and I don't want to be forced to move.

Improving the neighborhood is good. The proposed plan has some good points, but PLEASE DON'T SACRIFICE PARKING!

Concerned Resident,

Jose Garcia

Jose Garcia

Jose Garcia
1777 N. Vermont Ave.
APT. 501
Los Angeles, CA. 90027

LOS ANGELES / HALL CA
900
21 NOV
2000

ATTN: John A. White

Hal Bernson
Chair - Planning and Land Use
Management Committee
C/O City Clerks Office
200 N. Main ST, RM. 615, City Hall.
Los Angeles, CA. 90012

90012/4100

Amendments to the Hollywood and Wilshire Community Plans:

Subarea B: Existing land use designations shall be changed to "Mixed Use Boulevard"

Subarea C: Existing land use shall be changed to "Community Center"

No corresponding land use designations were specified for subareas A, D and E

The "Mixed Use Boulevard" and "Community Center" shall be added to the Legend on the Hollywood and Wilshire Community Plans

Subarea A: Neighborhood Conservation

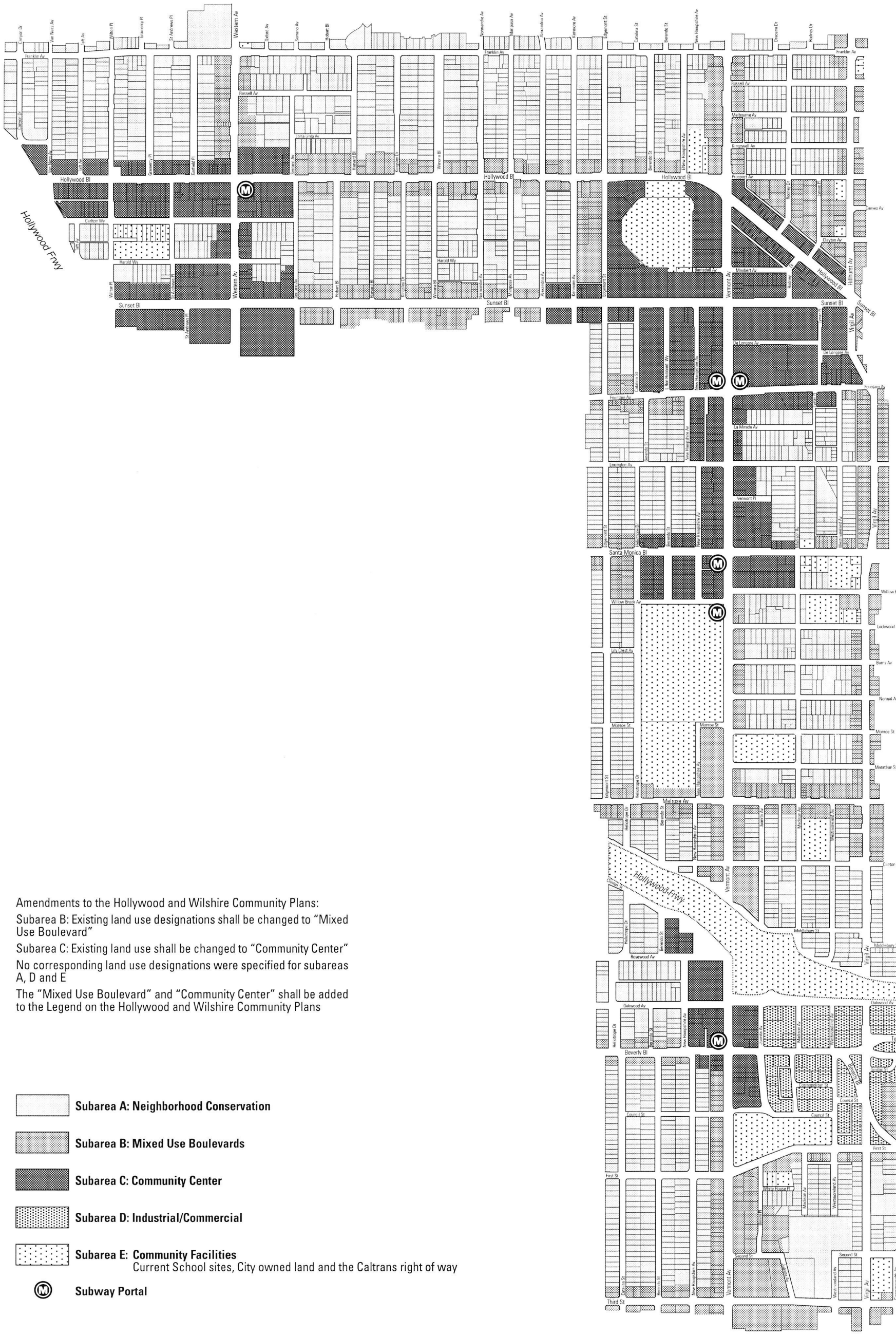
Subarea B: Mixed Use Boulevards

Subarea C: Community Center

Subarea D: Industrial/Commercial

Subarea E: Community Facilities
Current School sites, City owned land and the Caltrans right of way

Subway Portal



Map I

Sub Areas

Vermont/Western Station Neighborhood Area Plan Ordinance

CPC 00-1976

Los Angeles Department of City Planning • Citywide Division • Graphics Section • As approved by the Planning Land Use Management Committee November 14, 2000

CITY OF LOS ANGELES
CALIFORNIA

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

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6

November 13, 2000

Planning and Land Use Management Committee
Room 615, City Hall East
MS:160

Attn: John A. White, Legislative Assistant II

Dear Honorable Members:

PROPOSED VERMONT/WESTERN STATION NEIGHBORHOOD AREA PLAN, SPECIFIC PLAN ORDINANCE, DEVELOPMENT STANDARDS AND DESIGN GUIDELINES, AND GENERAL PLAN AMENDMENTS FOR AN AREA OF EAST HOLLYWOOD IN THE HOLLYWOOD AND WILSHIRE COMMUNITY PLAN AREAS (CPC # 2000-1976)

Subsequent to the City Planning Commission transmittal of its recommendations regarding the Vermont/Western Station Area Neighborhood Plan documents, minor amendments are being recommended by the City Attorney's office, our Department staff, and members of the Plan Area community regarding the Plan, Ordinance and Guidelines. The Department of City Planning has summarized those changes below for your consideration.

Proposed Park Fee

The Park Fee is referred to in Section 6, F of the proposed Vermont/ Western Station Neighborhood Area Plan Ordinance. The Park Fee established in the proposed Ordinance is $4,300 per market rate dwelling unit, and $ 2.15 per square foot for commercial buildings. This supplemental staff report recommends that the Park Fees be adjusted as described below, and that the original staff report be amended to include the Fee Study attached to this correspondence.

Although the Fee Study (attached) can substantiate a nexus for a per dwelling unit Park Fee of over $12,000, the Department recommends that the Park Fee stay at $4,300 per dwelling unit as originally stated in the proposed Ordinance and that the $2.15 per square foot Park Fee for commercial property be withdrawn. The temporary withdrawal of the provision to have commercial uses share in the payment of park fees is necessary because the impact on, the need for and the benefit derived from open space and park land by commercial uses requires further studied and documentation to establish rough proportionality. Once this is established a proposal will be submitted for inclusion of an additional fee in the regulations for this specific plan area.

Errata to the Staff Report and Transmission Package From the City Planning Commission

Two changes were made in by the Commission that were inadvertently left out of the Transmittal package:

a. The City Planning Commission recommended exemption from Major Conditional Use Permit for hospitals and projects in unified hospital development-the current version of the proposed Ordinance and from site plan review as long as the project conforms with the provisions of the plan; and

b. Section 9 of the Design Guidelines was amended by the City Planning Commission to provide that individual project exceptions would be granted by the Director rather than the Central Area Planning Commission, with appeal to the Area Planning Commission.

Recommendation

1. Concur in the action of the City Planning Commission and its recommendations of exemption from Major Conditional Use Permit for Hospitals and projects in unified hospital developments;

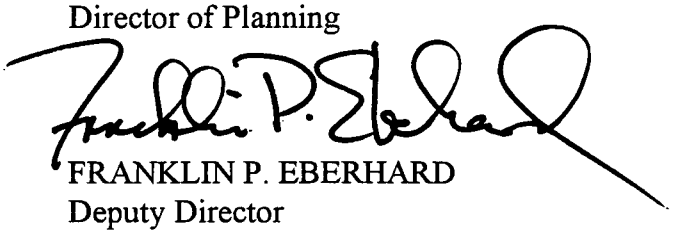
3. Concur in the action of the City Planning Commission and its recommendations to amend Section 9 of the Design Guidelines to provide that exceptions be granted by the Director and appealed to the Area Planning Commission;

4. Instruct the Department of City Planning to include the above amendments to the Plan, Guidelines and Ordinance and the Fee Study (attached);

5. Adopt the proposed Ordinance as amended.

Sincerely,

CON HOWE
Director of Planning



FRANKLIN P. EBERHARD
Deputy Director

CH:FPE:lh:bw

Fee Study Addendum

The Department can substantiate that the cost per dwelling unit for providing neighborhood parks at the current City standard is at least $12, 298. This revised cost is based on application of the City's adopted standard for Neighborhood Parks (two acres per 1,000 capita, rather than the one acre per 1,000 capita used in the previous report),

The staff also recommends that the proposed park fee be adjusted to reflect the Citywide standards in the General Plan and its Elements. The Park Fee was initially calculated based on an assumption of one acre of neighborhood park per 1,000 population. It is however the policy in the Public Recreation Plan, Section I, Local Recreation Standards that "*Neighborhood Recreational Sites should be provided at a minimum of **2 acres per 1,000.***" (emphasis added). The Citywide General Plan Framework Background Report, Section II.91, page 116 also states "*The present Recreation and Parks Plan and the 35 Community Plans in the City include standards for locations, size and type of each recreational facility. These standards which are adopted from National Recreation and Park Association criteria are expressed in acres per 1,000 people. There are four levels of parks within the City's boundaries. 1)Neighborhood parks being the smallest which are designed to be a minimum of 5 acres and have a service area of ½ to l mile radius. 2) Community Parks are somewhat bigger with a service area of 2 miles and a minimum size of 15 acres. Both these type of parks have a level of service standard of **2 acres per 1,000 people.***" (emphasis added).

Using this City adopted standard, the City seeks to provide every person with 86 square feet of Neighborhood Park (43,000 square feet per acre times two acres divided by 1,000 people = 86,000 divided by 1,000 = 86 square feet per person).

The proposed park fee was calculated based on population and housing counts and projections contained in the Vermont/Western Background Report, January 12, 1999, page 2 and Table III-1, prepared by Economic Research Associates. The Background Report estimates that within the Plan Area boundaries there are 50,000 people living in 19,500 housing units, for an average of 2.6 persons per dwelling unit.

Therefore, each dwelling unit in the Plan Area on average should be served by 86 square feet per person, multiplied times 2.6 person per unit, or 223.6 square feet per housing unit. The cost of purchasing a square foot of residential land in the Plan Area was estimated in the Revitalization Opportunities Report, Potentials for Housing Investment, Page III-4 as $25 to $30 per square foot of lot area. Since the Plan proposes purchase of land for pocket parks in residentially zoned areas - as opposed to commercially zoned areas - this purchase price was used to estimate how much it would cost to acquire 223.6 square feet of neighborhood park space for a hypothetically dwelling unit (223.6 square foot times $30 = $6,708 per dwelling unit for neighborhood park land acquisition).

The fee as initially calculated included monies for the cost of improving the acquired park lands. It was assumed that park related fees already collected through the Dwelling Unit Construction Tax and Quimby Fees would also be used for improvements. In conversations with Council District staff regarding current costs associated with the recently completed Proposition K funded Lexington Park, the improvement costs for that 5,000 square foot pocket park at the juncture of the Hollywood Freeway and Lexington Avenue in the Hollywood Community Plan area was about $250,000 or $50 a square foot. However, assuming some assistance in Park improvements from the Dwelling Tax and Quimby Fees, the initial fee assumed only $25 per square foot in park improvement costs (223.6 square foot per unit times $25 square foot improvements = $5,590 per dwelling unit in park land improvement costs). If both the land costs and improvement costs are added together, each dwelling unit needs $12,298 – ($6,708 for land plus $5,590 for improvements).

The City currently collects $500 per dwelling unit in the Dwelling Unit Construction Tax. This tax which is deposited in a "Park and Recreational Sites and Facilities Fund." The regulations regarding this tax is in Article 1.10, Section 21.10.1 of the Code. These funds are collected for apartments and condominiums alike, for both new construction and units created through conversion or modification of existing buildings. Federal or State subsidized housing is exempted from the Dwelling Unit Tax, and recently an amendment was made to exempt housing built to replace units lost during an earthquake.

The City also collects "Quimby Fees", established in Ordinance No. 155,458, for units created as a consequence of subdivisions. The fees are adjusted annually, and currently vary per unit based on zone from $1,132 to $7,134 (R5 zone) per dwelling unit. The fees are accepted by the Department of Recreation and Parks for the purpose of establishing new open space and recreational facilities for the subject subdivision. Apartments are not required to pay Quimby Fees unless they are being subdivided and converted to condominiums.

(6)

RAMPART RANGERS/East Hollywood Neighborhood Watch

4343 1/2 Burns Ave. • Los Angeles, CA 90029 • Tel. 323/663-5868 • Fax 323/664-1471

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Maura Garcia

Robert Hickman

Mary Shimada

Shige Shimada

Salma Youssef

November 14, 2000

Planning & Land Use Management Committee
c/o City Clerk
City Hall, Room 615
Los Angeles, CA 90012

Re: City Plan Case No. 00-1976 SP
CF 00-1999

Dear Committee Members:

I am writing on behalf of a 21 square block residents association. Our association is bounded on the north by Santa Monica Blvd., the south by Melrose Ave., the west by Vermont Ave., and the east by Hoover St. This area contains nearly 9,000 residents.

We submitted a request to the Planning Commission for it to redesignate a number of parcels along Willowbrook Ave. to be part of a neighborhood preservation zone (letter attached). No representative from our organization was present at the hearing, but planning staff indicated that the matter had been acted upon.

The map submitted with your current file does not reflect those changes. We do hereby request that the current map be amended by your committee to do so. Thank you.

Sincerely,

Geoffrey Saldivar
President

1 att

RAMPART RANGERS/East Hollywood Neighborhood Watch

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Robert Hickman

Mary Shimada

Shige Shimada

Salma Youssef

August 10, 2000

L. A. City Planning Commission
221 S. Figueroa St., Ste. 210
Los Angeles, CA 90012

via fax: (213) 580-1176

Re: City Plan Case No. 00-1976 SP

Dear Commission Members:

I am writing on behalf of a 21 square block residents association. Our association is bounded on the north by Santa Monica Blvd., the south by Melrose Ave., the west by Vermont Ave., and the east by Hoover St. This area contains nearly 9,000 residents.

We hereby request that the Planning Commission amend the Specific Plan to redesignate parcels in the 4400 block of Willowbrook Ave. from Subarea B–Mixed Use Boulevard and in the 4500 block of Willowbrook Ave. from Subarea C–Community Center both to Subarea A–Neighborhood Conservation. These parcels represent a significant amount of affordable housing currently governed by rent control. Five parcels (4437, 4443, 4449, 4457 Willowbrook and 1010 N. Madison) in the 4400 block of Willowbrook contain 72 units built between 1923 and 1942. Six parcels (4509, 4515, 4521, 4537, 4543 and 4547 Willowbrook) in the 4500 block of Willowbrook contain 95 units built between 1923 and 1959.

We also hereby request that another parcel at 1005 N. Madison Ave. be rezoned as artist lofts. The property consists of storefronts that have all been converted to artist studios, all of which are occupied and could be easily converted to residential use.

In making the above requests, we are asking you to preserve the residential character and affordable housing at the north end of our neighborhood. Madison and Willowbrook Aves. are residential streets, not boulevards.

Furthermore, not only would the upzoning in the current specific plan destroy the residential character of the neighborhood, but it would significantly increase the amount of traffic on Willowbrook and Madison Aves. Both streets currently are crowded by parked cars because of the amount of housing in the area that lack off street parking. Also, the streets are congested at 8:00 a.m. and at 2:40 p.m. by parents dropping off and picking up children at Lockwood Ave. Elementary School, which is in session year round. Yet, both streets have been identified as candidates for the "shared streets" concept, which would encourage lower traffic use.

Our association thanks your staff for responding to our remarks from the 7/13/00 public hearing in its current report. Nevertheless, our association needed more time to inspect and to discuss the proposed subareas in our neighborhood. Our request is similar to one made by the Four Streets Housing Coop in its neighborhood, and we hope you will be able to respond positively to our request as you did to its request.

Sincerely,

Geoffrey Saldivar
President

CITY PLAN CASE NO. 00-1976 SP

Council Districts 4 and 13

RESOLUTION

Resolution adopting Amendments to the Hollywood and Wilshire Community Plans.

WHEREAS, the subject Amendments to the Hollywood and Wilshire Community Plans are 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; and

WHEREAS, the City Planning Commission on August 10, 2000 approved the Vermont/Western Station Area Plan and Specific Plan Ordinance (CPC No. 00-1976 SP); and

WHEREAS, the City Planning Commission on August 10, 2000 recommended that the subject Community Plan Amendments, which implement the Vermont/Western Station Neighborhood Area Plan and Specific Plan Ordinance, be adopted; and

WHEREAS, the City Planning Commission and City Council certified the Environmental Impact Report (EIR No. 94-0212 GPF) with a Statement of Overriding Considerations for the subject Community Plan Amendments; and

WHEREAS, the Mayor recommended that the City Council adopt the subject Community Plan Amendments as well as the Vermont/Western Station Neighborhood Plan and Specific Plan Ordinance which the subject Community Plan Amendments implement; and

WHEREAS, pursuant to the City Charter Sections 555 and 558, and Section 11.5.6 of the Municipal Code, the Mayor and City Planning Commission have transmitted their recommendations and findings to the City Council; and

WHEREAS, the subject Hollywood and Wilshire Community Plan Amendments consist of a map (Subarea Map I) which is in substantial conformance with the purpose, intent and provisions of City's General Plan preserving the community's residential character while designating sufficient land to accommodate the housing, commercial and industrial needs of the Specific Plan area residents; and

WHEREAS, the subject Hollywood and Wilshire Community Plan Amendments 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; and

WHEREAS, the subject 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; and

WHEREAS, the subject Community Plan Amendments are in response to the need perceived by the Federal Government and echoed by the City Government to increase usage of the Metro Red Line Subway stations and bus corridors; and

WHEREAS, 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; and

WHEREAS, the subject Community Plan Amendments are formatted to reflect new terminology including new land use designation categories created by the General Plan Framework, and the new language and formats complement the Plan Maps in the Vermont/Western Station Neighborhood Plan and Specific Plan Ordinance; and

WHEREAS, the subject Community Plan Amendments establish the "Community Centers" land use designation at four Metro Red Line Subway Stations, and the "Mixed Use Boulevards" land use designation along sections of Vermont Avenue, Sunset Boulevard, Santa Monica Boulevard, Melrose Boulevard, Virgil Avenue, Beverly Boulevard, and Hollywood Boulevard.

NOW, THEREFORE BE IT RESOLVED that the subject Community Plan Amendments are adopted as part of the General Plan of the City of Los Angeles, as shown on the attached Subarea Map I.

I CERTIFY THAT THE FOREGOING
RESOLUTION WAS ADOPTED BY THE
COUNCIL OF THE CITY OF LOS ANGELES
AT ITS MEETING OF NOV 29 2000
BY A MAJORITY OF ALL ITS MEMBERS.

J. MICHAEL CAREY,
CITY CLERK

BY Darlene
DEPUTY

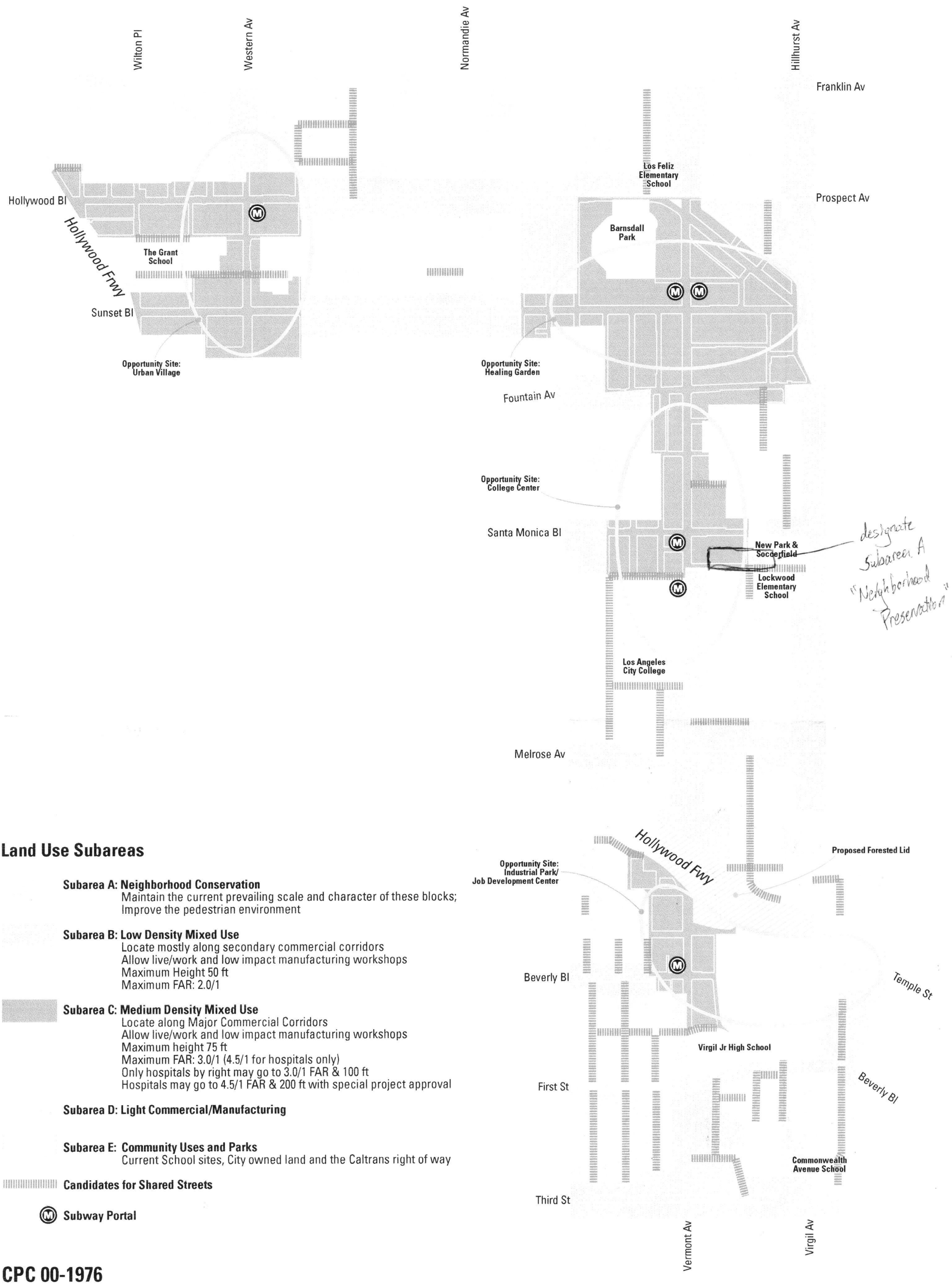
(6)

ITEM 6: VERMONT / WESTERN STATION NEIGHBORHOOD AREA PLAN - CF 00-1999

Recommendations submitted by Council District 13:

1. Instruct the Department of City Planning in consultation with the Recreation and Parks Department and the Chief Legislative Analyst to conduct a study of the impact on, the need for and the benefit derived from open space and park land by commercial users within the Vermont / Western Station Area Neighborhood Plan (SNAP) area and to recommend an appropriate commercial fee for inclusion in the SNAP.

2. Instruct the Department of City Planning to initiate any zone and height district changes necessary to implement the SNAP with particular attention to properties in which the Plan's provisions may be inconsistent with the existing zones and height districts.



Land Use Subareas

Subarea A: Neighborhood Conservation
Maintain the current prevailing scale and character of these blocks;
Improve the pedestrian environment

Subarea B: Low Density Mixed Use
Locate mostly along secondary commercial corridors
Allow live/work and low impact manufacturing workshops
Maximum Height 50 ft
Maximum FAR: 2.0/1

Subarea C: Medium Density Mixed Use
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: Light Commercial/Manufacturing

Subarea E: Community Uses and Parks
Current School sites, City owned land and the Caltrans right of way

Candidates for Shared Streets

Subway Portal

CPC 00-1976
Plan Summary Map
Proposed Vermont/Western Station Neighborhood Area Plan

Los Angeles Department of City Planning • Citywide Division • Graphics Services Section • as modified by the City Planning Commission August 10, 2000

CITY OF LOS ANGELES
CALIFORNIA

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

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NOV 29 2000

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.

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 Angles 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 operational18 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

PLANNING & LAND USE MANAGEMENT COMMITTEE SPEAKERS

☐ SUPPORT Project/Proposal

☐ OPPOSE Project/Proposal

AGENDA ITEM # PUBLIC COMMENT PERIOD Date 2/13/01

Council File # CF 00-1999

Phone No. 323-464-6792

Name JIM MCQUISTON, PLANNING REP.

Address 6212 YUCCA ST

City LA Zip Code 90028-5223

Representing EAST HOLLYWOOD COMMUNITY ASSN.

☐ Applicant ☐ Property Owner(s) ☑ Assoc. ☐ Other

☐ Appellant ☐ Surrounding Property Owner(s) ☐ Organization ✓

Streets and Sidewalks, People and Cars

THE CITIZENS' GUIDE TO TRAFFIC CALMING

by Dan Burden

Local Government Commission
Center for Livable Communities

Acknowledgements

THE CITIZENS GUIDE TO TRAFFIC CALMING was originally created in April 1999 by Walkable Communities, Inc. under a contract with the Honolulu Department of Transportation Services. Considerable input was provided by Honolulu residents through a process of nine neighborhood charrettes.

Special thanks to:

Mayor Jeremy Harris and City Councilmembers of the City of Honolulu.

The City of Honolulu Department of Transportation Services.

Staff and students at the University of Hawaii at Manoa Department of Urban and Regional Planning.

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Note: The authors acknowledge the City of Seattle's "Making Streets that Work" Neighborhood Planning Workbook (City of Seattle, 1996)

Preface

The City of Honolulu guide inspired two broader, national manuals. The non-profit Local Government Commission, a California-based membership organization of over 900 city and county elected officials and staff, built off the Honolulu effort to produce this comprehensive hands-on tool – STREETS AND SIDEWALKS, PEOPLE AND CARS: THE CITIZENS' GUIDE TO TRAFFIC CALMING. The author is Dan Burden, who was a member of the original Honolulu team. In this guide, Burden emphasizes the involvement of citizens and community leaders as well as the critical role of the neighborhood in establishing healthier places to live.

In a separate effort, principal authors of the original guide, including Charlie Zegeer and Barbara Gray, have written the "Pedestrian Facilities User Guide: Providing Access and Safety" for the Federal Highway Administration along with co-authors Cara Seiderman, Mike Cynecki, Peter Lagerwey, and Michael Ronkin. Carol Tan Esse was the FHWA Contract Manager of that guide, scheduled to be published in 2000.

The two new guides share similarities and differences reflecting the varied voices of the authors. The two guides retain the same language and style in their toolkit portions, but use new and different passages and illustrations in other chapters to convey fresh information. It is the authors' intent that the guides assist the reader in the evolving process of managing the movement of people and goods for health, safety, efficiency and community-building.

Streets and Sidewalks, People and Cars

THE CITIZENS' GUIDE TO TRAFFIC CALMING

April 2000

Produced by
Local Government Commission Center for Livable Communities

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The Center for Livable Communities is a national initiative of the Local Government Commission, a non-profit, nonpartisan, membership organization of elected officials, city and county staff, and other interested individuals throughout California and other states.

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A summary chart of "How The Tools Measure Up" is included on the back cover (with a description provided on the inside of the back cover).

Please Note. The contents of this guide represent the knowledge, experience, and expertise of the authors in providing ideas and concepts to improve safety, accessibility, mobility, and livability through traffic calming. It does not constitute a standard specification or regulation. This guide is not a substitute for sound engineering judgement. The decision to use a particular device or treatment at a particular location should be made on the basis of an engineering study of the location.

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The Guide Is...

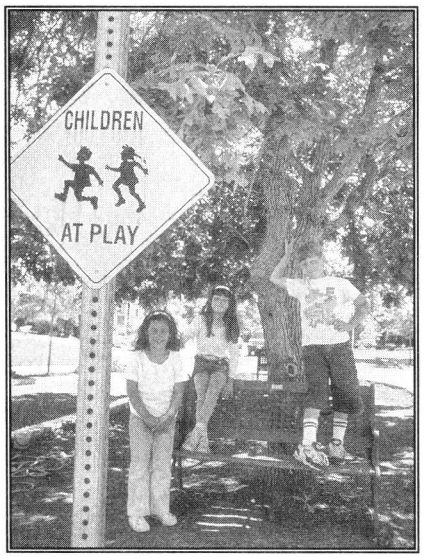
Introduction

The Citizens' Guide to Traffic Calming **is a workbook that can help you better understand the dynamics of vehicle and pedestrian movement, identify traffic calming opportunities, and recommend improvements to streets throughout your community. Streets play an important role in the livability, vitality, and character of our neighborhoods, towns and cities. They link neighborhoods and contribute to the quality of life in every community. Every street is part of a network of roadways that connects people and goods. From the street in front of your home or business to the regional highway, the design of our streets will shape the growth and development of our neighborhoods, and the way we live.**

As communities grow, it is important that residents and government leaders take steps to preserve their assets for future generations to enjoy. How we do this demonstrates our core values of protecting our environment, strengthening our sense of community, building a healthy economy, and including everyone in the process.

Walking is such a basic human activity that it has frequently been overlooked in the quest to build sophisticated transportation systems. Now people are looking to change that. They want to live in places that are welcoming, safe and enjoyable; they want livable communities in which they can walk, bicycle, chat and visit with their neighbors.

This guide contains information about calming traffic and maintaining livable communities. It is a tool to help make our neighborhoods the best and most desirable places to live.



Kids are comfortable in this short median island which helps reduce speeds in Petaluma, California.

What's Inside

Each of the guide's four chapters has been organized to help you understand traffic calming and apply it to your neighborhood streets. You will find a wide array of information to help you plan street improvements.

Chapter 1. Street Wise describes how streets are part of a region-wide transportation system, discusses the relationship between transportation and land use, and defines the parts of a street. Chapter 1 ends with a description of the relationship between street design and speeding.

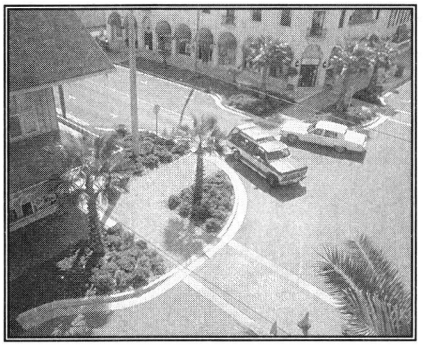
Chapter 2. The Traffic Calming Process explains the background on traffic calming and demonstrates the link between well designed streets and high quality neighborhoods. The process of doing a traffic calming program in you neighborhood is explained in detail including how to evaluate streets, define the problems you are experiencing (e.g., lack of places to walk, high traffic speeds), select tools or treatments to help solve the problems, get the treatments built , and evaluate you success.

Chapter 3. The Toolbox describes 20 traffic calming tools that can help address the problems you and your city have defined. Each tool is described and illustrated with sketches and photographs. Also included in this chapter are other design elements that can improve the overall safety, walkability and vitality of streets in your neighborhood.

Chapter 4. Resources includes the inventory forms and tools you need to survey and evaluate your streets.

Chapter 1. Street Wise

From the narrowest alley to the largest interstate highway, all streets help us get around our towns and cities. From trucks, to cars, to bicycles, to feet, a community's street system accommodates many modes of transportation. Each street within the system has many functions and is designed to carry out these functions as effectively as possible.



Bulbouts at an intersection in Venice, Florida, shorten the crossing distance for pedestrians and make drivers travel more slowly around corners.

Every Street is Part of a Transportation System

Streets in business districts are designed to accommodate pedestrians, cars, transit, and bicycles, serving a mix of activities. Streets in residential areas are designed to carry people to and from their homes. Interstate highways and many principal arterials are designed to carry large volumes of people and freight over long distances at higher speeds.

Designing streets is complex because each transportation mode may place different demands on the street system. Sometimes these demands conflict. For example, bulbouts or curb extensions shorten the crossing distance for pedestrians at an intersection. They also reduce the speed at which vehicles can turn at an intersection. For these reasons, bulbouts make intersections safer for pedestrians. However, on major streets, we need to be careful not to eliminate the space needed for bike lanes.

Street Classifications

Street classifications define the function of each street and the standard to which it should be designed and used. Many factors determine a street's classification, including: travel demand, street right-of-way width, maintenance costs, needs for access to adjacent property, safety, preservation of neighborhood character, distance between major streets known as arterials, adjacent land uses, and connections to the regional transportation system and to major destinations.

Street classifications can limit the types of design or operational changes that can be made to a street. Many of the treatments presented in this guide are appropriate for use only on certain streets.

"Arterial streets" and "residential streets" are designated, in part, by the use of nearby properties. The arterial street system is designed to carry the majority of traffic – generally 1,500 to over 40,000 vehicles per day through and around a community. Residential streets provide access to and from individual homes and generally carry fewer than 1,500 vehicles a day, usually with no trucks or transit vehicles.

Typical Street Classifications

CLASSIFICATION	LOCAL ACCESS	NUMBER OF LANES	AVERAGE DAILY TRAFFIC	TYPICAL SPEED LIMIT	SIGNAL OR BLOCK LENGTH
Regional Freeway	restricted	4-12	30,000+	55 mph	no standard
Principal Arterial	limited	2-6	5,000-40,000	30-45 mph	1 mile
Minor Arterial	somewhat limited	2-4	3,000-15,000	30 mph	1/2 mile intervals
Collector	unlimited	2	1,000-5,000	30 mph	1/4 mile intervals
Commercial Street	unlimited	2-4	low	25 mph	1 block intervals
Residential Street	unlimited	2	under 1,500	25 mph *(20 mph in school zones)*	500 feet intervals

The Anatomy of a Street

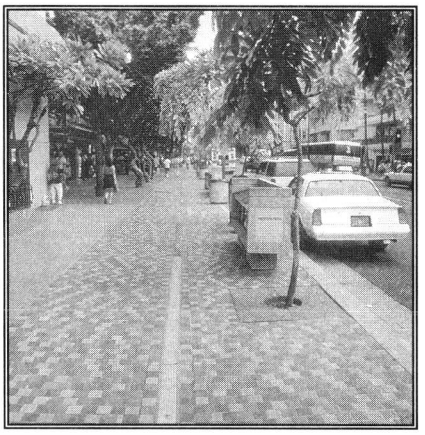
Streets are used for many activities such as walking, bicycling, parking and driving. Most are designed to balance the demands of different uses and create an atmosphere that is safe, accessible, economically viable and lively.

Like people, each street has an anatomy, and each part has one or more functions. For example, curbs define the edge of the roadway, improve safety by separating pedestrians from vehicles, and channel excess water to storm drains. Street lights increase our ability to see and be seen after dark. Signs orient us to locations, warn us about upcoming obstacles or changing conditions and regulate vehicle movements. Utilities and sewers, though often underground, are important to the smooth functioning of streets.

The street often includes vehicle travel lanes, paved shoulders, parking, bicycle lanes, walking areas, street furniture, bus stops, utility poles, planting areas for landscaping and trees, and signs. The street right-of-way is the publicly owned area adjacent to private property.

The intersection of two streets is one area where pedestrians, bicyclists and drivers meet and must navigate shared space. Crosswalks and curb ramps are used at intersections to define the pedestrian crossing area. Roundabouts control traffic at intersections while maintaining a smooth and steady traffic flow. Sensors known as signal detector loops can be set to change the signal when they detect a car or bicycle waiting for the light.

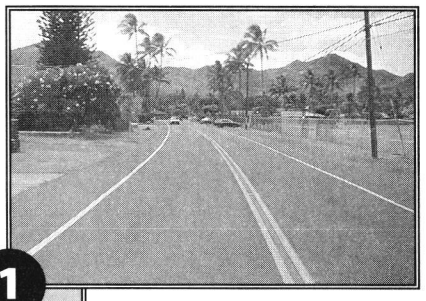
Sidewalks, walkways, and paved and unpaved shoulders within the street right-of-way are the pedestrian domain. Effective sidewalk width is the area of the walkway clear of obstructions. A sidewalk that is 10' wide may have an effective width that is significantly narrower due to the placement of bus stop shelters, utility poles, newspaper racks, signs and trees. It is important to retain as much effective sidewalk width as possible so that wheelchair users and others have room to navigate. All street furniture or landscaping should be arranged so that pedestrians have adequate space to travel. Neighborhood sidewalks need to be a minimum of five feet wide to accommodate two people walking abreast. When sidewalks are next to the street they must be at least six feet wide.



Kalakaua Avenue in Waikiki, Hawaii, accommodates a mixture of activities. Note the old drain line showing how much this sidewalk has been widened.

Setbacks, Street Walls and Speeds

When buildings are set back far from the street edge as shown in ❶, the roadway appears to be very wide. This may result in excessive vehicle speeds. Buildings and trees that are adjacent to the sidewalk, like those shown in ❷, create a "street wall" that frames the street and narrows the driver's field of vision. Taller buildings placed close together create a solid street wall and give the street a sense of enclosure. People tend to feel more comfortable walking and driving on streets with a sense of enclosure.



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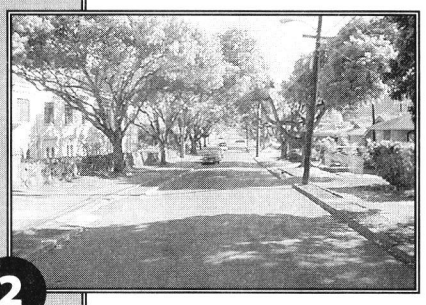

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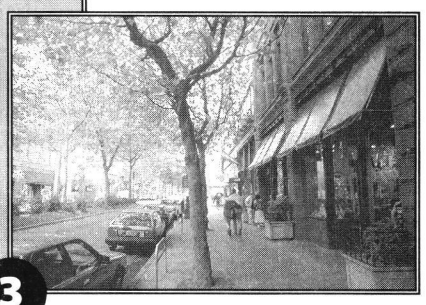

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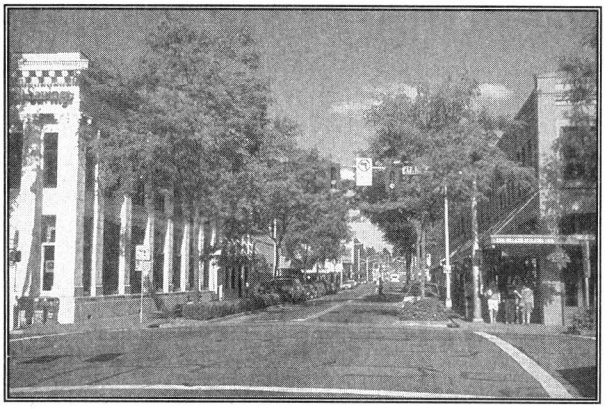
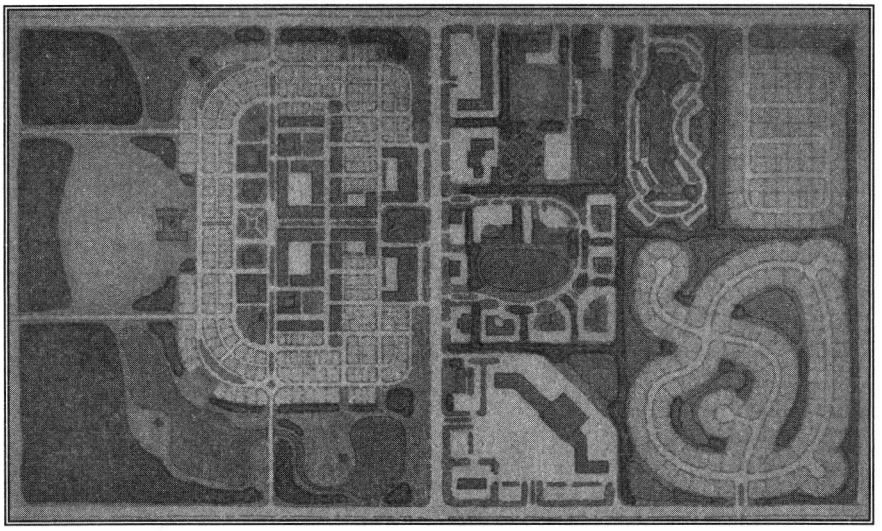
Street Wise



This Olympia, Washington, street is pedestrian friendly. Street trees, wide sidewalks, awnings and landscaping are some of the elements that make this street inviting to pedestrians.

Transportation and Land Use

Transportation and land use are closely linked. Higher density land uses make it more efficient, easier and cheaper to provide transit service, and encourage people to walk and ride a bike. Mixing land uses provides opportunities for living, shopping, and working in the same area, reducing the need for vehicular travel. In lower density areas, the automobile is the most practical and often only means of transportation.



Traditional Neighborhood (TND) vs. Conventional development.

The right side of the diagram shows conventional development. Homes are isolated from everything else, generating an average of 10-14 daily car trips per household. The neighborhood area to the left has the same number of homes and lots. Everything is connected. Fire responders have multiple access points due to the grid layout. Transit is more workable in this compact, mixed-use layout.

(drawing: Ramon Trias)

The street environment is shaped by the location and design of adjacent buildings. These are controlled by land use ordinances, including zoning codes and design guidelines for the neighborhood. Buildings with blank faces on the street are unpleasant to walk by, while those that are built to the sidewalk and have windows and entrances are inviting to pedestrians. Buildings that have signs readable at driving speeds, or buildings that are separated from the sidewalk by driveways or parking lots are designed for drive-by traffic and create an automobile-oriented environment.

Some land uses lend themselves to certain kinds of street activity and transportation choices. For example, a coffee shop with outdoor seating is a magnet for pedestrians. Customers will come by foot, bus and bicycle to enjoy the ambience of the street while they drink their coffee. On the other hand, a car wash or gas station creates an entirely different type of environment: one that is convenient for automobile access, but difficult for pedestrians.

Some types of land uses can be designed to give priority to one type of user over all others. For example, a bank can be designed with a front door and a walk up cash machine that faces directly onto the sidewalk. The same bank can be designed to favor the automobile by locating its front door facing a parking lot. In these examples, the activities are closely tied to the patterns of transportation choice and affect the character of the streets on which they are located. These various types of land uses have important effects on the street. Consider the impacts of a drive-through restaurant on a neighborhood commercial street. In addition to the noise and smells, there may be cars crossing the sidewalk creating safety concerns for pedestrians, or the cars might line up on the street and block the flow of traffic or reduce access to on-street parking.

Streets Influence A Driver's Behavior

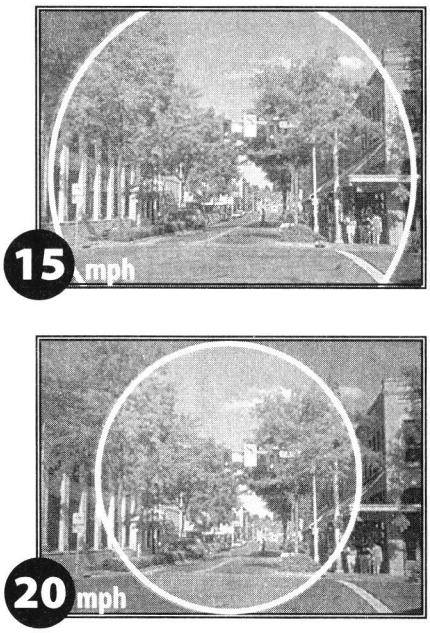
The speed at which most cars travel down a roadway is dictated by several dozen environmental and human factors. When 60-85% of the motorists are driving faster than the posted speed, there are serious problems with the design of that street space. Speed limit signs and the threat of enforcement do little to set the speed of most vehicles.

Physical design influences a driver's behavior more than any other factor. Often we post a local street for the maximum speed the law permits (25 mph in most areas). Roadway designers will try to provide for an additional margin of safety on the road by designing the street to accommodate cars traveling an additional 10 mph over the posted speed limit, or 35 mph. Auto designers have made sure that cars can comfortably be driven at higher end speeds. Thus, many drivers travel as fast as 40-45 mph on streets where we live, walk and bicycle that are posted for 25 mph.

Ideally, streets and neighborhoods should be designed so that after-the-fact retrofits to calm the traffic are not necessary. One key element to designing streets that keep cars from speeding is to keep streets physically or visually narrow. Well-designed streets should also be part of a network that disperses traffic evenly and accommodates bikes and pedestrians, and where the number and width of travel lanes is not excessive for the traffic volume.

Older, traditional narrow streets built in a grid pattern better distribute and naturally calm traffic. As shown in the diagram on the previous page, the traditional design of short blocks set in a grid provides a human-scale environment where there are often stores and offices not far from homes, and multiple routes of travel for vehicles. The conventional design on the right, in contrast, separates stores, homes and schools, requiring us to use a motor vehicle to reach most destinations. In addition, long, spaghetti-like street patterns with few connections require wider travel ways to accommodate higher traffic volumes.

The Design Matrix for Healthy Streets (next page) is taken from *Street Design Guidelines for Healthy Neighborhoods* and details ideal speeds, road widths, and other specifications for livable neo-traditional streets. *Street Design Guidelines* also provides other practical information about residential street design.



Faster Speeds, Smaller Fields of Vision

Maintaining slower speeds allow drivers to be more aware of their surroundings.

These pictures show how a driver's field of vision is reduced as travel speed increases.

At 15 miles per hour (mph), the driver can see that he or she must share the road with pedestrians and bicyclists. At 25 mph, a driver's field of vision is greatly reduced. At 30 mph, all the driver sees clearly is the roadway in the distance.

Design Matrix for Healthy Streets

This matrix, taken from *Street Design Guidelines for Healthy Neighborhoods*, describes the characteristics of streets designed to keep traffic speed and volume at a level that is comfortable for residents, pedestrians, and bicyclists. These guidelines are designed for streets in neo-traditional neighborhoods (see page 4). They are not recommended for conventional neighborhood development. Most streets built in the last 50-60 years in conventional subdivisions are wider and lack many of the features that help calm traffic.

Street Type	Max. Width	Max. Design Speed	Maximum Corner Radius	Max. Ctrline Radius	Curb	Median	Maximum St. Length	Vehicle Volume	Walk Way	Bike Lanes	Trees	2-Way Traffic	Parking
Trail	8-14′	20 mph	n/a	95′	no	n/a	n/a	n/a	n/a	n/a	yes	yes	no
Alley	10-12′	10 mph	15′	50′	no	n/a	400′	200	no	no	no	yes	no
Lane	16-18′	20 mph	15′	90′	option	no	600′	200	both	no	yes	option	1 side
Street	26′	20 mph	15′	90′-120′	option	no	1,320′	600	both	no	yes	yes	2 sides
Avenue	varies	30 mph	15-25′	250′	yes	option	n/a	3-20K	both	yes	yes	yes	option
Main Street	varies	15-25 mph	15-25′	600′	yes	option	2,600′	3-10K	both	option	yes	yes	option
Boulevard	varies	30-35 mph	25′	500′	yes	yes	n/a	20-40K	both	yes	yes	yes	option
Parkway	varies	45+ mph	25′	1,000′+	no	yes	n/a	20-60K	no	trails	yes	yes	no

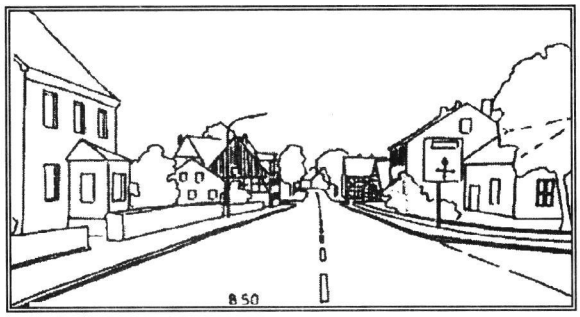
developed by Walkable Communities, Inc.

Why People Speed

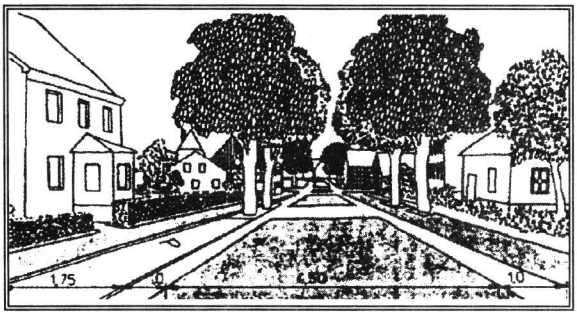
There are many reasons why people speed through neighborhoods. Trees, medians, sidewalks, on-street parking and other neighborhood design elements influence the behavior of most motorists.

The following sets of photos show how different design elements shape streets and influence driver behavior in comparable situations. The left-hand photos represent an underlying principle responsible for the behavior; the right-hand photos show traffic calming treatments that can be used to modify driver behavior. The results of these treatments will vary slightly from situation to situation.

Before

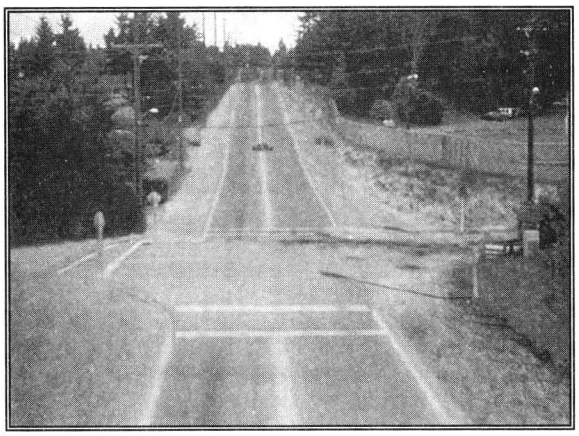


After



These before and after drawings of a major road in Borgentreich, a small village in Germany, demonstrate how a roadway can be visually narrowed to encourage slower speeds.

Before

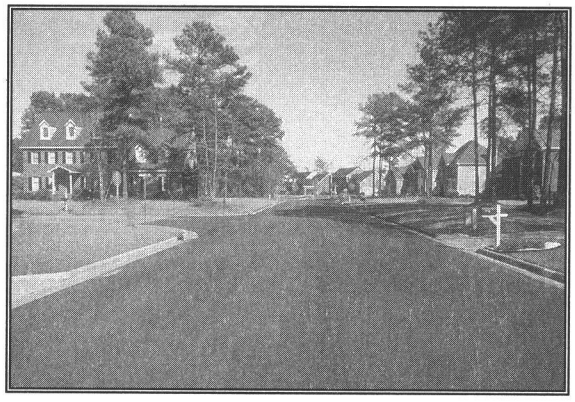


After

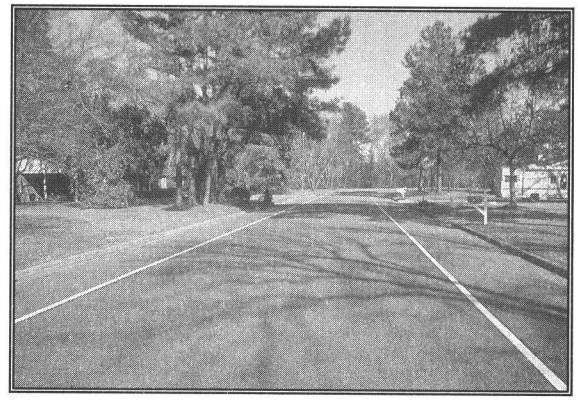
Grandview Avenue in University Place, Washington. Grandview was experiencing speeds in the low 40s before traffic calming treatments were implemented. With the addition of curbs, sidewalks, bike lanes, trees, medians, and a roundabout, speeds were reduced to the low 30s.

Street Wise

Before



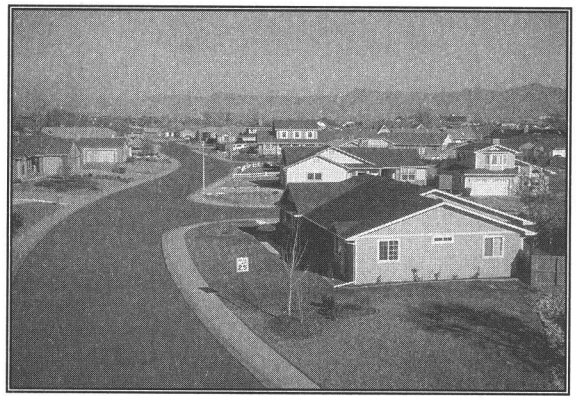
After



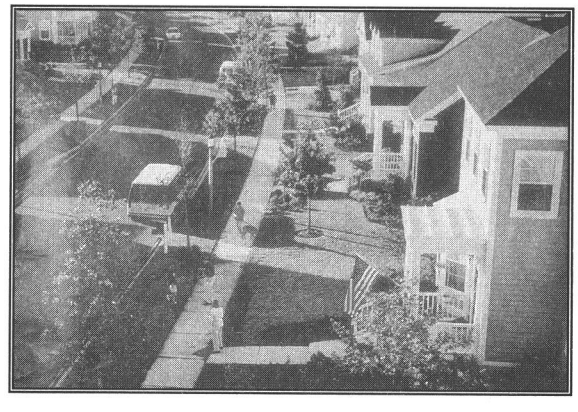
In a relatively inexpensive retrofit, this Greenville, North Carolina, roadway (left) was visually narrowed by adding pavement markings seven feet in from each side. The center line was purposefully left out to create driver uncertainty. The resulting 20-foot wide lane slowed motorists by 7 mph.

Trees, pavement markings and sidewalks visually tighten the road. Excessive lanes should be dropped to help reduce speeds. Lanes that are too wide should be narrowed.

Problem



Solution



1◗ People speed when roads are stark. On the left, modern subdivision codes often call for designs like this which result in speeds of 30-40 mph. There is a natural desire to make use of the overly abundant space. These speeds can be reduced by changing municipal codes to support 24-28 foot wide streets (curb face to curb face).

Traffic calming elements such as parking on both sides of the street, planter strips between the street and sidewalk (so the sidewalk is buffered from the street by at least 6 feet), tree canopies, and houses brought closer to the street create an intimate, friendly feeling. Most motorists travel the tree-lined street (at the right) at 20 mph.

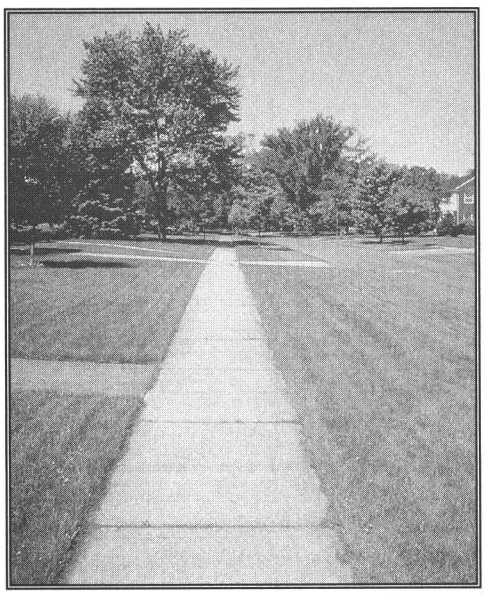
Problem

Solution

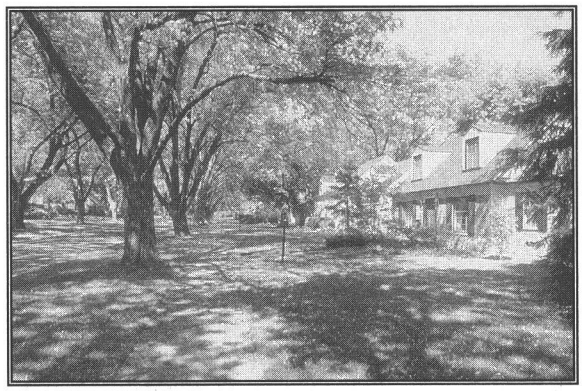
2◗ People speed when roads are long and seem to never end. The design of the street on the left results in speeds of 30-40 mph.

The Suisun City, California, street (on the right) terminates the vista of a long road with a round-about. Curb extensions are used on the corners to narrow the physical width. Parking is inset. This design also supports fire and rescue efforts by leaving well-identified spaces where no one parks. A minimum 20-foot street opening is maintained through this design.

Problem



Solution



3◗ People speed when roads are stripped of trees. Trees offer height to the street, which allows motorists a way to gauge speed. They create a sense of enclosure and provide a feeling of safety and comfort.

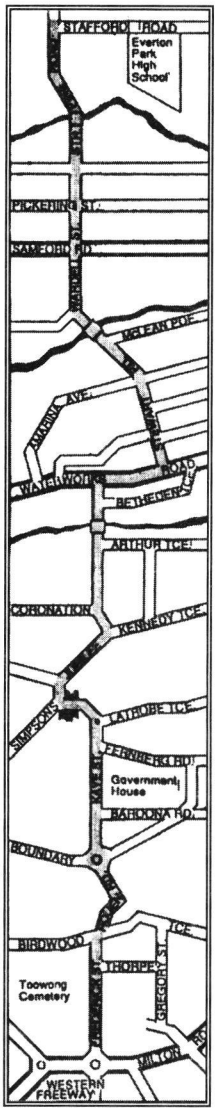
These two photos show different locations on the same street. Cars travel in the low 20s on the eight-block-long section with trees.

Street Wise

Rat Running: Neighborhood Cut-Through Traffic

"...to my father, one of the great rat runners of all time, who in 30 years of commuting worked out a route through London that avoided every stop light."

–tribute by Donald Appleyard, *Livable Streets*



Rat-running route chosen by motorists through a neighborhood in Brisbane, Australia. (from CART, Traffic Calming)

All people – pedestrians, bicyclists and motorists – have a natural desire to stay in motion. Congestion on arterial streets creates delays that frustrate roadway users, sending them looking for other options. Because motorists have the means to travel quickly over longer distances, they can avoid traffic lights or congestion by cutting through neighborhoods. Some motorists, particularly older drivers, may be drawn to residential streets to avoid troublesome intersections and fast-moving traffic.

"Rat Running" is the second greatest traffic management problem described by neighbors. Motorists cutting through the neighborhood are usually in a hurry, and drive at speeds unacceptable to residents.

The Preferred Route

Moving the traffic back to the arterial system requires making the arterial street a more desirable option than the residential street.

On neighborhood streets, solutions include eliminating route continuity and slowing motorists with traffic calming features such as bicycle boulevards, partial closures, intersection chokers, intersection medians, and one-way out streets.

On principal roads, solutions include improving intersections and reducing delays through the use of roundabouts, turn pockets, or improved signal timing. Engineers have a choice of which mode of travel and which behaviors they wish to reward.

This Danish commercial district provides one-way motorized traffic support, and gives higher two-way priority to pedestrians and bicyclists. Neighborhoods have a choice in determining how many motor vehicles they wish to support through their area. By making one-direction travel inconvenient, significant reductions can be seen in the number of motor trips. Traffic management here has resulted in a doubling and tripling of walking and bicycling. Retail trade and safety in the area increased significantly.

Chapter 2.
The Traffic Calming Process

What Is Traffic Calming?

Traffic calming slows vehicles on streets where drivers travel at higher speeds than is desirable. It is a way to reduce the negative effects of automobile use, alter driver behavior and improve conditions for the property owner, retailer, walker and bicyclist. To accomplish this, a combination of physical treatments are used such as bulbouts, medians, and roundabouts. These treatments affect the driver's perception of the street, and cause a change in his or her behavior.

Often traffic calming measures are taken to correct conditions on an existing street where the original design was inappropriate for, or no longer matches, the existing use. In some cases changes in land use and transportation patterns have changed traffic speeds and volumes.

adapted from the Institute of Transportation Engineers,
Guidebook for Residential Subdivision Street Design, 1993

Traffic Calming and Livable Communities

Traffic calming helps create livable communities where it is easy to travel by bicycle, car, transit or on foot, and to transfer from one mode of transportation to another. In a livable community you have many opportunities to interact with your neighbors because the streets are pleasant places to walk and socialize and there are a variety of nearby daily destinations.

There is often more than one element featured in a traffic calming measure. In Huntington, NY, this median and speed table help pedestrians cross safely.

Measures of Livable Communities

As part of the neighborhood workshops conducted by the author in cities across the nation, people were asked to describe what was important about their community now and what needed improvement over the next 20 years. The responses generally fell into three categories – safety, access and mobility, and quality of life. These are three indicators used in this guide to determine if traffic calming is appropriate in neighborhoods, what traffic calming treatments are best suited to a particular area, and methods of evaluating the effectiveness of the treatments installed.

Traffic calming addresses the three indicators:

Safety. Traffic travels slowly on traffic-calmed streets, resulting in fewer and less severe accidents. The number of fatalities due to motor vehicle crashes are also reduced on streets with slower-moving traffic. Traffic-calmed streets also encourage more people to walk and ride bicycles. More eyes on the street help reduce crime and discourage antisocial behavior, making it safer for everyone.

Access and Mobility. Safer streets balance mobility and access for all users, particularly pedestrians and bicyclists. This is especially important for children, seniors, and persons with disabilities.

Quality of Life. Traffic calming improves "livability" by reducing the number of automobile trips taken – thereby decreasing levels of pollution, congestion, and traffic-related noise. Traffic calming devices can provide additional space within the street right-of-way for landscaping, sidewalk amenities such as street furniture and outdoor eating areas, and transit shelters. These amenities create pleasing streets, attract pedestrians, encourage people to walk more frequently for short trips, and increase the likelihood of interactions among residents.

Overview

Traffic calming interventions are neighborhood-based solutions to local problems identified by residents. But because streets, sidewalks, intersections and crosswalks are part of a public transportation network, changes to them must meet the safety and design standards of the local jurisdiction. For traffic calming measures to be installed in a neighborhood, plans for them must be reviewed and approved by city staff and often by elected leaders. The traffic calming project must compete with many other roadway needs for limited funding. Sometimes the work can be incorporated into future maintenance or construction schedules that city or county staff will be aware of.

The approval process for a traffic calming project often involves a survey of residents and an analysis of the project's impact on nearby areas. The impetus for traffic calming can begin at the grassroots with neighborhood residents, or at the staff level when officials identify problems on their own. Citizens pushing for traffic

calming solutions can seek assistance from city or county staff, and from elected officials, who might have a particular interest in the neighborhood or in creating more livable environments. The entire process can take between 12 months and three years on average.

Will Traffic Calming Work in My Neighborhood?

Traffic calming and other transportation strategies can work in any neighborhood. Communities that are organized, active and motivated are most likely to design and carry out effective traffic calming programs. Communities with a capacity to develop a plan for their future and work together to carry it out are likely to find and solve traffic problems. Strong communities where people look out for each other and place a high value on the quality of their neighborhoods have what it takes to set up and carry out a traffic calming program.

Traffic calming is a process as much as a product. Because traffic calming is a relatively new idea in many communities, most people do not understand its benefits. Many people will resist any change, often because they don't fully understand how traffic calming can improve the situation. Because people who live in a neighborhood can often generate widespread support among neighbors, they are in a prime position to call for changes to their streets.

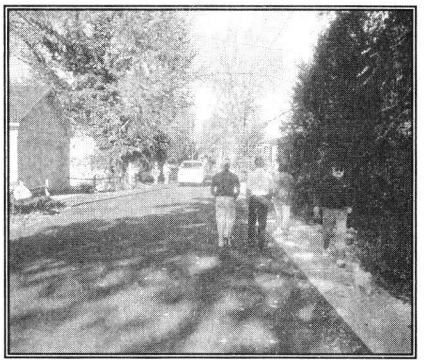
For traffic calming to be accepted, a majority of local residents must be in favor of the program. Typically, cities seek 60 to 70% approval from the community – depending on the type of traffic calming treatment proposed – before building the street improvement.

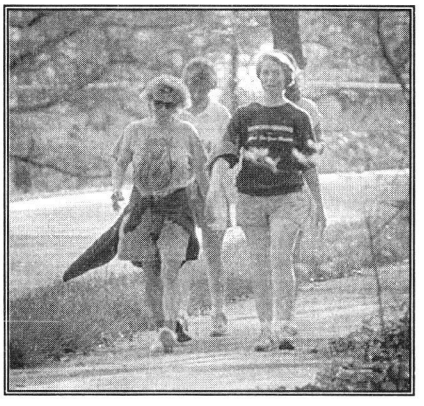
The process works best if many people are involved: neighbors, students and staff from the local schools, local business owners and employees, city and county staff, representatives from the emergency response system (including fire and police departments), and anyone else who uses the streets in the neighborhood on a regular basis.

The Process

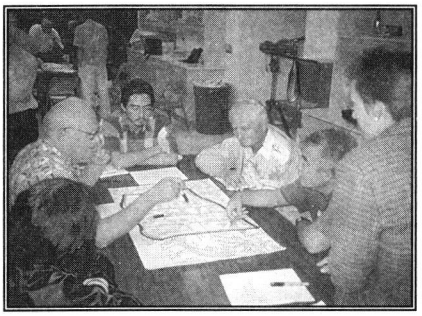
The process of gaining support for and implementing a traffic calming intervention often follows a course similar to this:

1. A neighborhood sector is defined by staff and residents. It is essential to limit a traffic calming project to an area that shares roads and boundaries. This is often defined as a space – often one square mile or less – between geographic and major road boundaries.
2. The problem is identified, often by neighbors, sometimes by local officials monitoring traffic flow and accident data.
3. The problem is analyzed to verify and define it, using tools such as walking audits, traffic counts, speed checks, and crash statistics. Residents can participate in and facilitate this investigation. City planning and public works staff can often assist by providing data, participating in or conducting the surveys, and even leading the process.
4. In an intensive, fast-paced, highly interactive and engaging workshop (called a "charrette"), community members envision how they want their community to look and feel. Appropriate traffic calming solutions can be identified. Other issues may come up in this exercise, such as a need for better lighting, a tree canopy, or streetscape changes if it involves a business district. If the charrette is held early on, it can be used to bring people together to identify and prioritize problems, and rally volunteers to gather data. Later in the process, a charrette can help citizens collaborate on solutions.
5. Local government officials who have been involved in the process move to implement proposed solutions by integrating them into a city planning and funding process.
6. Neighborhood leaders must gain needed consensus and support of a majority of impacted property owners before going to the City Council.





Traffic calming is an investment in the community. Streets should balance the community needs of motorists, pedestrians, bicyclists, mopeds, strollers, wheel chair users, and public transportation users.



Neighbors gathered in a charrette to select and vote for their traffic-calming priorities in the Waimanalo neighborhood in Honolulu.

Identifying the Problem

Collecting data on the streets in your neighborhood helps define problems. There are many ways to identify the problem areas in your neighborhood. You could begin by identifying high crash locations. Police departments might maintain computerized geographic information systems (GIS) that can identify such locations.

Crash data can tell you when an accident happened (time of day and time of year), information about the driver behavior that may have contributed to the crash – such as speed, alcohol involvement, inattention or misjudgment – and whether the crash resulted in injuries or fatalities. Crash data may identify a pattern among a number of crashes that may lead to a solution. For example, if most of the crashes at a specific location are occurring at night, additional lighting may help make the area safer.

Traffic collisions are shaped by many different factors. Perhaps one of the most important is traffic volume – the number of cars. Generally, the more motor vehicles, the greater the likelihood of collisions. Increased speeds may also produce more collisions particularly if the speed increase results in shorter following distances or gaps between moving vehicles.

Higher speeds, in turn, are associated with a higher risk of injuries resulting from crashes, whether it's two vehicles colliding or a vehicle and a pedestrian or bicyclist.

For these reasons, it is important to look for places in your community where volume, speeds, and crashes have increased. Crash data may be available from local or state police, transportation departments, or from local health departments. If data is not available from these sources, you may have to seek out other sources or collect and analyze it yourself. Collecting your own data will help you learn more about the streets in your neighborhood. (See section on conducting neighborhood traffic audits in the Resources chapter).

Another source of data on traffic conditions comes from residents themselves. Often, concerned citizens call local elected officials or government offices with concerns and complaints about speeding, dangerous roadway conditions, and other traffic safety issues. You can conduct your own survey by asking people to identify what they think are the major problems and potential solutions.

The charrette process provides another opportunity for citizens to help identify and pinpoint problems.

Getting Started

The best way to proceed is to collect preliminary data on the streets in your neighborhood. Where are crashes occurring? How fast are the cars typically traveling? How many cars use a street in one day? How wide are the streets? What are the designated land uses and zoning that govern new development? All of this information should be available for your review through your city or county planning and transportation departments.

The data you review is just one important piece of the entire traffic calming process. Data is not a substitute for a charrette, or an engineering field inspection, which a local government will perform if it is likely the project will be approved and funded. Data helps residents and staff separate perceived problems from real ones. This is important. Attacking perceived problems can worsen traffic effects and waste limited funds on low or unproductive solutions.

How Do I Know What Data to Collect?

Data collection includes three basic components. First, you need a sampling plan. Decide which streets and areas you will examine. If your neighborhood is small, you can examine all streets. If it is large, you may examine a smaller sample of streets, choosing them at random to ensure that they represent the project area.

Second, you need a survey form or other data collection instrument. By creating a paper form to fill out, you can make sure that you have captured all the necessary information in a useful format. The Neighborhood Traffic Audit Form and the Street Inventory Form (see the Resources chapter) will help you collect the data you need or will serve as examples for other survey forms you may want to create.

Third, you need to train and coordinate the individuals who will collect, manage, and analyze the data. It helps to involve professionals in your community who have experience with these tasks. Contact transportation department staff for assistance in collecting and analyzing data.

Where Do I Find the Data I Need?

Many of the elements contributing to neighborhood safety, access, and mobility are measured and recorded by governments, universities or other data collection bureaus. A municipal public works or transportation department, for instance, has data on traffic volumes, speeds, and levels of service (LOS) for most major streets and roads in its jurisdiction. There are also construction standards set by federal and state transportation agencies, national associations of civil engineers and local public works officials, which specify speed limits, travel lane dimensions, and other roadway features.

The planning department almost always has maps that show the locations of parcels, roads, streets, street widths, block lengths, schools and shopping areas and other land uses. They may also have aerial photographs of many neighborhoods.

Crash data are collected by the police department. Keep in mind that not all crashes are reported to the police and not all of the data on the police reports is complete or 100% accurate. The crash reports and their summaries provide a snapshot of traffic safety in your community. Accident reports can help to identify the nature and extent of safety problems.

There are also computerized databases and geographic information systems (GIS) for mapping and analyzing crash data. Check with the planners, engineers, police and injury prevention staff in the health department who serve your community to get access to data.

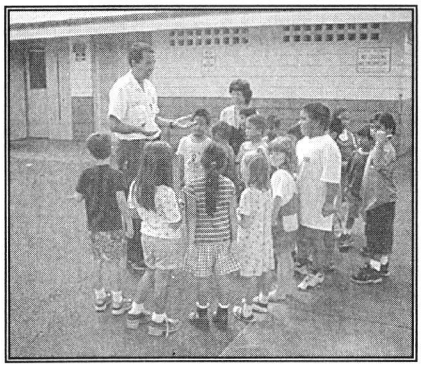
The police may be able to provide data about speeding and other traffic violations. It is also important to remember, however, that traffic tickets can only be written when an officer is in the area. Just because police haven't been giving citations in your neighborhood doesn't mean there aren't problems with speeding, running stop signs, and other violations. It also doesn't mean that more enforcement is the answer. Design and engineering solutions are often more efficient means to calm traffic.

Tools of the trade.

All Data Is Not Created Equal.

Some of the data you need may not be available or could be out of date. You might need to update or add to the existing data. If your neighborhood is small, then you may be able to conduct a street-by-street walking inventory of the traffic problems, using a traffic audit form like the one provided in the Resources chapter.

If your neighborhood is geographically very large, you might need to conduct a windshield survey – driving around to various parts of your community, stopping at key locations, and observing the conditions. You will need to divide your community into a number of smaller sectors and assign individuals from each of these areas to conduct the assessments.



Invite kids of all ages to the neighborhood charrette. Young children have an important perspective to share.

The Past Should Not Govern the Future.

Data is a picture of how things were in the past. Observation is how things are today. Vision is how you want things to be in the future.

Many planners and engineers assume auto traffic on a given street will continually increase. A neighborhood, however, might decide that it wants to reclaim a historic center business roadway for a vital pedestrian district. In this case, future social and retail uses could demonstrate a need to calm traffic, even though accident or volume data were insufficient to support it. Because of the focus on pedestrians, the historic retail district after traffic calming might exhibit slow traffic speeds and congestion levels that would not be appropriate on streets where traffic circulation is more of a priority.

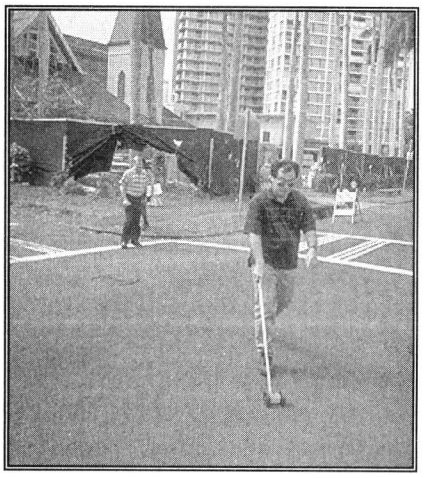
Public Participation and Data Collection Tools

Three of the primary tools that citizens can use to promote traffic calming solutions for their neighborhood include the neighborhood charrette, the neighborhood traffic audit, and the street inventory.

1◗ Neighborhood Charrette

The best way to get people involved is to hold a neighborhood charrette. A charrette is an intensive, fast-paced, highly interactive and engaging workshop. The key elements for planning a charrette in your neighborhood are described in the sidebar on the next page.

Charrettes work best when they involve residents and neighborhood business owners, and representatives from schools, places of worship, and local government. Charrette activities should draw out issues and problems and help people identify practical solutions. The priorities and projects derived from a charrette form the framework of your traffic calming program.



Measuring block lengths or crossing distances may be completed as part of a street inventory.

Your city's transportation department needs to play a major role. Contact department staff or your elected representative to find out how to best work with them. Staff should work with you to organize and lead a neighborhood charrette.

2◗ Neighborhood Audit

You are ready to conduct an inventory of the conditions on your streets. Begin by distributing the Neighborhood Traffic Audit form (in the Resources chapter) to neighborhood residents, business owners, shoppers, and school children. Ask them to identify conditions in your neighborhood: how traffic behaves, conditions for pedestrians and bicyclists, noise, and parking availability.

The form asks stakeholders to describe the problem locations such as those streets that are not able to handle the demands placed on them, either by vehicles, pedestrians or bicyclists. Are there places in your neighborhood that are used frequently by children and seniors, such as school zones or the path between a retirement community and a grocery store? Conducting the audit will help you assess how well the streets in your neighborhood work.

3D Street Inventory

The next step is to use the Street Inventory form (in the Resources chapter) to record data about your neighborhood streets. The form asks you to describe the physical elements on your street, including parking, sidewalks, and block length. Other data to collect include traffic speeds and volumes. Data on traffic volume is easy to collect by counting the vehicles and/or pedestrians that pass a particular point of the roadway. Peak volumes usually occur at rush hours and school drop off and pickup times. Traffic volume counts are used to estimate Average Annual Daily Traffic (AADT), Average Daily Traffic (ADT), and Peak Hour Volume (PHV) measurements. Each measurement plays a role in determining whether your street is designed properly, given the levels of vehicle and pedestrian traffic.

The Nuts and Bolts of A Charrette

Location, Location, Location. Set a time, and choose a place for the charrette that is easy to reach. A good rule of thumb is to select a place that can be easily accessed by someone in a wheelchair. Make sure the room is large enough, has plenty of tables and chairs, and can be darkened to show slides.

Invite People. Work with planning and transportation department staff to advertise the charrette. Invite your neighbors. Phone calls, flyers, banners, temporary road signs, and announcements at meetings are good ways to spread the word. On the day of the charrette, post signs to direct people to the right room. Have name tags and food or refreshments. Encourage people to sign in so you can compile a mailing list to inform them of the project as it progresses.

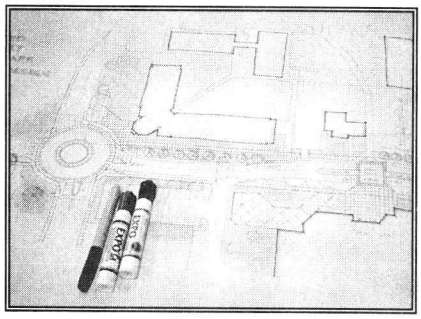
The Slide Show. Begin the program with a slide show of traffic calming treatments that explain how traffic calming can make communities more livable. Walkable Communities, Inc., has a slide show and video that can be purchased to present at your charrette.

Problem Identification. Following the slide show, ask people to describe their street-related problems. Have someone from the group record the observations on a flip chart. Post the lists on the wall. Record specific locations, too.

Voting. After everyone has had a chance to speak, give each participant up to seven colored dot stickers and ask them to place the dots on the statements that describe their highest priorities. Tell participants, no "double-dotting."

Work Tables. Following the voting, ask the participants to assemble in small groups of 6-8 people. Each group gets a large scale map of the study area. Each group should take 30-60 minutes to suggest solutions to the problems identified by the entire group during the voting exercise and draw them on the large scale map. A scribe takes notes and a group leader is appointed to help keep people focused. The group leader summarizes the results of the small group session.

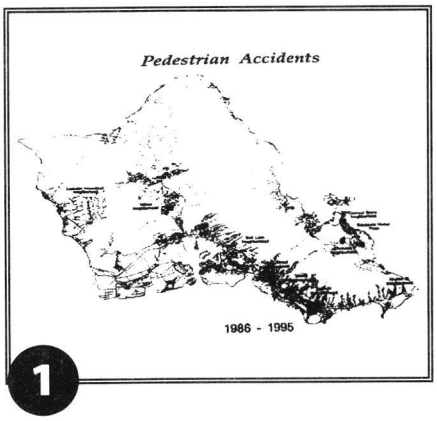
Presentations. Each table sends a presenter or presentation team to describe the team's issues and solutions. Often, as this is done, the audience begins to realize that each of the groups agree on key issues. Elements described that are not practical or agreeable to the larger group should be recorded so that, if a professional design team works on the problem, they can address the elements in the proposed solution. Many of these elements get worked out in the field inspection or in further discussions with the city and the community.

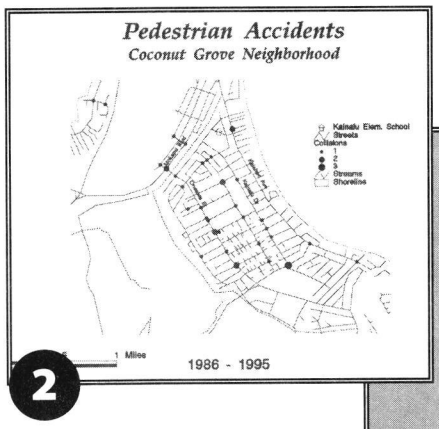


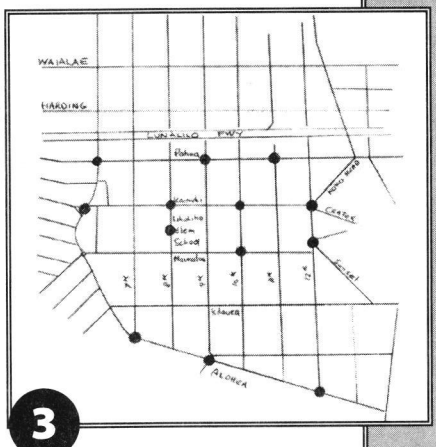
Get It Done: Implement Your Program

Here's how you begin to implement your neighborhood traffic calming program:

- **Present proposals to transportation department staff.** They are responsible for building the traffic calming tools recommended in your plan. Present your proposals clearly and concisely. Pictures and diagrams help.
- **Estimate costs.** Use the cost estimates in the tool kit to figure out how much your proposals might cost.
- **Investigate other related plans.** Find out what other departments may have plans for your street – such as the state transportation department, utilities and water departments, parks and recreation departments, and others.
- **Prioritize your recommendations.** Sometimes an opportunity, such as a major utility project, comes up to redesign a street all at once. More frequently improvements are made one at a time over a number of years. Setting priorities allows you to focus on the key improvements first. Use the priorities that were set during the neighborhood charrette as a basis.
- **Document community support.** Many of the traffic calming tools are new, costly, or controversial enough to require a show of support from citizens before public officials will commit the resources to plan and fund them. Sign-in sheets and summaries of neighborhood charrettes are good documentation of interest. Neighborhood surveys or petitions also demonstrate community support for your plan.
- **Develop recommendations.** Work with transportation department staff, preferably as you are formulating your recommendations. There is often more than one way to achieve a neigh-







Maps Can Help

Maps are useful tools to display and analyze information. These three examples provide information about neighborhood streets. Map ❶ is a regional map that shows the locations of reported pedestrian crashes in Honolulu from 1986-95.

Map ❷ is created from the same data used to create the first map, but is shown at a larger scale to focus on one neighborhood.

Map ❸ is an example of a map you might draw when doing a street inventory to describe crash locations, main walking routes or other data you may need.

borhood goal. City staff can help you determine the effect of an idea on the street's safety and functioning and the likelihood of obtaining grant funding from outside sources.

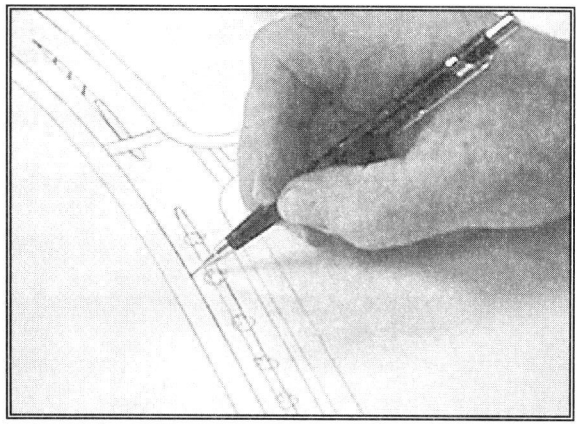
➢ **Follow up on implementation.** Be patient and persistent. Carrying out a traffic calming plan can often take many years.

Did it Work?: Evaluate Your Program

It is important to evaluate the strategies and treatments which have been implemented. Have they been effective in reducing speed, volume, and collisions? Has the environment become more conducive to walking and other non-motorized forms of travel? Did the quality of life in the community improve as a result of traffic calming? Did the treatments have all the intended effects?

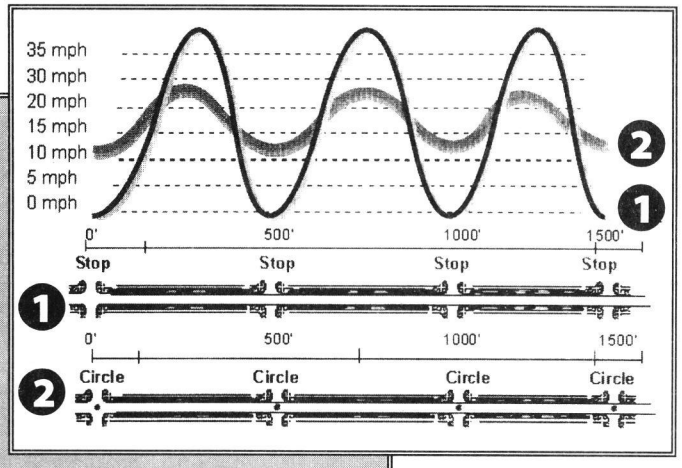
The before-and-after evaluation process is the simplest way of evaluating your program. You need to collect data on the conditions and problems prior to and after implementation of strategies and treatments.

Did the traffic volume change? Did it go up or down? What about travel speeds? How about the number of pedestrian crashes or injuries? How did the physical environment change as a result of the implemented treatments and actions? Has the number of complaints about speeding or parking violations decreased? What about the mood of the community? Do residents feel safer and better about their neighborhoods? Has pedestrian activity increased? Has the level of social interaction between people in-creased?



It is useful to prepare diagrams of traffic calming proposals to show transportation department staff, elected officials and other key decision-makers.

Make sure to share your evaluation with transportation or public works department staff. Program evaluations are useful for cities and counties to review as they look at doing traffic calming projects in other neighborhoods.



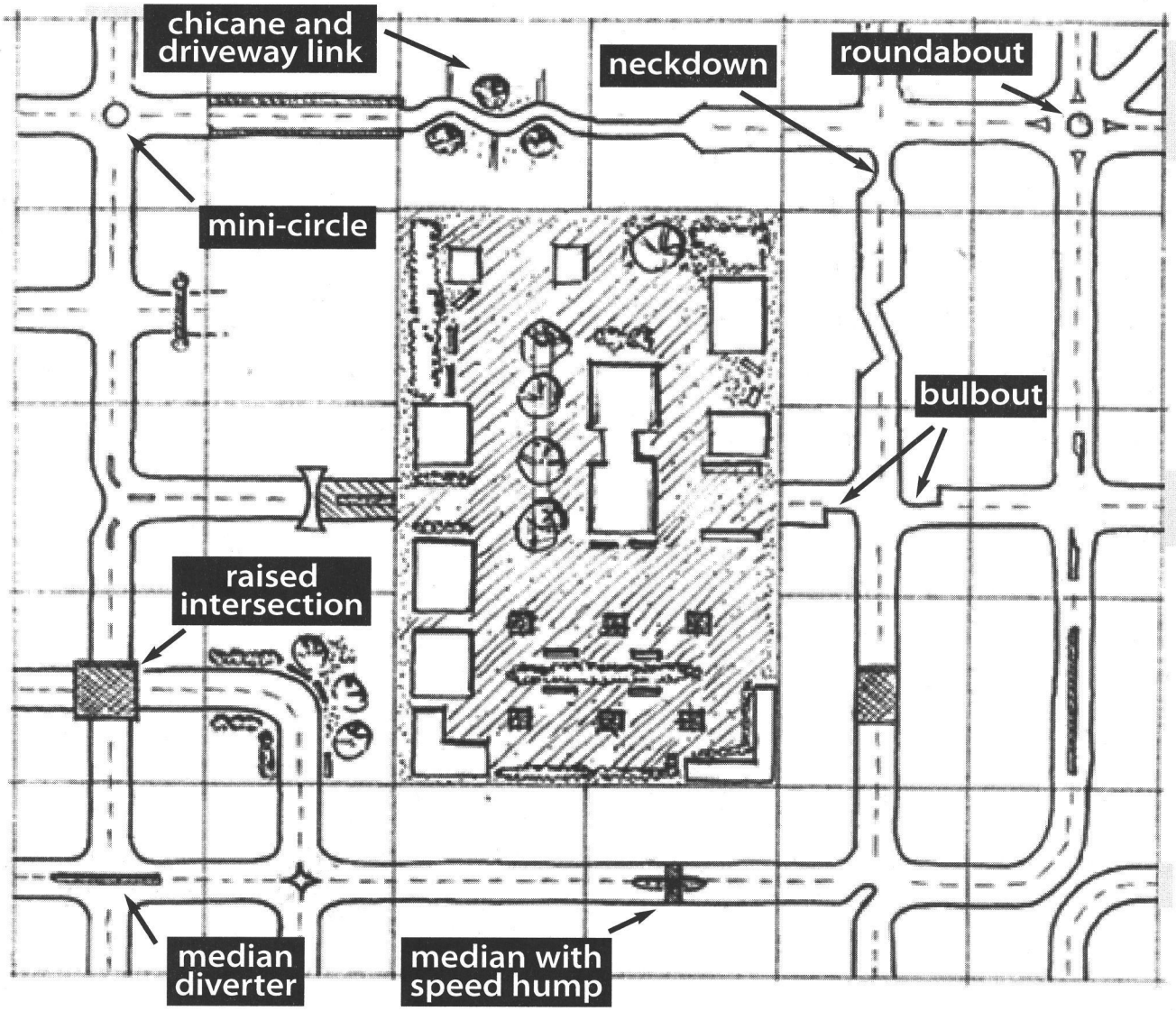
Stop Signs Mean Go, Traffic Calming Means Slow

Stop signs tell motorists to stop. However, as cars move out of the intersection, drivers tend to accelerate faster – and slow down more quickly as they approach the next stop sign (❶). Engineers call this phenomena of erratic speeds "speed spiking."

Traffic calming devices, such as mini-circles or other slow points, keep speeds within a narrower range (❷). They smooth out the speed, reduce noise and pollution, and create more civil behavior among drivers.

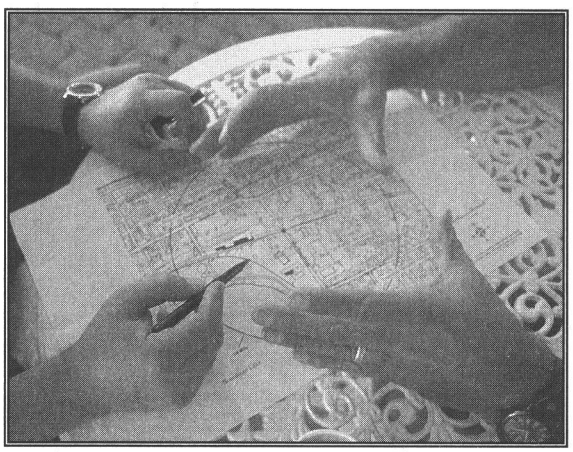
Chapter 3. The Toolbox

This chapter consists of a toolbox of resources that help you understand different traffic calming tools and techniques. Each toolbox page describes a tool and provides guidance on how to use it properly to improve safety, access and mobility – and the quality of life for the whole neighborhood.



HOW TO USE THE TOOLBOX

Before you select a tool, you need to know how it works. You also need to know what you're trying to fix. Remember that streets accommodate a variety of activities. Improvements are not really improvements if they shift a problem to the next block.



Test your ideas – if your proposed improvement solves a problem in your immediate area but creates a problem somewhere else, it's time to rethink your solution. Mistakes can be avoided early on by first learning all that you can about the traffic calming tools that may be appropriate for your street and consulting with city traffic engineers and others to ensure proper application of the tools.

Keep in mind that this toolbox is neither a substitute for a detailed engineering study nor does it replace sound engineering judgement. Following your conceptual work, your city engineer or consultant will prepare a formal engineering study and prepare final plans.

Four Steps

This chapter is designed to take you through the following four critical steps:

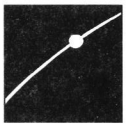
1) Identify what needs fixing;
2) Determine the type or types of locations you are dealing with;
3) Select the tools that might work in these cases; and
4) Review the tools in more detail to understand how they work.

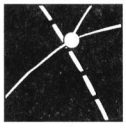
Step 1: What Needs Fixing?

Use the space below to briefly describe the situation in your neighborhood that could benefit from traffic calming. Perhaps it is a difficult mid-block crossing. Maybe your community is considering installing a traffic signal at a busy intersection. Perhaps you need to address concerns such as high volumes of through traffic, trucks cutting through on residential streets, or poor pedestrian access to a school or shopping area.

It's a good idea to get a small notebook to compile your data and record thoughts and ideas as you develop your traffic calming program.

Step 2: Determine the Type of Locations

Spot Location 

Intersection 

Roadway

District

Not all traffic calming tools will work for the problems you are experiencing. The toolbox describes four types of locations – spot locations, intersections, roadways, and district-wide – and identifies the traffic calming tools that work best for each. You will find that some traffic calming tools are appropriate for more than one type of location.

Throughout this chapter, look for the symbols shown here. You will find one or more of them in the margin for each traffic calming tool. They will help you determine if that particular tool is appropriate for the problem you are trying to fix.

A **Spot Location** is a specific location on a roadway that is not an intersection. One example of a spot location is a mid-block bus stop.

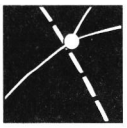
The **Intersection** of two or more streets is an area where pedestrians, bicyclists and drivers meet and must navigate the same space.

Roadway refers to improvements that would be applied along a stretch of road (such as bicycle lanes) or at multiple locations along a road (such as adjusting traffic signal timing).

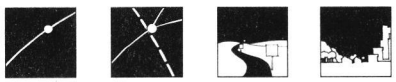
A **District** encompasses many streets within a defined area. All of the tools are appropriate for districts.

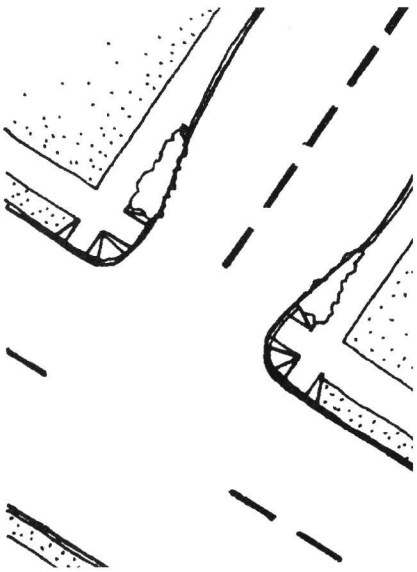
Step 3: Select the Right Tools

The table below will help you determine the best tool or set of traffic calming tools to use: in a spot location, at an intersection, along a roadway, or within a district. Some tools are effective in more than one type of location.

Tool	Page	Spot Location	 Intersection	Roadway	District
Bulbout (curb extension)	24	✓	✓	✓	✓
Chicanes	25	–	–	✓	✓
Choker (neckdown)	26	✓	✓	✓	✓
Diverter	27	–	✓	–	✓
Driveway Link	28	–	–	✓	✓
Full Street Closure	29	–	–	✓	✓
Gateway	30	✓	✓	✓	✓
Intermediate Median Barrier	31	–	✓	✓	✓
Landscaping Treatments	32	✓	✓	✓	✓
Median	33	–	–	✓	✓
Modified T-Intersection	34	–	✓	–	✓
Partial Street Closure	35	–	✓	✓	✓
Pedestrian Refuge Islands	36	✓	✓	✓	✓
Speed Humps and Tables	37	✓	✓	–	✓
Raised Intersection	38	–	✓	–	✓
Reducing Number of Lanes	39	–	–	✓	✓
Roadway Narrowing	40	–	–	✓	✓
Mini Circles	41	–	✓	–	✓
Roundabout/Mini-Roundabout	42	–	✓	–	✓
Woonerf	43	–	–	✓	✓

Step 4: Review the Tools





from Making Streets That Work, Seattle 1995

Bulbout or Curb Extension

Bulbouts or curb extensions extend the sidewalk or curb line into the street, reducing the street pavement width. Bulbouts calm traffic speeds and improve pedestrian crossings. They shorten crossing distances and reduce the time pedestrians are exposed to traffic. Bulbouts improve visibility for pedestrians and motorists.

Bulbouts placed at an intersection discourage motorists from parking in a crosswalk or from blocking a curb ramp. Motorists may travel more slowly at intersections or mid-block locations with bulbouts depending upon how narrow the roadway becomes. Used in sequence, especially with landscaping, bulbouts tighten overly wide streets. The more restricted the street width becomes, the slower motorists tend to travel. Bulbouts also reduce turning speeds at intersections.

■ Used for

- ➢ Improving safety for pedestrians and motorists at intersections and midblock locations.
- ➢ Increasing visibility and reducing speed of turning motor vehicles at intersections (if designed correctly).
- ➢ Improving midblock visibility of pedestrians by bringing them to the edge of parked vehicles.
- ➢ Encouraging pedestrians to cross at designated locations.
- ➢ Preventing motorists from parking at corners.
- ➢ Improving access for emergency responders and large vehicles to narrow streets that might be blocked by on-street parking.
- ➢ Providing opportunity for high quality ramps for people with disabilities.
- ➢ Providing location for landscaping and public amenities.

■ Considerations

- ➢ Best used where on-street parking exists.
- ➢ When bike lanes are included, principal street curb extensions are adapted to permit a 5-foot lane.
- ➢ Mid-block curb extensions provide an opportunity to enhance midblock crossings and create a place to plant trees or add landscaping.

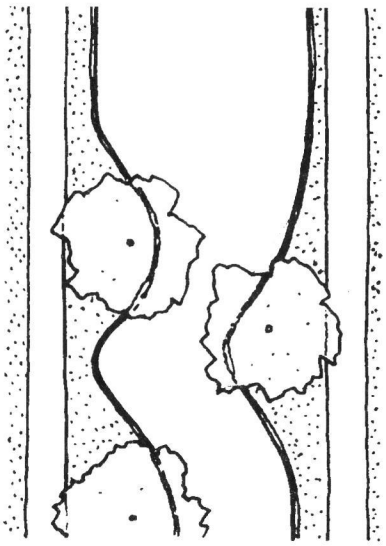
■ Cost

- ➢ $5,000-$20,000 each. Can be built for little or no additional cost during a street reconstruction.

This bulbout in Venice, Florida, reduced motorists turning speeds by 6-8 mph. The bulbout also reduced pedestrian crossing distance and time exposed to traffic.

Chicanes

Chicanes usually consist of a series of bulbouts or curb extensions that narrow the street to one lane at selected points and force motorists to slow down to maneuver between them. Such treatments are intended for use only on residential streets or quiet portions of a downtown with low traffic volumes (under 1,500 cars per day), where it is desirable to greatly restrict vehicle speeds and movements.



from Making Streets That Work, Seattle 1995

■ Used for

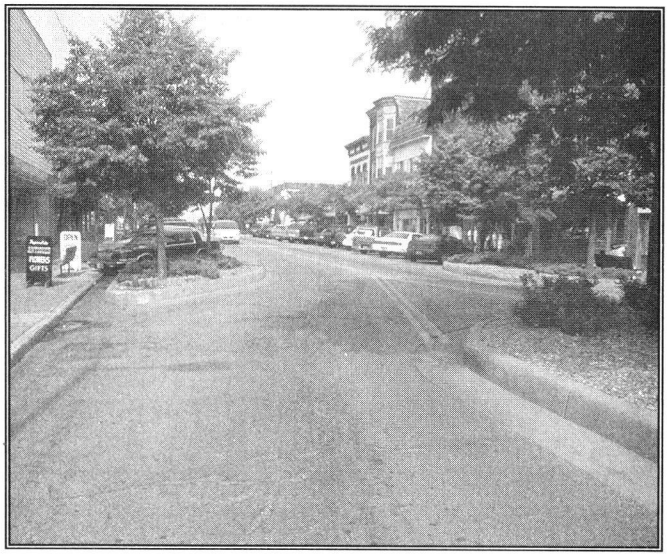
- ➢ Reducing vehicle speeds on long blocks (over 500 feet).
- ➢ Adding greenery and visually narrowing appearance of street.
- ➢ Creating a park-like environment.
- ➢ Assuring 20-foot opening for fire truck operations.

■ Considerations

- ➢ Chicanes minimize problems at driveway openings, but eliminate four on-street parking spaces.
- ➢ Properly designed and planted, chicanes create appearance that street ends mid-block. This further reduces speeding, and can reduce volumes on some streets.
- ➢ Can be used with or without existing curbing. In many cases drainage can flow along existing curb line, but can create new maintenance problems.

■ Cost

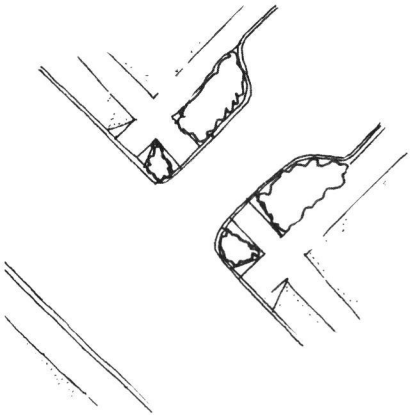
- ➢ For a set of three, $10,000 to $20,000.



Chicanes can be used on streets with or without sidewalks. These chicanes narrow this Main Street to two lanes and require traffic to move slowly. This style of chicane can easily handle 5,000 to 10,000 vehicles per day.

Choker or Neckdown

Like a partial street closure (p. 35), a choker narrows the mouth of an intersection. However, a choker does not just block one movement (either entering or exiting the intersection), but instead consists of a set of curb bulbouts which narrows the intersection to one lane, causing motorists to slow when entering or exiting.



from Making Streets That Work, Seattle 1995

■ Used for

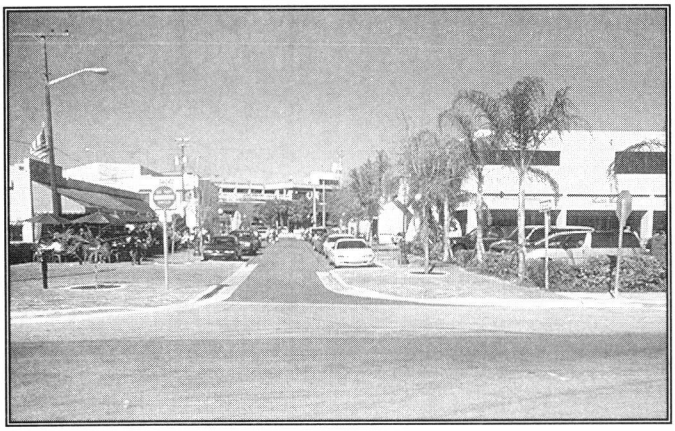
- ➢ Slowing vehicles at entry-point and mid-point along the street.
- ➢ Improving safety for pedestrians and motorists at intersections; increases visibility and reduces speed of turning motor vehicles if designed correctly.
- ➢ Encouraging pedestrians to cross at designated locations.
- ➢ Preventing motorists from parking at corners.
- ➢ Improving access for emergency responders and large vehicles to narrow streets that might be blocked by on-street parking.
- ➢ Improving compliance with the Americans with Disabilities Act (ADA).
- ➢ Improving public space.

■ Considerations

- ➢ Narrowing street opening or mid-block point to 14 feet is essential. If narrowing is not restrictive enough two vehicles will pass one another and speed reductions are minimal.
- ➢ Works best when street volumes are above 600 and under 2,000 ADT.
- ➢ Midblock chokers provide an opportunity to enhance midblock crossings, create a community pocket park and places to plant trees.
- ➢ To assist large-vehicle entry, such as fire trucks, design to enhance right-turn movements (place curb extension on right-side of entry).

■ Cost

- ➢ $5,000-$20,000 each depending on site conditions and desired landscaping.



This choker, in South Miami, Florida, "chokes" the entrance of the street to a nine-foot travel lane.

Diverter

- Forced Turn
- Diagonal
- Star
- Truncated

A diverter consists of an island or curbed closure which prevents certain through and/or turning movements at intersections of residential streets.

A diagonal diverter breaks up cut through movements and forces right or left turns in certain directions. A star diverter consists of a star-shaped island placed at the intersection which forces right turns from each approach. A truncated diagonal diverter is a diverter with one end open to allow additional turning movements. Other types of island diverters can be placed on one or more approach legs to prevent through and left turn movements and force vehicles to turn right. (See figures at right)

As with other traffic calming measures, diagonal diverters must be used in conjunction with other traffic calming devices within the neighborhood street network. Any of these diverters should be designed to allow pedestrian, bicycle and emergency access.

■ Used for

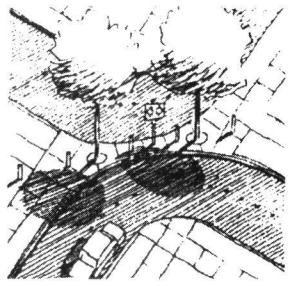
- ➢ Traffic volume control.
- ➢ Discouraging commuter or other inappropriate traffic from entering or cutting through a neighborhood.
- ➢ Creating part of a bicycle boulevard system.
- ➢ Creating a small pocket park.

■ Considerations

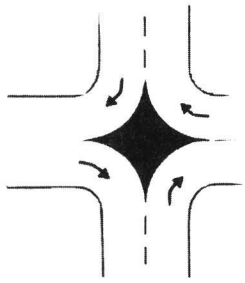
- ➢ Diverters are a very strong measure and will have negative impacts on residents who use the streets daily.
- ➢ Consider less restrictive measures first.
- ➢ Try to solve main corridor problem first. Will an intersection improvement curtail cut-through traffic?
- ➢ Diverters should have strong neighborhood support before they are installed.
- ➢ Used most effectively on grid streets, or other patterns where many linkages exist.
- ➢ Evaluate neighborhood traffic patterns to determine whether other streets and emergency operations, sanitation, school bus and transit would be adversely affected.
- ➢ It is often possible to build a diverter to permit emergency response and bus access.
- ➢ Design diverters with ramps to allow bicycle and ADA access.

■ Cost

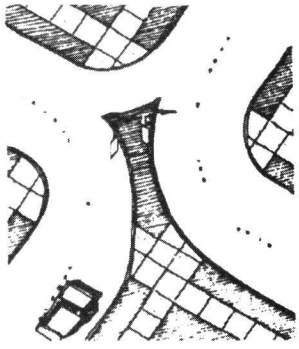
- ➢ $10,000-$20,000 per treatment.



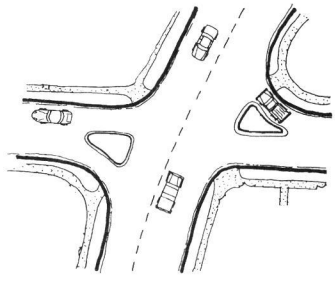
Diagonal Diverter



Star



Truncated Diverter

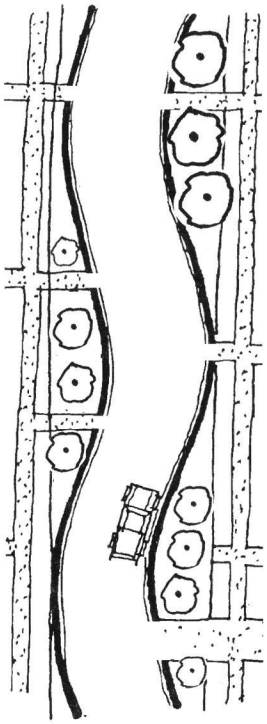


Forced Turn Diverter

Driveway Link

Driveway links refer to the use of a winding street pattern which allows for two-way through movements while forcing vehicles to pass through one at a time. Driveways create a link to the street for residents. The serpentine pattern provides areas which can be planted with trees and bushes to create visual obstructions.

Such designs are usually implemented with construction of a new neighborhood street or during reconstruction of an existing street. This type of design can be more expensive than other traffic calming options and needs to be coordinated with driveway access.



■ Used for

- ➢ Changing the entire look of a street. Sends a significant message to drivers that the nature of the road is not for fast driving.
- ➢ Creating slow streets in new neighborhood construction.
- ➢ Slowing traffic on overly long blocks that were poorly designed.
- ➢ Creating a network of pocket parks that can significantly improve property values in an area.

■ Considerations

- ➢ Expensive. Where cost is a concern, other lower cost traffic calming strategies might be equally effective.
- ➢ Most cost-effective where a street will soon undergo major reconstruction for utilities or other purposes.

■ Cost

- ➢ High cost ($60,000-$90,000 if retrofit), but less expensive if street is being rebuilt or with new construction.

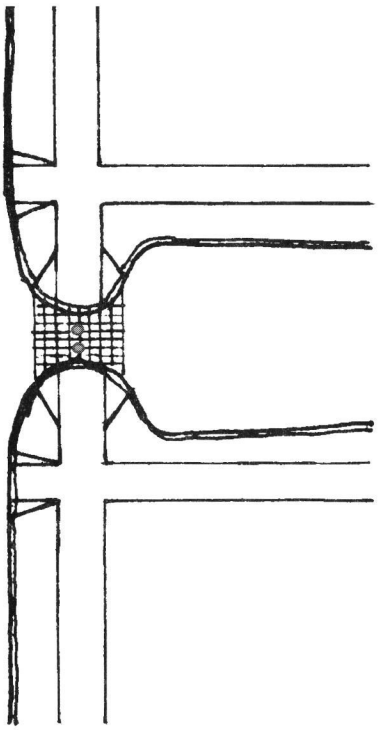
The driveway link is a curving roadway that helps slow traffic through the use of landscaping and colored pavement.

Full Street Closure

A full street closure is accomplished by installing a physical barrier that blocks a street to motor vehicle traffic either in initial design (e.g., new cul-de-sac) or by closure of an existing street. A street closure is done on a local street to prevent through traffic, but allows access for pedestrians (including wheelchair users), bicyclists and emergency responders.

Street closures typically shift traffic to other neighborhood streets and should only be considered if no other treatment will work. It is important to approach traffic calming from a neighborhood-wide perspective.

Don't use street closures to solve crime or other social problems. Often other tools, such as an intersection median barrier, will address the cut-through problem without such severe ripple effects.



■ Used for

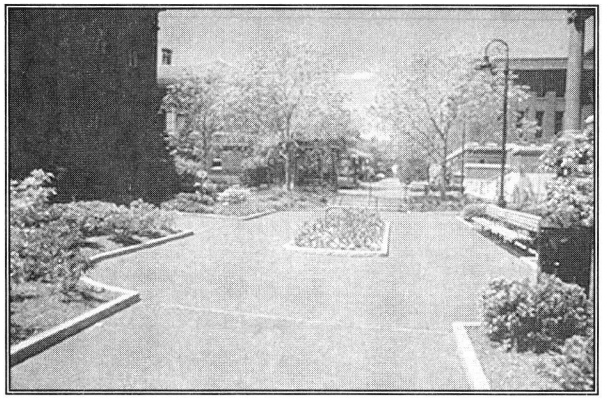
- ➢ Limiting motor vehicle traffic to certain areas.
- ➢ Creating a short pedestrian mall.
- ➢ Creating a park, public plaza or other public space.
- ➢ Establishing an overall traffic management strategy.

■ Considerations

- ➢ Has highest negative impact on local residents.
- ➢ Highly restrictive. Analyze if new traffic patterns will adversely affect other streets in a negative manner. May generate new auto trips. Always use with caution.
- ➢ Do not use to address social or crime problems.
- ➢ Requires attention to turning movements of vehicles at street end.
- ➢ Not effective as a speed reduction measure.
- ➢ Design should allow walking, bicycling, and access for people with disabilities, emergency responders, transit and school buses. Use only if non-motorized access is improved to key locations.

■ Cost

- ➢ $30,000-$100,000 for a landscaped closure, depending on the design.



A full street closure, like this one in Cambridge, Massachusetts, changes traffic patterns and is thus rarely used.

Gateway

A gateway is a physical or geometric landmark on an arterial street which indicates a change in environment from a major road to a lower speed residential or commercial district. Gateways may be a combination of street narrowing, medians, signs, arches over the roadway, roundabouts, or other identifiable feature. Gateways send a clear message to motorists that they have reached a specific place and must reduce speeds.

■ Used for

- ➢ Transitioning to a new area, such as a commercial district or neighborhood.
- ➢ Creating a unique image for an area.
- ➢ Sending a message to motorists that they are traveling from a principal roadway to a commercial or neighborhood district, and that they are expected to slow to an appropriate speed.

■ Considerations

- ➢ Most effective in speed reduction if gateway treatment initiates a new visual image, such as a consistent new streetscape.
- ➢ Effect is increased if opening slows turning speed.
- ➢ Often used in conjunction with other pedestrian enhancements, such as medians, bulbouts and paver treatments.
- ➢ Strong visual effects are essential.

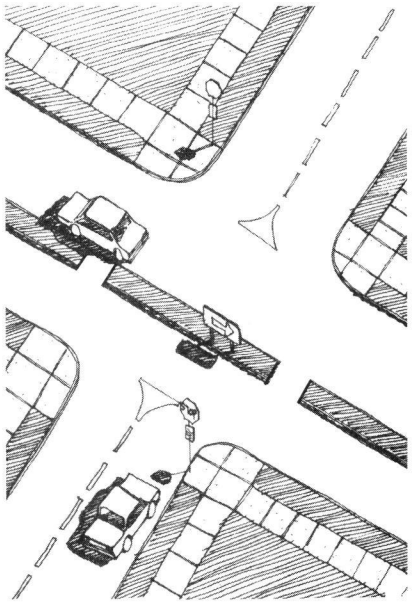
■ Cost

- ➢ Will vary depending on design.

The combination of street lamps, landscaping, street trees and intricately paved media can create a gateway welcoming residents and visitors to the center of town.

Intersection Median Barrier

This shortened version of a raised curb median extends through the intersection a distance adequate to prevent cross-street through movements and left-turning movements to cross streets from the main street. This treatment benefits pedestrians who need to cross any leg of the intersection and restricts vehicle entry into and out of neighborhoods, and can therefore greatly reduce cut-through traffic. As with a pedestrian refuge island (p. 36), the intersection median barrier can be as narrow as 4 feet, but 8 feet is preferred.



■ Used for

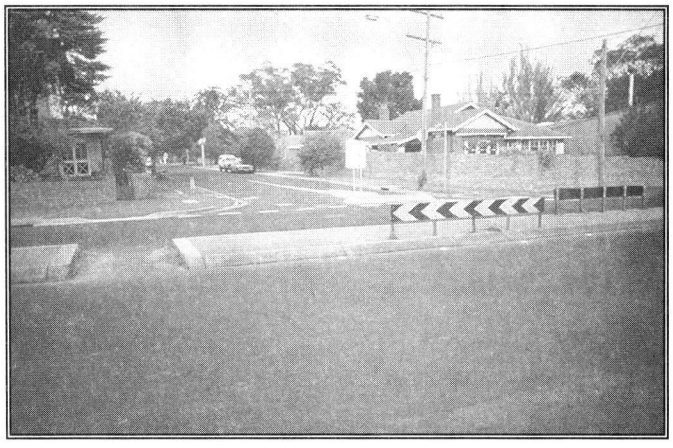
- ➢ Reducing cut-through traffic on a neighborhood street.
- ➢ Creating bicycle boulevard streets.
- ➢ Improving pedestrian access across busy collector and arterial streets.

■ Considerations

- ➢ Works best with grid pattern or other tightly laced neighborhoods where there are many points of entry.
- ➢ Local residents need to be provided access and should not be required to drive excessive distances to reach their homes.
- ➢ Analyze traffic patterns to see how much, if any, traffic will be diverted to other streets.
- ➢ Design must include safe and convenient emergency vehicle, bicycle and pedestrian access.
- ➢ Can be used internally in a neighborhood, but is more frequently used on edges and entries.
- ➢ May improve capacity of principal roadway, thus keeping road to minimal number of lanes.

■ Cost

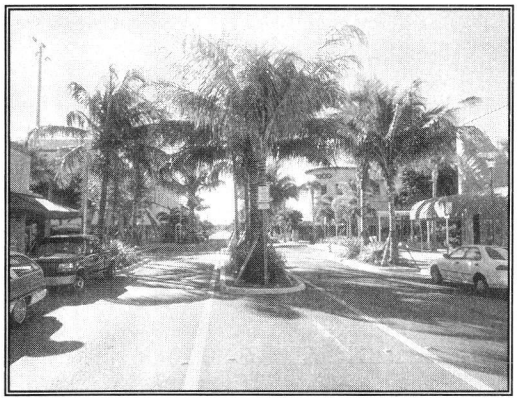
- ➢ $10,000-$20,000



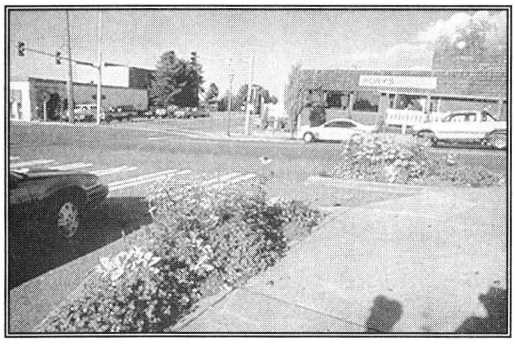
Intersection median barriers should be designed to allow walking and bicycling trips through the neighborhood.

Landscaping Treatments

The careful use of landscaping along a street provides separation between motorists and pedestrians, reduces the roadway's effective width (which in turn can reduce vehicle speeds), and provides a more pleasant street environment for both pedestrians and motorists. If an entire block of residents approves a landscaping plan, more landscaping options are available than would be available to a single individual. This can include a variety of trees, bushes, and large flower pots, which can be planted in the area between the sidewalk or walkway and the street. All proposed landscaping options should conform to parks and recreation department standards, and local government maintenance capabilities.



Placed in the median and along the sidewalk, these palm trees in Ft. Meyers, Florida, slow traffic, keep the pavement cooler, and enhance the appeal of the retail streetscape.



These curb extensions in Olympia, Washington, have been landscaped with native plants.

■ Used for

- ➢ Enhancing the street environment and improving property values.
- ➢ Projecting an image that the street is part of a place rather than a through route.
- ➢ Creating energy-saving green environment, cooling and preserving asphalt life, and tempering motorist behavior. Tree canopies can reduce energy costs to residential and commercial properties by up to 10%.
- ➢ Enhancing all other types of traffic calming measures.
- ➢ Increasing neighborhood pride, ownership and commitment to work together.
- ➢ Reducing water runoff.

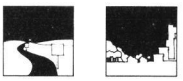
■ Considerations

- ➢ Requires close coordination and teamwork within neighborhood
- ➢ May require additional funding by neighborhood for maintenance. This funding is often handled through neighborhood association fees, a volunteer effort, or other cooperation.
- ➢ Use low-growth shrubs where ability to see cars or pedestrians (sight distances) – such as at corners – is critical. Trees should be under-trimmed to eight feet.
- ➢ Xeriscaping helps hold down water use and reduce other maintenance costs.
- ➢ In snow country, consider designs that minimize negative impacts on snow removal and storage.
- ➢ Requires close coordination and cooperation of neighborhood.
- ➢ Consult with arborist as to best street tree species for the region.
- ➢ In commercial districts trees should not block signs or building façades.

■ Cost

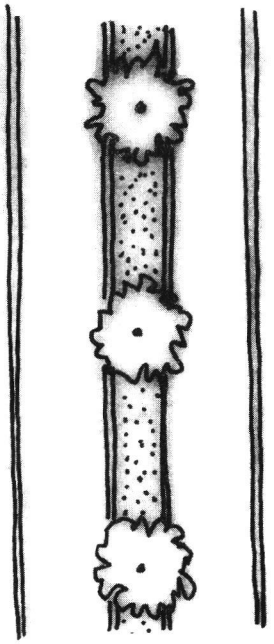
- ➢ Varies. From $1,000-$10,000 is typical. Often city or county will pay for initial installation and tree maintenance while the neighborhood will agree to maintain smaller plants. Some cities maintain greenhouses to assist neighborhoods with free plantings.

Median



A median may be considered to be a long pedestrian refuge island which is raised and located near the center portion of the street. Medians provide a refuge for pedestrians and bicyclists who cross a street mid-block or at intersections. Adding medians to existing streets may require reducing lane widths, the number of lanes, and/or removing on-street parking. Medians can be designed with turning pockets at intersections or at restricted locations. Typically, safety is enhanced due to a reduction in vehicle speed and an increase in separation between opposing directions of traffic and a reduction in points of conflict where turns are allowed.

Medians provide a signature landscape opportunity and can increase community pride and sense of place.



from Making Streets That Work, Seattle 1995

■ Used for

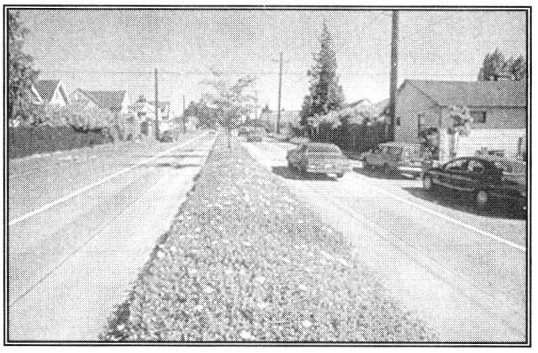
- ➢ Managing motor vehicle traffic and providing comfortable left-hand turning pockets with fewer lanes or more narrow lanes.
- ➢ Improving access across streets in commercial, park and transit districts or corridors.
- ➢ Providing a refuge for pedestrians and bicyclists crossing the street.
- ➢ Increasing roadway efficiency by up to 30 percent.
- ➢ Providing space for street trees and other landscaping while reducing water runoff.
- ➢ Improving access to some properties, especially when used in conjunction with roundabouts or other means to create U-turn opportunities.

■ Considerations

- ➢ Most critical on high-volume, high-speed collectors and arterials.
- ➢ Will often increase property values.
- ➢ Can double the safety of roadway by reducing conflicts.
- ➢ Use small medians or pedestrian refuge islands if cost or driveway access is an issue.
- ➢ Conversion of former wide streets may allow for bike lanes, wider sidewalks, green planter strips and other measures that temper inappropriate driving speed on main roads.
- ➢ If full medians are used, some driveways can only be accessed with U-turn or other turn option. Most business and residential property owners must understand the benefits and disadvantages. Often the benefits outweigh the disadvantages, but these issues must be explained and well-understood.

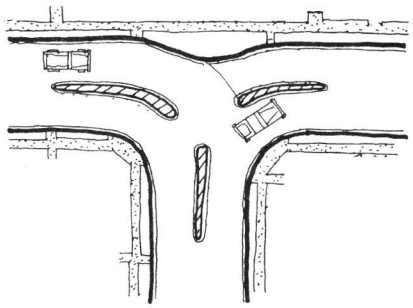
■ Cost

- ➢ $15,000-$30,000 or more per 100 feet (priced on lineal foot).



Used in combination with bike lanes, this landscaped median in Seattle, Washington, converted this fast street to one lane in each direction that is pleasant for walking, bicycling and driving. The prudent driver sets the speed for all.

Modified T-Intersection



This design treatment is intended for certain T-intersections in residential areas where the speeds of through traffic need to be reduced. It involves a gradual curb extension or bulb at the top of the T so that vehicles are deflected slightly as they pass straight through the intersection (see diagram at left). This type of design helps to discourage cut-through traffic in a neighborhood. Careful design for each site is required to ensure that the deflection slows drivers but does not cause confusion about permitted movements.

■ Used for

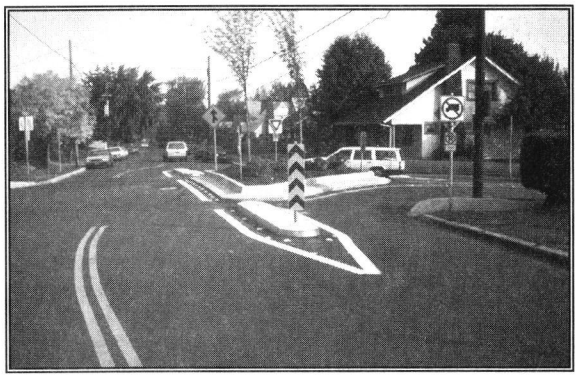
- ➢ Reducing vehicle speeds through a T-intersection on a residential street.
- ➢ Narrowing field of vision (with well-landscaped median islands and curb extension).
- ➢ Simplifying street crossings for pedestrians and bicyclists.

■ Considerations

- ➢ Used when vehicle volumes are low to moderate and intended to provide primarily for local traffic.
- ➢ Works best for low to moderate traffic volumes (up to 1,200 ADT).
- ➢ Consider a mini-traffic circle, semi-diverter, or intersection slow-point as a less expensive treatment.
- ➢ Does not provide as many safety benefits as a mini-circle.

■ Cost

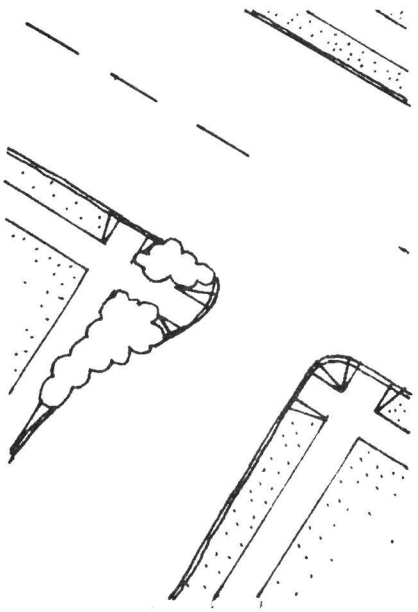
- ➢ $30,000-$60,000



A modified T-intersection in Portland, Oregon.

Partial Street Closure

A partial street closure blocks one direction of motor vehicle travel into or out of an intersection. It can also block one direction of travel on a two-way street. Partial street closures can be one-way, but are often two-way. If one way, then they should be marked with signs such as DO NOT ENTER, NO LEFT TURN or NO RIGHT TURN. A partial closure impacts adjacent streets; therefore, it is important to include neighbors in the planning process. They should be designed to allow easy access by bicyclists and pedestrians.



from Making Streets That Work, Seattle 1995

■ Used for

- ➢ Preventing turns from an arterial street onto a residential street.
- ➢ Reducing the use of the street as a cut-through route.
- ➢ Restricting access to a street without creating one-way streets.
- ➢ Creating a pocket park and enhancing the neighborhood.

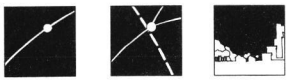
■ Considerations

- ➢ Analyze whether less restrictive measures would adequately solve the problem.
- ➢ Analyze whether other adjacent local streets will be adversely affected.
- ➢ May be an option to a full street closure.
- ➢ Can increase distance that residents may need to travel and put additional traffic on other streets.
- ➢ Should be designed to allow emergency, bicycle and pedestrian access.

■ Cost

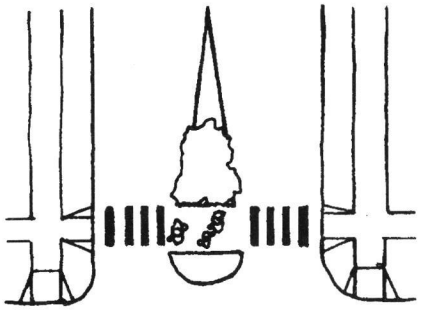
- ➢ $12,000-$20,000

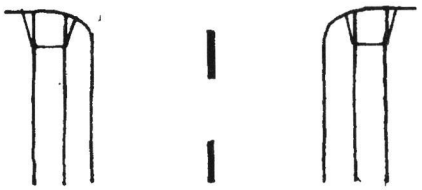
The partial street closure here permits a low speed exit only. Emergency fire and medical responders can still enter. Pedestrians and bicyclists have full access.



Pedestrian Refuge Island

A pedestrian refuge island is a raised island placed in the center of the street at intersection or mid-block locations to help protect pedestrians from motor vehicles. As with medians, refuge islands allow pedestrians to be concerned with only one direction of traffic at a time. For example, a pedestrian can cross to the refuge island and wait for an adequate gap in traffic before crossing the second half of the street. Where mid-block or intersection crosswalks are to be installed at uncontrolled locations (i.e., where there are no traffic signals or stop signs), raised medians should be strongly considered as a supplement to the crosswalk. Pedestrian refuge islands can be as narrow as 4 feet, but 8 feet is preferred.





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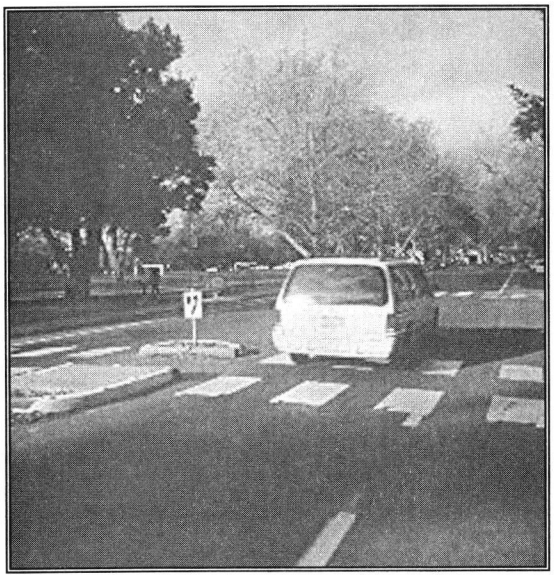


A refuge island with pavement markings in midtown Sacramento, California.

■ Used for

- ➢ Enhancing pedestrian and bicyclist crossings, particularly at un-signalized crossing points.
- ➢ Establishing "Safe Routes To School" crossings.
- ➢ Reducing left turn crashes.
- ➢ Simplifying pedestrian decision-making to one or two threats at a time.

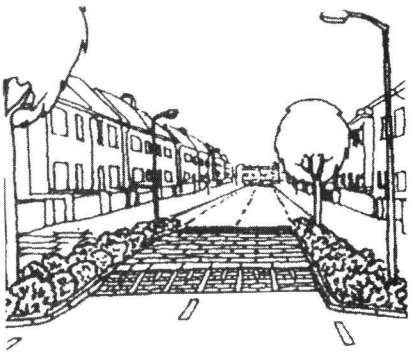
■ Considerations

- ➢ Most critical on roadways with high speeds and high traffic volumes.
- ➢ Continue to provide for bicycle lane access on principal roadway.
- ➢ Can be used effectively with a lane width reduction strategy (narrowed to 10 feet).
- ➢ Important to create a 4 foot minimum standing area, with 8 feet preferred.
- ➢ Keep street opening as wide as the crosswalk (typically 10 feet or more on a principal street).
- ➢ Illuminate island and highlight with landscaping, trees, and reflectors to ensure motorist can see it.
- ➢ Can be used in snow country as long as the islands are clearly marked for plows.

■ Cost

- ➢ $6,000-$10,000 for basic island, more for significant landscaping.

Speed Humps and Speed Tables



Speed humps are typically paved with asphalt, approximately 3-6 inches high at their center, and extend the full width of the street. The higher the vertical rise, the better the humps work to reduce vehicle speed. This popular traffic calming device has some negative aspects, however. They may delay emergency vehicle response times by 5-10 seconds each, create noise and often shift the speed problem to a parallel adjacent street. Often they have minimal impact on the worst drivers, while punishing the most responsible motorists.

If no other options are available, speed humps should be spaced 400 to 500 feet apart for maximum effect. They should also be part of a neighborhood-wide traffic calming program.

A speed table is essentially a flat-topped speed hump. Speed tables can be a good solution at school crossings, trail crossings and in parking lots. Speed tables are often striped as crosswalks or constructed out of brick pavers. Speed humps and tables must be well-marked and well-lit so that they can be detected from 200-300 feet.

■ Used for

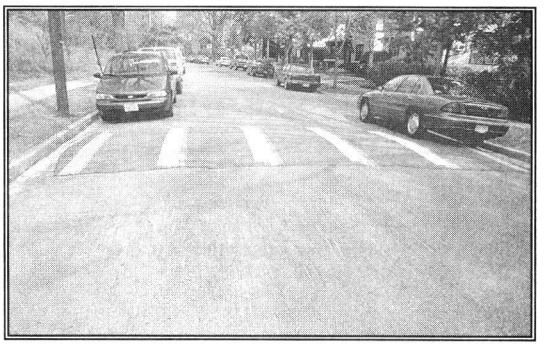
- ➢ Traffic calming narrow streets where few other measures can be applied.
- ➢ Reducing speeds where crosswalks and trails cross local and low-volume collector roadways.

■ Considerations

- ➢ Has minimal effect on trucks and sport utility vehicles and may worsen speeding with problem drivers.
- ➢ Can be used as a series of two humps (undulation) to impact all vehicle types.
- ➢ May make a neighborhood appear to be a "problem area."
- ➢ Should not be used in a series on emergency response routes or bus routes.
- ➢ Use when problems are very localized and can be controlled with a single measure.
- ➢ Often found by adjacent neighbors to be noisy. Noise problems can be reduced with careful design.
- ➢ Lowest priced traffic calming feature.
- ➢ The aesthetics of speed humps and speed tables can be improved through the use of color and specialized paving materials.
- ➢ Can be used in conjunction with other measures, such as short medians, medians and gateways.
- ➢ Speed tables are especially useful around schools, libraries and parks where high pedestrian flow is anticipated.

■ Cost

- ➢ $2,000 for humps, and $5,000-$15,000 for tables. Prices will vary depending on drainage treatment and materials selection.



Speed humps are frequently used on residential streets to reduce speeds. However, they can create unwanted noise and shift the speeding problem to other streets in the neighborhood. Often the same residents asking for their installation are the ones asking for their removal one year later.

Raised Intersection

A raised intersection involves providing ramps on each of the intersection approaches and elevating the entire intersection by approximately 6 inches. The crosswalks on each approach are also elevated as a part of this treatment. Bollards are sometimes added to reduce the likelihood of drivers cutting through the intersection on the sidewalk. The intersection ramps are usually made of concrete, but may be constructed of paving stones, bricks, or other materials. As with other vertical treatments such as speed humps or speed tables, these devices are uncomfortable for bus and emergency vehicle passengers.

■ Used for

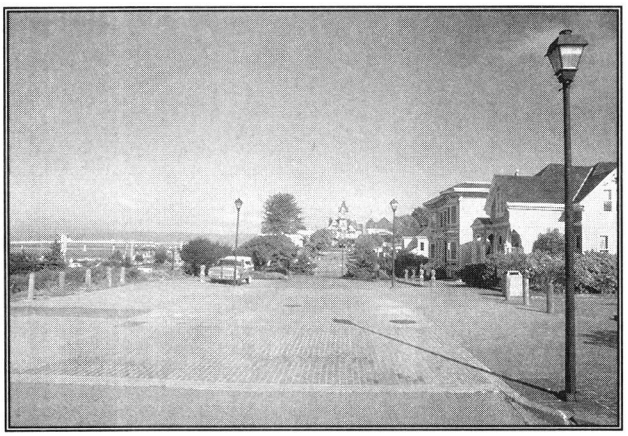
- ➢ Reducing conflict speed at most critical location.
- ➢ Improving pedestrian and bicycle access and safety at most critical location
- ➢ Creating a prime corner ("100% corner") and increasing public amenities.

■ Considerations

- ➢ Requires good sight distances, and cannot be used effectively on steep grades.
- ➢ Must coordinate design with transit, emergency responders and other major operators.
- ➢ If cost is prohibitive, consider speed tables as an alternative.
- ➢ May increase values of adjacent residential and commercial properties.

■ Cost

- ➢ $25,000 to $70,000 for compact intersections. Costs are less if drainage interruption is minimized.



This Eureka, California, street has a raised intersection, which uses colored, textured pavers to make the street more attractive.

Reducing the Number of Lanes

Reducing the number of lanes on an existing multi-lane roadway reduces crossing distances for pedestrians and can slow vehicles to appropriate speeds. For example, a four-lane, undivided road can be converted to one through lane in each direction with a center left-turn lane and bicycle lanes on both sides of the roadway (pictured below).

Another option would be to reduce a four-lane, undivided road to one through lane in each direction with a center turn lane with short medians, left turn pockets, and bicycle lanes. This configuration eliminates the possibility of drivers using the center left-turn lane as a through lane, while providing a pedestrian refuge and a dedicated bicycle lane. If the roadway has no sidewalks, these may also be added.

If there are sidewalks with adequate room, a landscaped buffer may be installed to separate pedestrians from the travel lane. Roadway capacity is often unaffected, or improved, for volumes up to 15,000-20,000 ADT.

■ Used for

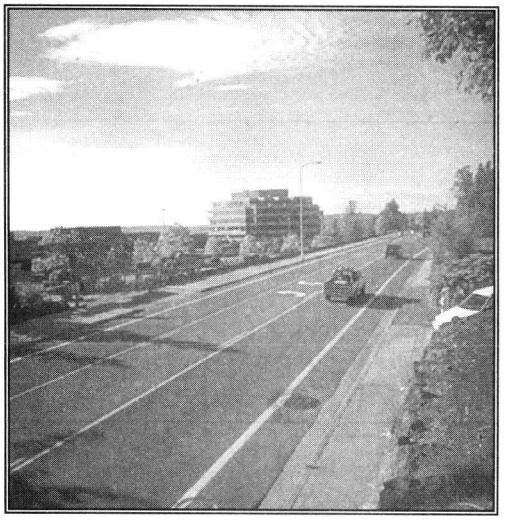
- ➢ Converting four-lane roadways to two, plus medians and bike lanes.
- ➢ Improving motorist compliance with the law, by allowing the prudent driver (not the imprudent driver) to set the speed.
- ➢ Reducing top end speeders most hours of the day. May have less effect in off-peak hours.

■ Considerations

- ➢ Can handle volumes up to 20,000 ADT in most locations, and 25,000 ADT in some.
- ➢ Generally benefits neighborhood with quieter, safer operations, and may contribute to increase in property values.
- ➢ Often increases safety by up to 30 percent.
- ➢ Best used with medians and bike lanes which provide space for motorists to pull over to permit emergency responders to get by.
- ➢ Can use with center turn lanes, using refuge islands in places to assist pedestrian crossing of high volume roadways
- ➢ When traffic counts are above 20,000 ADT may increase difficulty getting into and out of driveways. Most residents are satisfied with the tradeoff.

■ Cost

- ➢ Minimal. Often only requires re-striping the lanes. When medians or refuge islands are used, costs of $15-$25 per lineal foot are common.



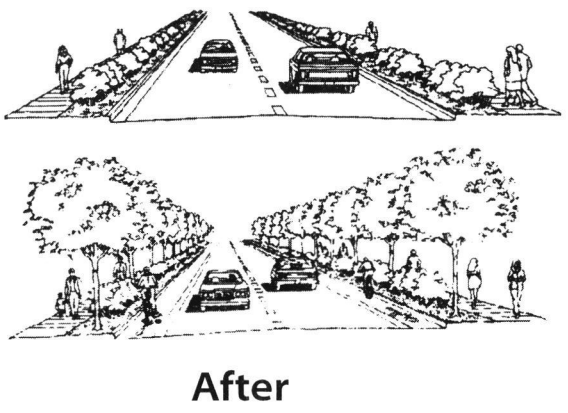
This section of Lake Washington Boulevard in Kirkland, Washington, was narrowed from four lanes to three. The conversion has created a smoother flow rate, addressed capacity issues, improved safety, and made way for a bike lane – which also provided a buffer for pedestrians.

Roadway Narrowing

Roadway narrowing can be achieved in two different ways. The lane width can be reduced, with excess asphalt then striped with a bicycle lane or paved shoulders. These treatments make the driving area appear to be narrow without adding curbing to physically narrow the roadway.

The street can also be physically narrowed by extending sidewalks, providing landscaped areas, or adding on-street parking within the former curb lines. This often reduces vehicle speeds along a roadway section and enhances movement and safety for pedestrians.

Adding bicycle lanes on higher-volume streets with speeds in excess of 20 mph enhances bicycle travel by increasing the predictability of both car and bicycle movements. Such treatments are particularly desirable for a neighborhood when several streets are treated in this way to create a connected system of bike lanes.



from Pedestrian Facilities Guidebook, Washington State

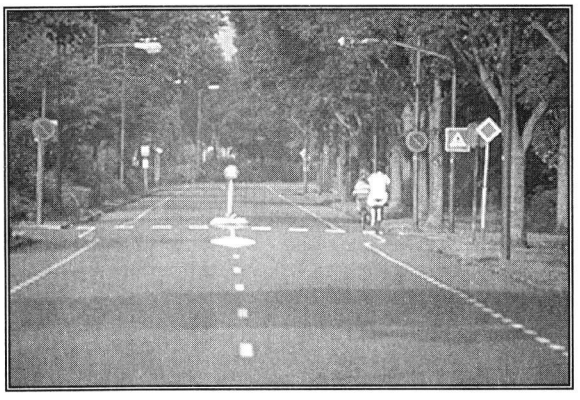
■ **Used for**

➢ Reducing speeds, increasing safety and redistributing space to other users and uses.

■ **Considerations**

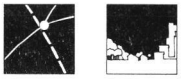
➢ Bicyclists must be safely accommodated. Bike lanes are needed if motor vehicle speeds exceed 20-25 mph. If speeds are less than 20-25 mph, bikes and motor vehicles can share the same space on the roadway. The extra width, in such settings, is often beneficial to pedestrians or dedicated for other Main Street or neighborhood needs.

➢ Use of bike lanes helps with truck turning movements (larger effective turning radius) and creates a space to allow motorists to pull over for emergencies and emergency responders.

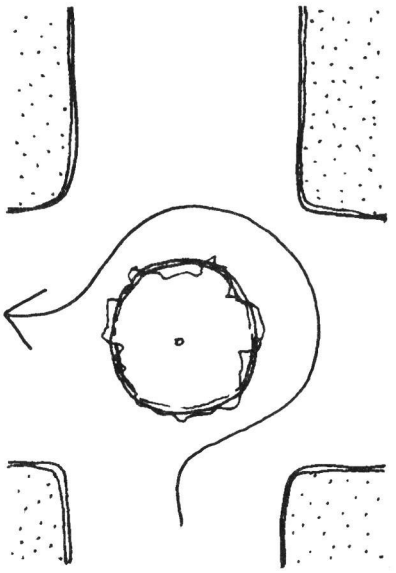


Colored asphalt has been used to identify bike lanes on this street in Holland. The bike lanes visually narrow the street. Although the curb to curb width is more than 30 feet, the motorist only sees 11 feet of driving space. This visual tunneling reduces speeds by 9-14 mph.

Mini-Circle



Mini-circles are raised circular islands constructed in the center of residential street intersections to reduce vehicle speeds. They force motorists to maneuver around them and have been found to reduce motor vehicle crashes by 90-93%. Drivers making left turns are directed to maneuver in a counter-clockwise direction, exiting the traffic circle by turning right onto the desired street. Signs are often installed within the circle to direct motorists to proceed to the right of the circle before passing through or making a left turn. They are commonly constructed with landscaping (bushes, flowers, or grass) at locations where the neighborhood has agreed to maintain the plants. Stop signs are removed. Mini-circles often improve emergency response times up to 30% when four-way stop controls are removed. Use yield control on all four approaches.



adapted from Making Streets That Work, Seattle 1995

■ Used for

- ➢ Managing traffic at an intersection where volumes do not warrant a signal.
- ➢ Reducing crashes at intersections of two local streets.
- ➢ Reducing vehicle speeding at the intersection.
- ➢ Treating a series of intersections along a local street as part of a neighborhood traffic improvement program.

■ Considerations

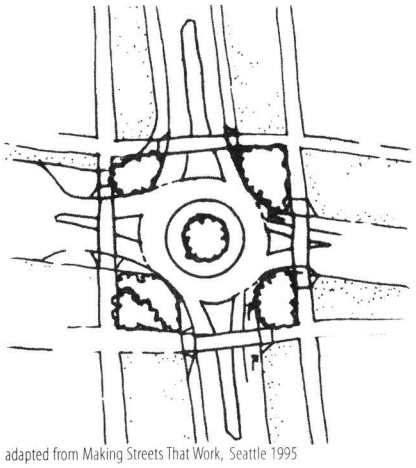
- ➢ Do not make generous allowances for motor vehicles by increasing the turning radii – this compromises motorist, pedestrian and bicyclist safety. Deflection curves must hold motorist speeds to 15-18 mph maximum.
- ➢ Do not use with stop signs. Yield controls are safer and more appropriate.
- ➢ Improves bicycling and walking conditions.
- ➢ Can be used effectively with Bicycle Boulevards.
- ➢ Larger vehicles (e.g., school buses, fire apparatus) may need to make left hand turns in front of circle.
- ➢ Landscaping that provides contrast, and especially trees, increase the effect of these intersection islands for distances up to 200 feet.
- ➢ Often reduces crashes by 90-95 percent.
- ➢ Keeps motorists in motion, thus creating quieter, cleaner-air conditions.
- ➢ Do not use if corner parking cannot be effectively controlled. In such settings fire responders may be denied access to a street.

■ Cost

- ➢ $8,000-$15,000. Asphalt mini-circles are installed for as little as $6,000. Most residents prefer the quality and durability of concrete.

In this traffic mini-circle in Vancouver, BC, buses and other large vehicles travel through on a straight or right-turning approach with no difficulty.

Roundabout and Mini-Roundabout



adapted from Making Streets That Work, Seattle 1995

A roundabout is a circular, raised island with deflector islands that form a hub for the traffic that flows around it and the streets that shoot off it. Roundabouts are located at the intersection of a collector or arterial street with one or more crossing roadways.

As with mini-circles on collector or residential streets, traffic circulates within roundabouts in a counter-clockwise direction and exits the roundabout by turning right onto the desired street. Therefore, no left-turning movements are needed. Unlike a signalized intersection, drivers select gaps in the traffic to enter the roundabout from each approaching street without having to stop.

Roundabouts are usually less expensive to install and maintain than traffic signals. They reduce crashes 50-90% at intersections previously controlled with traffic signals or stop signs. They can also handle 30% more traffic than intersections with signals and eliminate the need to widen roads to increase intersection capacity.

Roundabouts need to be constructed to accommodate pedestrians and bicyclists with crossing points and medians. Crosswalks should be placed about one car length beyond the yield line so that drivers exiting the roundabout have a full view of pedestrians. The design should not permit a motorist to travel faster than 15-20 mph.

■ Used for

- ➢ Managing vehicle movements where the existing intersection is unusually large, complex and or has more than four approach legs.
- ➢ Improving an existing signalized or four-cross intersection which is experiencing heavy traffic backup and congestion.
- ➢ Improving safety of motorists, pedestrians and bicyclists.
- ➢ Creating a gateway into a downtown, neighborhood, waterfront or other area.
- ➢ Increasing pedestrian access across complex roadways.

■ Considerations

- ➢ Street widths and/or available right-of-way need to be sufficient for a properly designed roundabout. Generally, all size vehicles and turning movements are supported with 110' from two diagonal corners. Smaller spaces can accommodate a roundabout, especially if the design vehicle or certain turns are restricted.
- ➢ Vehicle deflection must be set to reduce speed to 15-18 mph.
- ➢ Larger deflections create safety problems for all users.
- ➢ Use splitter islands entering and exiting roundabout to control deflection and turning movements.

■ Cost

- ➢ A landscaped roundabout ranges from $45,000 to more than $150,000. Can often be built for less than the cost of installing conventional signal system.

This Fort Pierce, Florida, roundabout was constructed to reduce speeding, improve safety, and enhance the aesthetics of the community.

Woonerf

Woonerf (Dutch word which means "street for living") is common space shared by pedestrians, bicyclists, and low-speed motor vehicles. They are usually streets raised to the same grade as curbs and sidewalks. Vehicles are slowed by placing trees, planters, parking areas, and other obstacles in the street. Motorists are treated as the intruders and must travel at walking speed. This makes a street available for public use that is essentially only intended for local residents. A woonerf identification sign is placed at each street entrance.

■ Used for

➢ Residential or other local streets where volumes are low (under 1,000 ADT), limited use, and primarily local access streets.

➢ Streets where there is a neighborhood desire to create a public space for social activities and play by local residents.

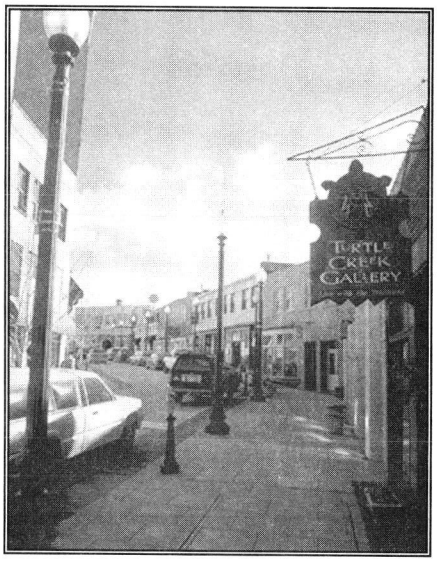
■ Considerations

➢ A woonerf is generally not appropriate where there is a need to provide for non-resident motorists to access services or through streets.

➢ The design needs to keep vehicle speeds very low to make the streets safe for children, seniors and others.

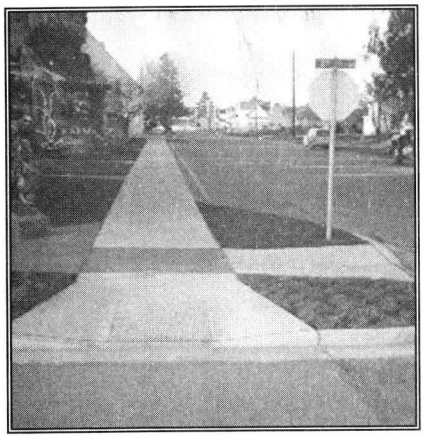
■ Cost

➢ The cost to retrofit and create a woonerf may be quite high, but there would be no extra cost if part of original construction.

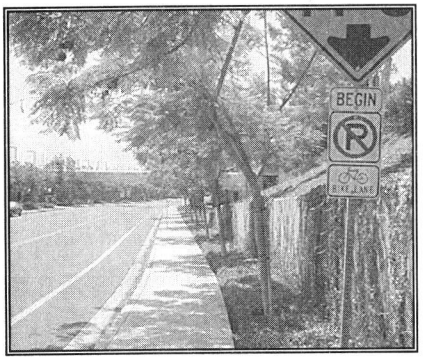


This Asheville, North Carolina, woonerf has been a popular and successful street since its construction over 20 years ago.

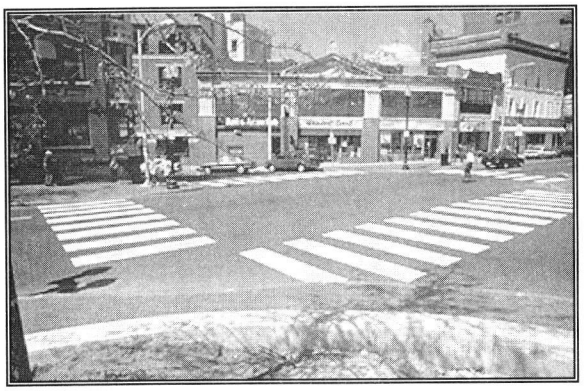
Additional Tools for Great Streets



ADA-compliant design



Bicycle lanes



Striped crosswalks

What about bike lanes? What about crosswalks? Beyond the traffic calming tools reviewed in the Toolbox, another set of great street tools can be used to improve streets. The next few pages describe other techniques that can be used to make your community more walkable and more livable. These tools can be used with the traffic calming toolbox – or on their own.

ADA-Compliant Design

People with disabilities who experience higher than normal levels of risk include the visually impaired, wheelchair users, developmentally restricted persons, and people who walk with special aids. Under the federal Americans with Disabilities Act, improvements were mandated to ensure access and mobility for people with physical limitations. Most of these improvements – including adequate time to cross streets, well-designed curb ramps, limited number of driveways, and wide sidewalks that are clear of obstructions – benefit all walkers.

Bicycle Lanes

Bicycle lanes indicate a preferential or exclusive space for bicycle travel on a street, and are typically striped – although colored pavement is sometimes used. They create more consistent separation between bicyclists and passing motorists, and can also provide a buffer zone between motor vehicles and pedestrians on a sidewalk.

Marked/Striped Crosswalks

To make pedestrians' actions more predictable for motorists, marked crosswalks indicate the proper locations to cross. In many cities, crosswalks are commonly installed at all legs of all signalized intersections and also at other selected locations.

Using crosswalks is a shared responsibility between drivers and pedestrians. Drivers must yield to pedestrians and pedestrians must not assume that all motorists see them in a crosswalk. Care on behalf of both parties can prevent pedestrian injuries.

While marked crosswalks are generally desirable at signalized locations, they may also be appropriate for selected, low speed, two- or three-lane, narrow streets, particularly in conjunction with speed tables, medians, refuge islands, bulbouts, and other traffic calming measures. Various striping patterns and textures can be used. It may be useful to supplement crosswalk markings with pedestrian warning signs.

Curb Radius Reduction

One common type of crash involving pedestrians occurs when a pedestrian is struck by a vehicle turning right at an intersection. A curb radius of 25 feet or more typically results in high-speed turns by motorists.

Shortening the radius – making the turn "tighter" for the driver – by extending the curb reduces the vehicle's speed, shortens the crossing distance for pedestrians, and improves visibility between pedestrians and motorists. Tighter turning radii are especially important in areas with heavy foot traffic.

Curb Ramps

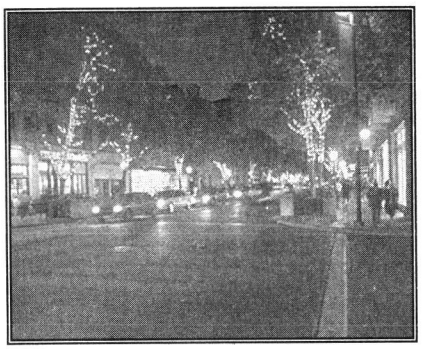
Curb ramps provide access between the sidewalk and roadway for people using wheelchairs, strollers, walkers, and hand carts as well as for pedestrians who have trouble stepping up and down high curbs. Appropriate for use on all types of streets, curb ramps may be installed at intersections and mid-block locations with pedestrian crossings.

Driveway Improvements

Driveways may cause safety problems for pedestrians if the sloped pavement ramp extends through the sidewalk area. This will require the pedestrian to navigate the sloped pavement at each driveway crossing.

Other driveway features to be avoided are wide-turning radii, multiple adjacent driveways, or poorly defined driveways. Driveways that are wider than needed to enter and exit expose pedestrians to unnecessary risk by keeping them in the path of vehicles.

Driveway improvements can include narrowing or closing driveways, tightening turning radii, converting driveways to right-in/out only, and adding median dividers on wide driveways.



Pedestrian-scale lighting

Lighting Improvements: Pedestrian-Scale Lighting

Pedestrians – especially if they are wearing light colors – often assume that motorists can see them at night. They are deceived by their own ability to see the oncoming headlights. Without sufficient overhead lighting, however, motorists may not be able to see pedestrians in time to stop.

In commercial areas with night-time pedestrian activity, special lighting placed over the sidewalks can enhance both the ambiance of the area and the visibility of pedestrians to motorists.

Neighborhood Speed Watch/ Speed Monitoring Trailer

On some streets where traffic calming treatments have not yet been installed, temporary compliance with speed limit signs may be achieved by using a sign board which displays the speed of passing vehicles. Used in conjunction with intermittent police enforcement, this is an effective short-term strategy.

Pedestrian Signals

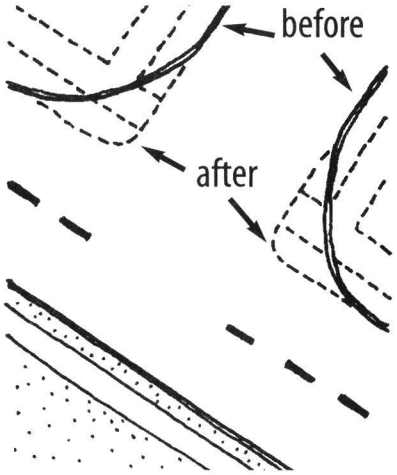
The use of walk/don't walk signals at signal locations is often valuable. Pedestrian signals are necessary when: (1) vehicle signals are not visible to pedestrians; (2) signal timing is complex – such as a left turn signal for motorists; (3) there is an established school zone crossing; and (4) an exclusive pedestrian interval is provided. Pedestrian signal heads may either be symbols of a walking person, an upheld hand, or they may be the words "walk" and "don't walk."

Pedestrian Signal Timing: Upgrade/Modify

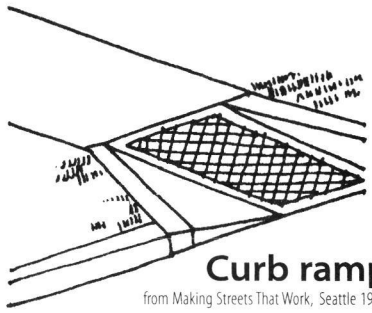
Pedestrian push buttons (with timing based on a walking speed of 3-3 1/2 feet per second) may be installed at locations where pedestrians are expected at intermittent intervals. Push buttons should not be used in downtowns or where pedestrians are routinely present. Quick response to the button should be programmed into the system.

Since push-button devices are activated by only one-half of pedestrians, new "intelligent" microwave or infrared pedestrian detectors – which automatically activate the red light and walk signal when pedestrians approach – are now being installed in some cities.

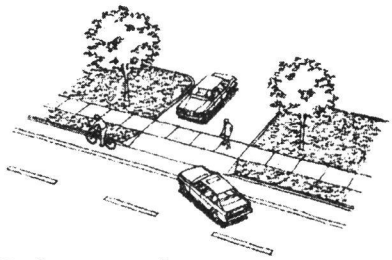
Other detectors can extend the crossing time for slower moving pedestrians in the crosswalk. In addition to "standard" pedestrian signal timing (where motorists may turn left or right across a pedestrian's path), exclusive pedestrian intervals stop traffic in all direc-



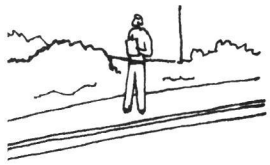
Curb radius reduction
from Making Streets That Work, Seattle 1995

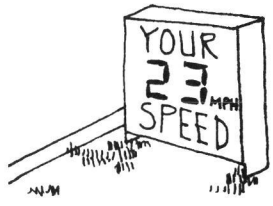


Curb ramp
from Making Streets That Work, Seattle 1995

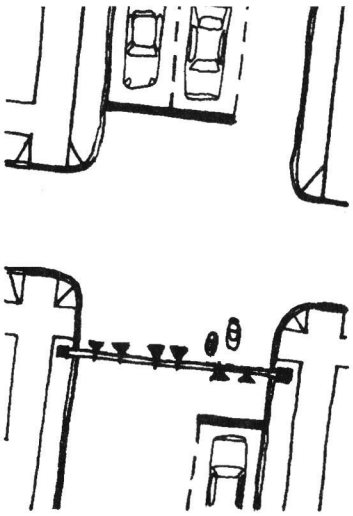


Driveway improvements
from Making Streets That Work, Seattle 1995



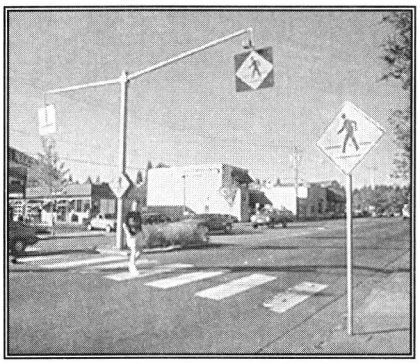


Neighborhood speed watch
from Making Streets That Work, Seattle 1995

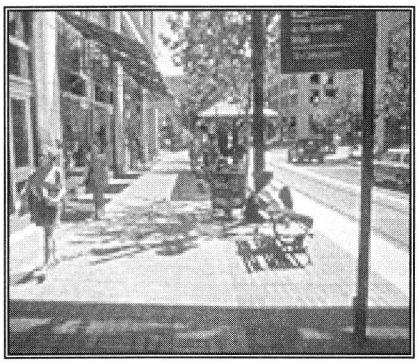


Pedestrian signal timing

from Making Streets That Work, Seattle 1995



Signage at pedestrian crossings



Street furniture in a shopping district

tions. This timing has been shown to reduce pedestrian crashes by 50%. Use of larger pedestrian signal heads and/or audible pedestrian messages (such as chirps for the blind) can be used to enhance crossings for some pedestrians.

Right-Turn Slip Lanes

At many arterial street intersections, pedestrians have difficulty crossing due to right-turn movements and wide crossing distances. Well-designed right turn slip lanes place right-turning vehicles at a 60° angle from through traffic. This angle limits vehicle turning speeds and increases the visibility of pedestrians. Right-turn slip lanes should be accompanied by pedestrian refuge islands within the intersection. Pedestrians can cross the right-turn lane and wait on the island for their walk signal.

School Zone Improvements

A variety of roadway improvements may be used to enhance safety or mobility for children in school zones. The use of well-trained adult crossing guards has been found to be one of the most effective measures for assisting children to cross streets safely, while sidewalks or separated walkways and paths are essential for a safe trip from home to school – on foot or by bike.

Police enforcement in school zones may be needed in situations where drivers are speeding or not yielding to children in crosswalks or when making turns.

Other helpful measures include parking prohibitions at intersections near schools, increased child supervision, and the use of signs, such a SLOW SPEED LIMIT 25 MPH WHEN FLASHING. Pedestrian safety education programs are also an essential part of child pedestrian safety, which can carry over for a lifetime.s

Add or Modify Signage

At some crossing locations and complex intersections, signs can effectively alert drivers or pedestrians to use extra caution, and thus improve pedestrian safety. Signs can, however, be used too frequently, which fosters noncompliance and disrespect for signs in general.

Speed limit signs, pedestrian warning signs, and no-turn-on-red sign, for example, can affect pedestrians. A new, strong yellow-green color is now approved by *The Manual on Uniform Traffic Control Devices*, an industry standard for use on signs which warn motorists that pedestrians and bicyclists may be in the vicinity. Because of its unique bright color, drivers pay more attention to the sign.

Street Furniture / Walking Environment

Tripping and falling are primary causes of pedestrian injuries, particularly for older walkers. Carefully planned and designed sidewalks and pedestrian areas are important, as is providing safety and mobility for users.

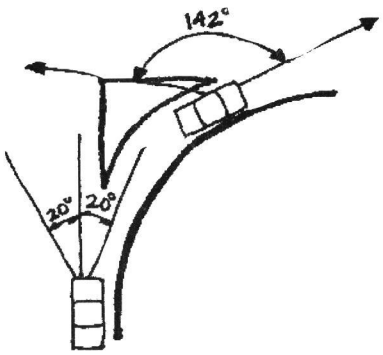
Sidewalks should be continuous and be part of a system which provides access to goods, services, and homes. Sidewalks and walkways should be kept clear of poles, sign posts, newspaper racks, and other obstacles which could block or trip people.

Benches, water fountains, and other street furniture should be carefully placed to allow for unobstructed paths for pedestrians. Paths must be properly maintained and kept clear of debris and puddles which can cause problems for pedestrians. Places to sit, chat, and people-watch enhance pedestrian livability.

Sidewalks, Walkways and Buffer Zones

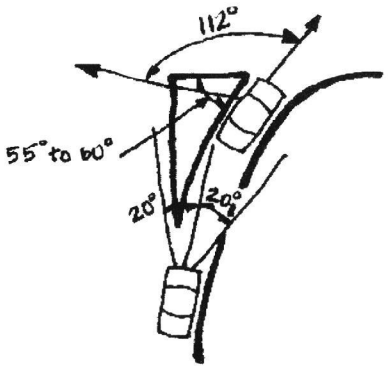
Sidewalks and walkways separate pedestrians from the roadway and provide off-street places for children to play. Sidewalks have

Recommended by the American Association of State Highway and Transportation Officials



High speed, low visibility head turner

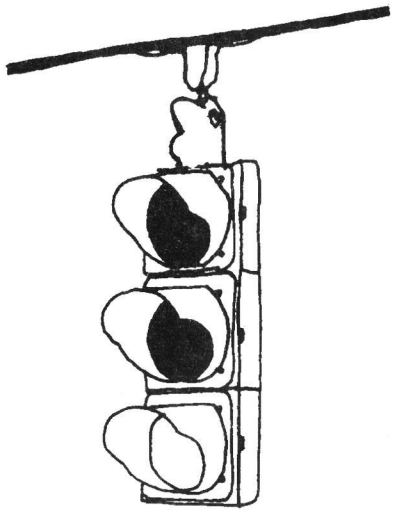
Recommended Design in Australia



14 to 18 mph, good visibility

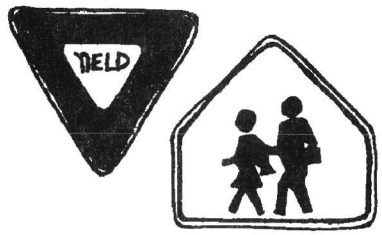
Right-turn slip lane

from Walkable Communities, Inc.



Traffic signal

from Making Streets That Work, Seattle 1995



Signs commonly seen in school zones

from Making Streets That Work, Seattle 1995

been associated with significant reductions in pedestrian-vehicle collisions. Such facilities also improve pedestrian mobility and should be provided for walking from residential areas to parks, schools, stores, and transit stops.

While sidewalks are typically made of concrete with curb and gutter, less expensive walkways for low-density residential areas may be constructed of asphalt, crushed stone, or other materials if they are properly maintained.

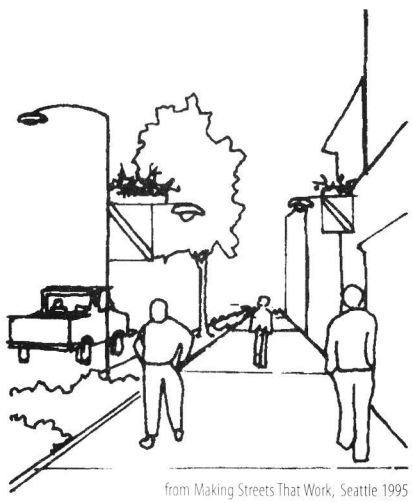
A minimum width that allows two people to pass safely is 5 feet of sidewalk or walkway, free of obstructions. An additional buffer zone (grass, trees, or other vegetation) of 4 to 6 feet is desirable as a separation from the street. Careful planning of sidewalks and walkways is important for a neighborhood or area to provide adequate safety and mobility.

Traffic Signals

Traffic signals can create gaps in traffic flow to allow pedestrians to cross the street while motorists are stopped. Such signals should allow adequate crossing time for pedestrians (a walking speed of 3-3 1/2 feet per second). Signals are especially important for pedestrians crossing at mid-block crossing points on high-speed roads, high-speed or congested intersections, and in areas where seniors and young children want to cross streets. National standards based on the numbers of pedestrians and vehicles should be used in selecting these sites.

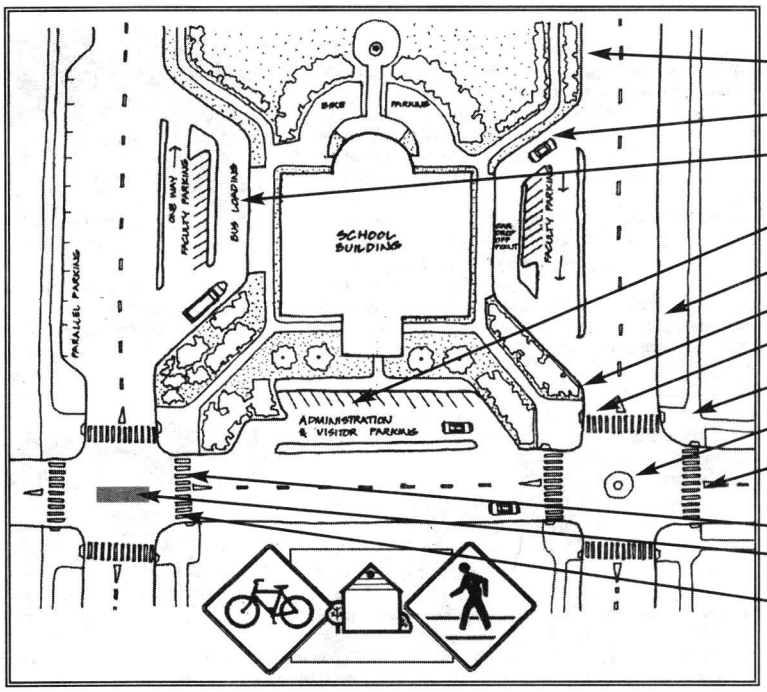
Traffic Signal Enhancements

A variety of traffic signal enhancements can benefit pedestrians, bicyclists and motorists. They include: providing left-turn phasing separate from pedestrian walk intervals; timing signals in sequence to encourage desired vehicle speeds; installing larger, more visible traffic signals (including back plates for bright background faces); and giving transit vehicles priority over other vehicles.



from Making Streets That Work, Seattle 1995

Wide sidewalk with planting and pedestrian-scale lighting



Basic Traffic Management Features

- Queuing space for student dropoff
- Passenger dropoff zone (left-turn out only)
- School bus loading/unloading only
- Staff and volunteer parking (no dropoffs)
- Sidewalks
- Curb extensions
- Tight corner radii
- Painted stop bar
- Roundabout or mini-circle
- Enhanced crosswalks

Options

- Median diverter
- Median refuge islands at intersection
- Intersection with median and flat top table
- Cones on center line to slow traffic
- Trees and other landscaping along streets
- Bike lanes
- Flashing beacon lights

A refuge island with speed table can be an excellent traffic calming and safety element near schools.

Traffic Calming Tools for Schools

School children need every break they can get. Traffic management elements should be incorporated in the design in and around schools to provide a comfortable and friendly environment for walking and to tightly control the behavior of parents in cars. If the school is not on a principal roadway carrying more than 4,000 vehicles per day, appropriate traffic calming features should be used to hold down speeds to 20-25 mph – even when children are not in school (i.e., 24 hours a day).

■ Traffic Management Principles for School Areas

- ➢ Separate modes (i.e., cars, buses, pedestrians).
- ➢ Keep all turning movements low-speed.
- ➢ Provide 24-hour 20 mph speed through design.
- ➢ Provide well-identified pedestrian crossings.
- ➢ Give priority to pedestrians and bicyclists.
- ➢ Locate drop-off zone before pickup zone.
- ➢ Do not permit queuing in undesirable locations.
- ➢ Do not permit motorists to cross main pedestrian routes.
- ➢ Use school crossing guards at elementary schools.
- ➢ Do not allow right turns on red, if intersection is signalized.
- ➢ Avoid multiple-lane highways.

Chapter 4. Resources

The following resources will help you to embark on your traffic calming program.

The forms in this chapter were designed to help evaluate the conditions of streets in your neighborhood. Please use them to record data (see Chapter 2 for more details) and photocopy as many forms as you need.

A list of books and publications on traffic calming, street design and urban design can also be found at the LGC Center for Livable Communities web page (www.lgc.org/clc).

Neighborhood Traffic Audit

Name of Observer _____

Neighborhood _____

Date / Time of Audit _____

Where Do You Live? _____
(indicate street and cross street)

Age: 1-10 11-15 16-20 21-40 41-65 65+

Are you a : Pedestrian Bicyclist Motorist Resident Business Owner/ Employee
(Circle all that apply)

For the list below, circle the number that best describes the conditions in your neighborhood:

	Not a Problem → → → → Serious Problem				
Motorist courtesy toward pedestrians	1	2	3	4	5
Traffic safety for children and elderly	1	2	3	4	5
Number of cars	1	2	3	4	5
Speeding	1	2	3	4	5
Motorists obey stop signs	1	2	3	4	5
On-street parking available	1	2	3	4	5
Pedestrians can cross streets easily	1	2	3	4	5
Traffic noise	1	2	3	4	5
Visibility of pedestrians	1	2	3	4	5
Quality of pedestrian experience	1	2	3	4	5
Other (list):					
1. _____	1	2	3	4	5
2. _____	1	2	3	4	5

Please use the space here or on a separate sheet to describe specific problems in your neighborhood and the locations where they occur:

Street Inventory Form

Name of Observer _____

Neighborhood _____

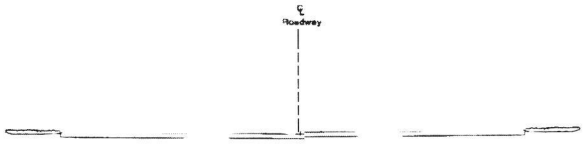
Date / Time of Audit _____

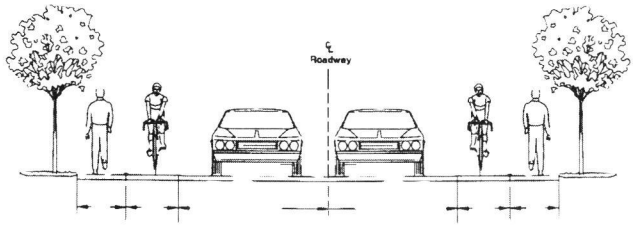
Street / Cross Sreet _____

Please circle or write in your responses:

Roadway Type	Commercial		Residential					
Number of Lanes	One	Two	Three	Four	Five+			
Block Length (feet)	200-300	301-400	401-500	501-800	Over 800			
On-Street Parking	None	Light	Moderate	Heavy	Saturated			
Walkway / Sidewalk	None	One Side	Both	Intermittent				
Walkway Width (feet)	____	____	____	____				
Type of Walkway	Grass	Asphalt	Concrete					
Traffic Volume *(vehicles per hour)*	0-30 ____	30-60 ____	61-120 ____	120-240 ____	240-480 ____	480+ ____		
Average Speed *(miles per hour)*	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50+

Please draw a typical street section below. Indicate dimensions in feet for each element that you draw.

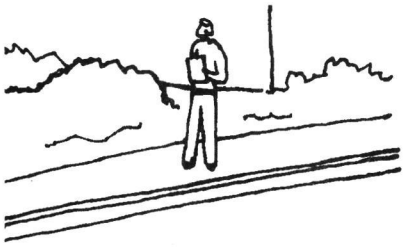


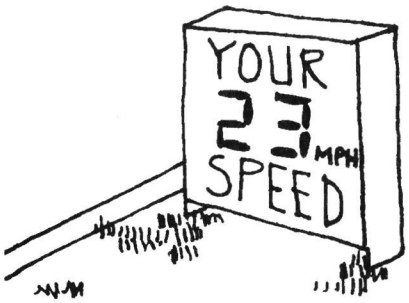


SAMPLE SECTION

Resources

Speed Evaluation From





Follow the directions below to measure the speed of vehicles without using a radar gun:

Items Needed:

- ☐ Stop watch
- ☐ Measuring tape
- ☐ Street chalk or wide tape
- ☐ Note pad and pencil

Procedure

1. Determine where you want to measure vehicle speed. This location should be away from STOP signs or curves that would tend to slow vehicles.
2. Measure and mark a distance of 300 feet (100 yards) on the edge of the road. As always, be safe when in the road. Marks must be temporary (tape or chalk works well).
3. Find a comfortable spot off the road near the middle of the marked area where you can see both end marks.
4. Use the stop watch to measure how long it takes a vehicle to travel the 300-foot distance.
5. Refer to the table on the right to convert the travel time to vehicle speed.
6. Record the results and repeat steps 4 and 5 until a reasonable sample is obtained (usually at least 25 vehicles in each direction). The larger the numbers of vehicles sampled, the greater the accuracy of your results.
7. If it appears (based on your study), that a large percentage of the vehicles are traveling well over the posted speed limit, contact your transportation department.

Time it takes to travel 300 feet

Time Seconds	Speed (mph)
3.5	58.4
4.0	51.1
4.5	45.4
5.0	40.9
5.5	37.2
6.0	34.1
6.5	31.5
7.0	29.2
7.5	27.3
8.0	25.6
8.5	24.1
9.0	22.7

Adapted from the City of Salem Oregon's Traffic Information Booklet, Public Works Department, Transportation Services Division, September 1996.

How The Tools Measure Up

The chart on the back cover summarizes the traffic calming tools described in this guide. The table indicates the tool and how it affects traffic volume, speed, noise, vehicle conflicts (accidents between two vehicles), the amount of traffic diverted to residential streets, pedestrian safety, bicycle safety, and emergency/service vehicle access.

The ▲ symbol indicates that use of the tool will generally increase the condition.

The ▼ symbol indicates that use of the tool will generally decrease the condition.

The dash (–) indicates that use of the tool will generally not affect the condition.

These indicators are included to give you a general idea of how the tools work. Depending on a street's location and traffic conditions, the tool may work differently.

Relative costs (low or high) are listed in the Estimated Costs column. Low-cost projects can usually be accomplished for $10,000 or less, while high-cost projects require over $10,000.

Estimates of the time it takes to complete each project (short-term or long-term) are included in the Timeline column. Short-term projects can typically be completed in one year or less, and long-term projects will typically take longer than that.

In addition to performance, the table also includes information on whether the tool can be used on an "arterial" or "residential" street or "both."

Tool	Page	Vehicle Volume	Vehicle Speed	Noise	Vehicle Conflicts	Traffic Diverted	Pedestrian Safety	Bicycle Safety	Emergency Vehicle Access	Estimated Costs	Timeline	Appropriate for Use on
Bulbout (Curb Extension)	24	–	▼	–	–	–	△	–	–	high	long	both
Chicanes	25	▼	▼	▼	▼	△	–	▼	▼	high	short	residential
Choker (Neckdown)	26	▼	▼	▼	–	▼	△	–	–	low	short	residential
Diverter	27	▼	▼	▼	▼	▼	△	△	▼	low	long	residential
Driveway Link	28	▼	▼	▼	–	–	△	–	▼	high	long	residential
Full Street Closure	29	▼	▼	▼	▼	△	maintain access for these uses			high	long	residential
Gateway	30	▼	▼	▼	▼	–	△	–	▼	low	short	both
Intermediate Median Barrier	31	▼	–	–	▼	△	△	△	–	low	short	arterial
Landscaping Treatments	32	–	▼	▼	▼	–	△	–	–	low	short	residential
Median	33	–	▼	▼	▼	△	△	–	▼	high	long	arterial
Modified T-Intersection	34	–	▼	–	▼	▼	–	–	–	low	short	arterial
Partial Street Closure	35	▼	–	▼	▼	△	△	△	–	low	long	residential
Pedestrian Refuge Islands	36	–	▼	▼	▼	△	△	△	–	high	long	arterial
Speed Humps and Tables	37	▼	▼	△	–	–	△	–	▼	low	long	residential
Raised Intersection	38	–	▼	△	▼	–	△	△	▼	high	long	both
Reducing Number of Lanes	39	–	▼	▼	▼	–	△	△	–	low	short	both
Roadway Narrowing	40	–	▼	▼	–	–	△	△	–	low	short	both
Mini Circles	41	–	▼	▼	▼	–	△	△	–	low	short	residential
Roundabout / Mini-Roundabout	42	–	▼	▼	▼	–	△	△	–	high	long	arterial
Woonerf	43	▼	▼	▼	▼	△	△	△	△	high	long	both

△ use of tool will generally increase the condition. ▼ use of tool will generally decrease the condition. (–) use of tool will generally not affect the condition. Complete table notes on inside of the back cover.

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VERMONT WESTERN STATION NEIGHBORHOOD AREA PLAN

DEVELOPMENT STANDARDS AND DESIGN GUIDELINES

CPC No. 00-1976 SP
As Modified by the City Planning commission August 10, 2000

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INTRODUCTION

This document, The Vermont/Western Station Neighborhood Area Plan Development Standards and Design Guidelines, or "Guidelines," contains provisions that direct change on private and public lands within the boundaries of the Vermont Western Station Neighborhood Area Plan (Plan).This document includes criteria regarding site planning, building design, facade treatments, open space, landscaping and other standards for private property as well as for the public right of way and public facilities located within the boundary of the Vermont/Western Station Area Plan.

Applicants seeking to obtain Project Permit Compliance (see Section 11.5.7. C of the Municipal Code) for a new project or extensive re-modeling (See Definitions Chapter XI), must demonstrate to the satisfaction of the Director of City Planning, or his/her representative, that the provisions of the Guidelines have been met as well as the provisions of the Vermont/Western Station Neighborhood Area Specific Plan Ordinance (City Plan Case No. 00-1976 SP).

The Guidelines are organized around the five key Subareas, as illustrated on the Plan Subarea Map, with a separate Chapter VIII on Hospitals and Medical Centers. Use this document by first locating the site on the Plan Subarea Map. Refer to the standards and guidelines that apply to that Subarea.

The Guidelines implement the Plan and Specific Plan Ordinance. It is recommended that applicants for permits in the Plan area refer to the Plan and the Specific Plan Ordinance as well as the Guidelines.

The Guidelines were initially adopted by the City Planning Commission, but may be amended by the City Planning Commission following public input at a public hearing-see Chapter X. Exceptions for individual projects may be granted by the Central Area Planning Commission. Exception procedures for individual projects are described in Chapter IX.

These Guidelines contain both "Development Standards" and "Design Guidelines." Development Standards are legal requirements that address those aspects of site development and building design for which physical specifications can be described. Design Guidelines are strong recommendations that provide direction for more subjective considerations. Never the less, deviation from the Design Guidelines must be justified or explained to the Director of Planning or his/her representative during the

Project Permit Compliance application process.

Illustrative examples and other graphics are provided to demonstrate application of the standards and guidelines. This document is not a substitute for the services of professional architects, engineers and building contractors in new construction and renovation. All development will adhere to the City Building and Safety Code, and to the Federal Americans with Disabilities Act.

I. Historic Architectural Influences and Preservation of Native Species

It is strongly encouraged, but not required, that some visual reference to local historic architecture styles and/or indigenous flora and plant forms be made in new development. It is suggested that historic buildings be viewed and some of their tradition, such as choice of building materials, courtyards, water features, facade treatments, elaborately tiled entrances, etc. be imitated or passed on in the newer construction. Below is a brief list and general location of some of the design influences in the Plan Area.

Some of the historic design treatments in Hollywood were taken from Mediterranean traditions which evolved in a climate similar to California. The Mediterranean influence includes a number of excellent strategies for coping with summer heat and dry terrain. Because these approaches are more appropriate to the Southern California climate and therefore are more easily sustained-not to mention beautiful-they are particularly encouraged.

The Guidelines also encourage the use of native Southern California plants in the landscape. Native plants tend to be less thirsty and more drought tolerant. They are "sustainable" because they cost less to water, fertilize and maintain, and they naturalize permanently or reseed themselves with out human help. Also important is that they are the natural habitat for native butterflies and small animals like lizards and birds. An important goal of the Plan is to bring nature back into the City for the children, and for our overall sense of health and harmony.

Most of the historically significant buildings were constructed and designed when Hollywood was at it's economic height in the Twenties and Thirties. These buildings were commonly done in Mediterranean, Spanish-Moorish, Beaux Arts, Spanish/Southwestern, Craftsman and Art Deco styles. These styles and their principal characteristics can be found described in a number of reference books, including A Guide to Architecture in Los Angeles and Southern California, David Gebhard, and Robert Winter. Santa Barbara, Peregrine Smith, 1977.

Inspiration for single family homes, duplexes, apartments and condominiums can be found throughout the Plan Area, but especially along New Hampshire Avenue, Berendo Street, Edgemont Street and Heliotrope Drive. Ideas for institutional buildings can be found along Vermont Avenue, where there are at least four major historical structures: 1. The Hollywood Presbyterian

Medical Center; 2. The Nicholas Prester Building (north west corner of Santa Monica and Vermont); 3. Virgil Junior High School (Council and Vermont) and 4. The Korea Times Building (south of the 101 Freeway).

Another historic influence that may be a design inspiration for landscaping with native plants is the Cahuenga tribe whose name is used for the recently restored local library branch at the corner of Santa Monica Boulevard and Lyman Street. Vermont Avenue was once a trail and trade route for this indigenous tribe who were also known to have built small villages under the native oaks in the area.

Hollywood Boulevard is the location of a number of commercial and mixed use buildings with Art Deco, Mediterranean and Spanish/Moorish influences. These structures were built in the Twenties and Thirties by significant architects for wealthy commercial clients: 1) The Precision Auto Building; 2) The auto showroom located at 5766 Hollywood Boulevard; 3) A highly ornamented two-storey building of Spanish-Moorish design located at 5540-42 Hollywood Boulevard; 4) Another Art Deco commercial building located at 5647-53 Hollywood Boulevard. and 5) The Escrow Center at 5701 Hollywood Boulevard.

Sunset Boulevard-part of the historic Route 66- has most of its historic architecture west of the Hollywood Freeway, immediately outside the Plan Area. However there is an example of a two-storey craftsman style residential building circa 1912 that is located at 5024 Sunset. This building is now used for offices and is part of a group of one-story bungalows. Sunset Boulevard is also notable for its majestic palm trees.

The Plan Area includes the Barnsdall Arts and Crafts Building and the Hollyhock House both designed, by Frank Lloyd Wright for Aline Barnsdall, in 1919 as part of a proposed cultural center for the performing arts. The Arts and Crafts Building was designed in a style Frank Wright called "Romanza". It has cast cement blocks with a flat roof and hollyhock motifs. The house combines a Mayan motif and an abstract motif of hollyhocks.

Recently a 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 site was formally known as Olive Hill, and the Master Plan calls for reestablishing the olive groves. The Master Plan also has landscape suggestions for the development of parcels along the edges of the Park. A copy of this Master Plan can be obtained from the Department of Cultural Affairs at (213)485-8665.

II. Existing Streetscape Projects

This section applies to both public and private entities making improvements in the public right of way. Dedication and improvement of the public right-of-way are sometimes required of private development as a condition of a new project. However most of the improvements made in the public right of way along public streets are provided by public agencies.

Recently several streetscape design projects that address the look and provision of the improvements along the public right of way have been prepared for the Plan Area. They are listed below. Both public and private entities making improvements in the public right of way shall conform to the standards, design strategies and overall intent of these documents.

VERMONT AVENUE. When a project is located along Vermont Avenue, public agencies and private parties shall improve the public right of way in accordance with the Vermont Avenue/Hollywood Boulevard Transit/Pedestrian Improvement Project, Concept Guidelines, Volume One-Vermont Avenue, May 1998, or most current version.

BARNSDALL PARK MASTER PLAN. When a project is in an area adjacent to Barnsdall Park that is addressed by the Master Plan, both public agencies and private parties shall improve the public right of way in accordance to the Master Plan. Special consideration shall be given to implementing the broad "Paseo" along Vermont Avenue, and to providing visual and pedestrian access to the Park from Sunset Boulevard or Vermont Avenue.

HOLLYWOOD BOULEVARD. When a project is located along the relevant portions of Hollywood Boulevard, both public and private parties shall improve the public right of way in accordance to the provisions in the Hollywood Crossroads-Restoring a Regional Destination with Neighborhood Streetscapes, December 1998, or the most current version. Projects just east of the Hollywood Crossroads boundaries are encouraged but not required to also improve the public right of way in accordance with this streetscape plan.

VIRGIL AVENUE. When a project is located along the Los Angeles Neighborhood Initiative-Virgil Corridor Demonstration Project, also known as the Virgil Village LANI, from the 101 Freeway on the south to Fountain Avenue on the north and from Hoover Street on the east and Westmoreland on the west, streetscape improvements shall be consistent with this project.

III. Parks First Program

The Parks First Program consists of a short term-five to ten year-open space strategy, a park fee on new development, and a trust fund account set up to begin to collect monies with which to finance the strategy. The Parks First Program is not meant to replace efforts to provide more traditional neighborhood parks, but rather it is a practical approach to obtain more open space immediately, far sooner than conventionally developed 5 acre parks could be provided.

The strategy is to invest in:
A. 50 to 80 small parks, or gardens scattered primarily through out the residential neighborhoods; and
B. 10 to 15 blocks of shared streets also located in residential neighborhoods. It is estimated that this combination of small parks and shared streets would result in 10 acres of new open space, and cost the same amount as one conventional 5 acre neighborhood park.

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 Specific Plan 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 assign 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 collected when the project applies for Project Permit

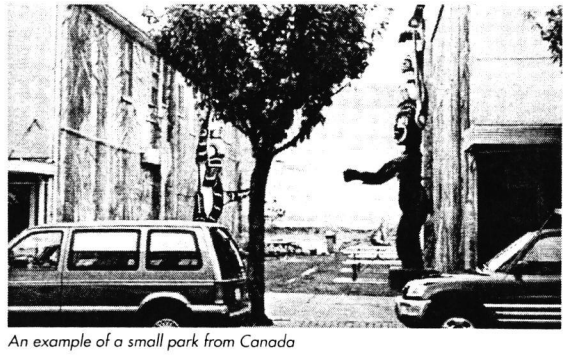
VERMONT/WESTERN STATIONS NEIGHBORHOOD AREA PLAN

PARKS FIRST PROGRAM

The Parks First Program consists of a short term-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 strategy is to invest in approximately 50 small parks, or gardens scattered throughout the residential neighborhoods and 15 to 30 blocks of shared streets also located in residential neighborhoods.

This combination of small parks and shared streets results in 10 acres of new open space, and cost the same amount as one conventional 5-acre neighborhood park.



An example of a small park from Canada

In this strategy, parks or gardens, are as small as 5,000 square feet, or the size of a typical residential lot.

Candidate for Pocket Park - Caltrans recycling Center at Clinton and Kenmore

The idea is to be opportunistic and flexible to rescue and recycle left over urban land scraps into green oases.

Vacant lots, alleyways, cul-de-sacs, rooftops, parking garages, sidewalks, balconies, public institutions, commercial buildings, even freeway right of ways and contaminated lands can be rehabilitated and adapted to serve important open space functions.

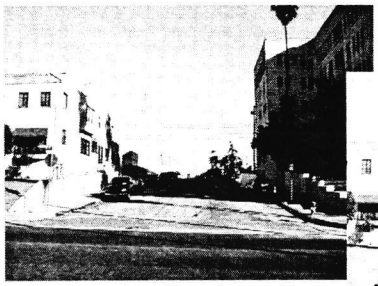
Shared streets is modeled after the European notion of a "woonerf."
Woonerf is a Dutch word meaning "street for living" and is a type of street that is equally shared by pedestrians, bicycles, and low-speed cars.
Vehicles are slowed to walking speed by placing trees, planters, parking areas, chicanes and other obstacles in the street.

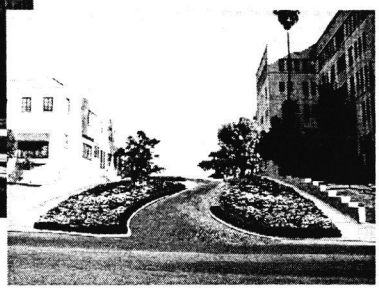
The street, while available to the public, is not intended to be used for pass through vehicle trips.

The general criteria for selecting these streets are:

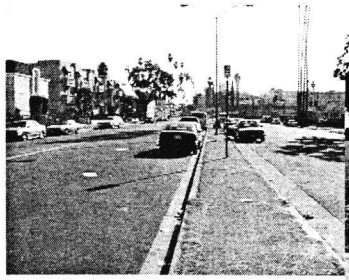
1) Residential street;
2) Not part of the regional street network;
3) Streets of sufficient width; and
4) Street can be configured into a pedestrian or bicycle network, especially for school children walking to school.

Additional criteria: parking needs, roadway configuration and a consensus among the residents.





Looking east on Council Street, between New Hampshire and Vermont



Looking South on Heliotrope towards Beverly Blvd.

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Compliance, and deposited in the Parks First Fund.

A. Small Parks. In this strategy, parks or gardens, are as small as 5,000 square feet, or the size of a typical residential lot. The idea is to be as opportunistic and flexible as necessary to rescue and recycle left over urban land scraps into green oasis. Vacant lots, tax delinquent properties, alleyways, cul-de-sacs, rooftops, parking garages, sidewalks, balconies, public institutions, commercial buildings, even freeway right of ways and contaminated lands can be rehabilitated and adapted to serve important open space functions.

There are many practical examples of cities developing small parks or gardens based on this model of being frugal and opportunistic. Just outside the Plan Area boundary at Lexington Avenue and Western Avenue is a brand new 5,000 square foot pocket park with a play structure for small children, landscaping, benches and a fence so the park is locked over night. In Highland Park, La Tierra De La Culebra, an art park and community garden, includes an earth works snake sculpture that was built on a vacant hillside parcel along Avenue 57.

New York has an extensive network of community gardens which has resulted, in some cases, in reduced crime and increased property values. Washington D.C. has also organized community gardens, and Philadelphia has undertaken a large-scale effort to green vacant lots with gardens.

Chicago has created a "Neighborspace" Trust fund to purchase tax delinquent parcels and help neighborhood organizations to maintain them as gardens and parks by paying for liability insurance. In one case in Chicago, students participated in converting an abandoned building and vacant lot into a park and recreation area. Indianapolis uses maintenance contracts with community groups and churches to maintain the parks near them.

In Seattle miniature man-made wetlands were constructed as playgrounds in a large parking lot. A small pond with vegetation was created in the midst of the city outside the US Department of the Interior in Washington D.C.

A number of cities, including downtown Los Angeles (at Pershing Square,) have built parks over parking garages: Boston created the Post Office Square Park on a parking garage roof; San Francisco created two-at Union Square and Portsmouth Square; Pittsburgh at Mellon Square; Alexandria, Virginia at Market Square; Portland, Oregon at O'Bryon Square; and Cleveland at Memorial Plaza. And in Seattle, they built a park over a

freeway, appropriately named "Freeway Park."

B. Shared Streets. 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. Vehicles are considered as intruders, and the street, while available to the public, it is not intended to be used for pass through vehicle trips.

The shared street concept is appropriate when a neighborhood intends to be more pedestrian accessible. It is based on the belief that the street is a physical and social part of the community that should be simultaneously available for vehicular movement, social interaction and civic activities. The public domain of the pedestrian is reclaimed. The streets are evaluated in the planning process in terms of noise, pollution, social interaction, visual aesthetics, as well as ability to carry vehicular and non-motorized traffic. An example of a variation of a shared street is in the Plan Area on L. Ron Hubbard Way between Sunset Boulevard and Fountain Avenue.

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; and the open space is more equally 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 residential uses; 2) Not necessary or not desirable for the segment to be part of the regional vehicle circulation pattern; 3) Street of sufficient roadway width of two lanes and at least one parking lane can be accommodated; 4) street 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 along the block 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 or grass interspersed with pavers; 3) the entire public right of way including existing sidewalks and parkways should be considered as part of the shared street width when designs are being prepared; 4) A low landscaped barrier between the bike and pedestrian paths, and the vehicle lanes; 5) full height curbs and sidewalks are required; 6)abundant use of shade trees and drought resistant landscaping that supports native species of butterflies and other small fauna; and 7) use of several of the following traffic calming techniques-chicanes, speed bumps, angle-parking, frequent landscaped curb extensions, roadway narrowing, sidewalk widening, and one-way street coupling.

IV. Subarea A-Neighborhood Conservation

The purpose of this subarea is to preserve the prevailing density and character of the existing neighborhoods. Although some new development and renovation will occur, new development should meld with the surrounding structures and incorporate the best design features that already exist on the block.

DEVELOPMENT STANDARDS

The following standards have been established to promote development that enhances the quality of the environment and the living conditions of the residents. These standards shall apply to new development and extensive remodeling projects, unless other wise indicated. Commercial projects in this subarea shall conform to the development standards for Subareas B and C.

1. Landscaped Focal Point. All New Development Projects shall be designed around a landscaped focal point or courtyard.

2. Landscape Plan. All open areas not used for buildings, driveways, parking, recreational facilities, or pedestrian amenities shall be landscaped by shrubs, trees, 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. Indigenous plantings are preferred, especially those that can support native species of butterflies and other small insects or animals. All landscaped areas shall be irrigated with an automated watering system. All landscaped areas shall be landscaped in accordance with a landscape plan prepared by a licensed landscape architect, licensed architect, or licensed landscape contractor.

3. Usable Open Space. No portion of the required common usable open space shall have a dimension of less than 20 feet, or a slope exceeding 10%. Projects that provide private usable open space, such as balconies or patios, with a minimum dimension of six feet for balconies and ten feet for patios, may reduce the required usable open space directly commensurate with the amount of private open space provided. However, at no time shall common usable open space be less than 400 square feet for projects under 10 dwelling units and 600 square feet for projects 10 dwelling units or more. Roof top gardens are strongly encouraged.

4. Street Trees. Shade trees as identified in the street tree list of the Bureau of Street Maintenance, are required for residential streets in Subarea A. At least one 24-inch box tree shall be planted in the public right of way on center, or in a pattern satisfactory to the Bureau of Street Maintenance, for

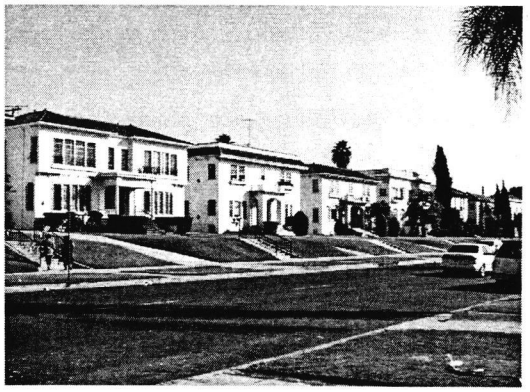
Edgemont Street

Existing projects like these in the Plan area should be maintained and conserved. They add a sense of character and history to the community.

Melbourne Avenue

Housing on Kenmore and Lexington Avenues

Whitehouse Place



New Hampshire Avenue

Conservation Subarea

Zona de Conservación

A

Neighborhood Conservation
Vermont / Western Stations Neighborhood Area Plan

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every 20 feet of street frontage. An automatic irrigation system shall be provided within the tree well. Tenants and property owners along both block faces are encouraged to collaboratively select a signature tree.

Existing palm trees in the public right of way shall be maintained in residential areas, and are not required to be removed in order to plant new street trees. However, existing trees of any type that have lifted the pavement must either be removed or be contained in such a way that future sidewalk damage will not occur. Sidewalks in front of new development or extensive remodeling projects must be fully restored to a safe condition, including no creaks, or other damage that could result in a trip hazard.

5. Utilities. All new utility lines which directly service the lot or lots shall be installed underground. If underground service is not currently available, then provisions shall be made by the applicant for future underground service.

6. Pedestrian Access. Pedestrian access shall be in the form of walks provided from the public street to the main building entrance. Porches and entry courtyards are encouraged, and when provided shall face the public street. The pedestrian entrance shall provide a view into any existing interior courtyard or landscaped open area.

7. Alley Access. Vehicle and pedestrian access from existing alleys or side streets shall be preserved and enhanced.

8. Curb cuts. Whenever a project must take its vehicle access from a street, only one curb cut shall be permitted for every lot or for every 100 feet of lot frontage on the street, whichever is less. 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.

9. Driveways. The first 25 feet in length shall be constructed of portland cement concrete, pervious cement, grass-crete, or any other porous surface, to the satisfaction of the Department of Building and Safety, that reduces heat radiation and/or increases surface absorption, thereby reducing runoff.

10. Parking Lots and Structures. Surface parking lots, structures, garages and carports shall be located at the rear of buildings. Surface parking lots shall be paved with portland cement concrete, pervious cement, grass-crete, or any other porous surface, to the satisfaction of the Department of Building and Safety, that reduces heat radiation and/or increases surface absorption, thereby reducing runoff. The exterior elevations of all parking structures

including garages and carports shall be designed to match the style, materials and color of the main building. At least ten percent of all surface parking areas shall be landscaped, see item 2 above.

11. Trash, Service Equipment, Satellite Dishes. Trash, service equipment and satellite dishes shall be located away from streets and enclosed or screened by landscaping, fencing or other architectural means. The trash area shall be enclosed by a minimum six foot high decorative masonry wall. Each trash enclosure shall have a separate area for recyclables

12. Roofs and 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.
Roof equipment shall be screened on all sides and shall be integrated architecturally in the building design.

13. 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.

14. Privacy. Buildings shall be designed so that block frontages are varied, attractive and preserve privacy. Buildings shall be arranged to avoid windows facing windows across property lines or facing private outdoor space of other residential units.

15. Facade Relief. All exterior building and parking structure elevations, walls or fences shall provide a break in the plane every 20 feet in horizontal length and every 15 feet in vertical length, created by architectural detail or a change in material. Aluminum framed window or doors that are flush with the plane of the building shall not be included as a change in material or break in the plane. Recommended building articulation techniques are: varied window treatments such as multi-pane, octagonal, circular, green house, or bay windows; and porticos, awnings, terraces, balconies or trellises. Materials such as wood, glass block, brick, and tile are encouraged. Architectural treatments on the building front elevation shall be continued on the sides and back of buildings.

Design Guidelines

1. General Building Design. Buildings should be compatible in form with the existing neighborhood atmosphere.

2. Architectural Features. It is recommended that courtyards, roof gardens, porches, balconies, arbors and trellises be used to add interest to the buildings. Open porches should have attractive bulkheads or balustrade railings and a roof that complements the pitch and materials of the main roof. Open or floating stairs should not be used. Ornamental lighting of porches and walks highlights entrances and adds security. Canopies or fabric awnings and entry courtyards that are visible from the street and include a central amenity like a special planting or water fountain are encouraged.

3. Shade. Fabric awnings, canopies, building overhangs and arbors are strongly encouraged on both residential and mixed use buildings, especially on south and west facing exposures to reduce heat gain. They should be sensitive to the overall building and surrounding architecture. An awning, canopy or arbor should not be the dominant element of the facade. All awnings or canopies on any one building should be of the same style, color and material. The total surface area of the awning or canopy should not exceed 30% of the first floor building facade.

4. Building Color. It is recommended, <u>but not required</u>, 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 and building materials are encouraged to reflect more of the sun's energy thereby reducing the surface temperature of walls. Retention of building materials in their original or natural state, particularly brick, terra cotta and stone is strongly encouraged.

V. Subarea B-Mixed Use Boulevards and Subarea C-Community Center

These two subareas are both mixed use designations, but they establish a density gradation, that decreases with distance from the four subway stations, and is generally higher along major highways, and lower along secondary highways. Development standards and design guidelines for hospital uses in Subarea C are described in Chapter VIII. Hospital or medical uses controlled by the provisions in Chapter VIII of this document are thereby exempt from the provisions in this Chapter .

The purpose of Subarea B is to create a low density mix of town homes, small offices, Live/work spaces, workshops and neighborhood serving retail. The Subarea B designation is generally located along secondary commercial streets such as Virgil Avenue, Melrose Avenue, and Beverly Boulevard. The maximum height is 50 feet. There is no minimum requirement for commercial ground floor frontage. Commercial uses are restricted to the ground and second floors. The land use designation of Subarea B in the Community Plans is "Mixed Jse Boulevard."

The purpose of Subarea C is to create a denser, livelier pedestrian environment along the major commercial and transit corridors like Hollywood Boulevard, Sunset Boulevard, Santa Monica Boulevard and Vermont Avenue, near each of the four subway stations. The land use designation of Subarea C in the Community Plans is "Community Center." The mix of uses includes multi-family residences, community serving retail, workshops and offices. The maximum height is 75 feet, except for hospitals.

All of the ground floor frontage in Subarea C must be for commercial or non-residential uses that are community serving, like child care or libraries, etc. Pedestrian arcades or mid block pass throughways are required for projects with more than 250 feet of lot frontage along a major or secondary highway.

Development Standards

The following standards have been established to promote development that enhances the economic vitality of the community by providing opportunities for offices and stores, live/work space, workshops and affordable housing. These standards apply to all new development and extensive remodeling projects.

Landscaped Buffers, or landscaped setbacks, referred to in this section of the document, unless otherwise indicated, shall conform to the following standards:

type of residence supports eased housing needs in the plan while meeting objectives for new buildings with a sense of human scale.

Housing on Carlton Way, Los Angeles, CA

Housing Crescent Heights Boulevard, West Hollywood, CA

Residential Use Only with 50' Height Limit

Residencial: Limite de Cuatro Pisos

B

Low Density Mixed Use Boulevard
Vermont / Western Stations Neighborhood Area Plan

Area de la Cecindad de las Estaciones Vermont / Western

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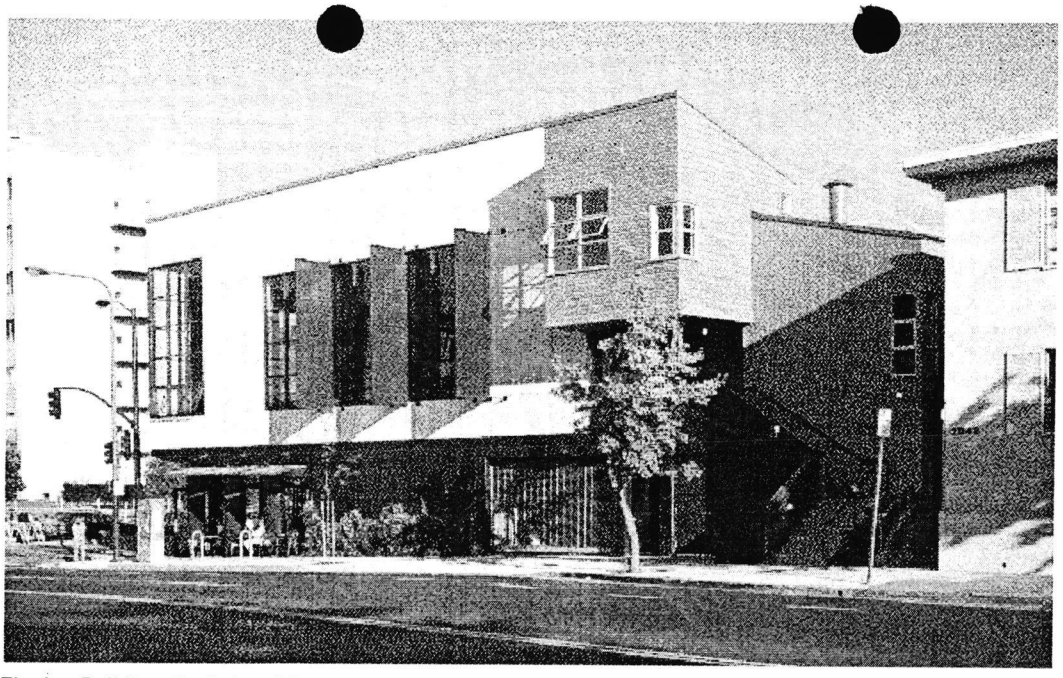

Tipping Building, Berkeley, CA

Pensione, San Diego, CA

These smaller scaled mixed-use projects are characterized by housing and loft-style apartments located above commercial space.

Residential Over Ground Floor Commercial with 50' Height Limit

Primer Piso para Comerciantes con Pisos Residenciales Arriba con un Limite de 50' de Altura

B

Low Density Mixed Use Boulevard
Vermont / Western Stations Neighborhood Area Plan

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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

C

Medium Density Mixed Use Community Center
Vermont / Western Stations Neighborhood Area Plan

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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 land scape 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 30 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.

VI. Subarea D: Light Industrial/Commercial

The purpose of these regulations is to require concealment of offensive elements and activities from view; regulate transitional treatments where industrial sites abut residential uses; provide criteria for improved building design; and to improve the landscape standards.

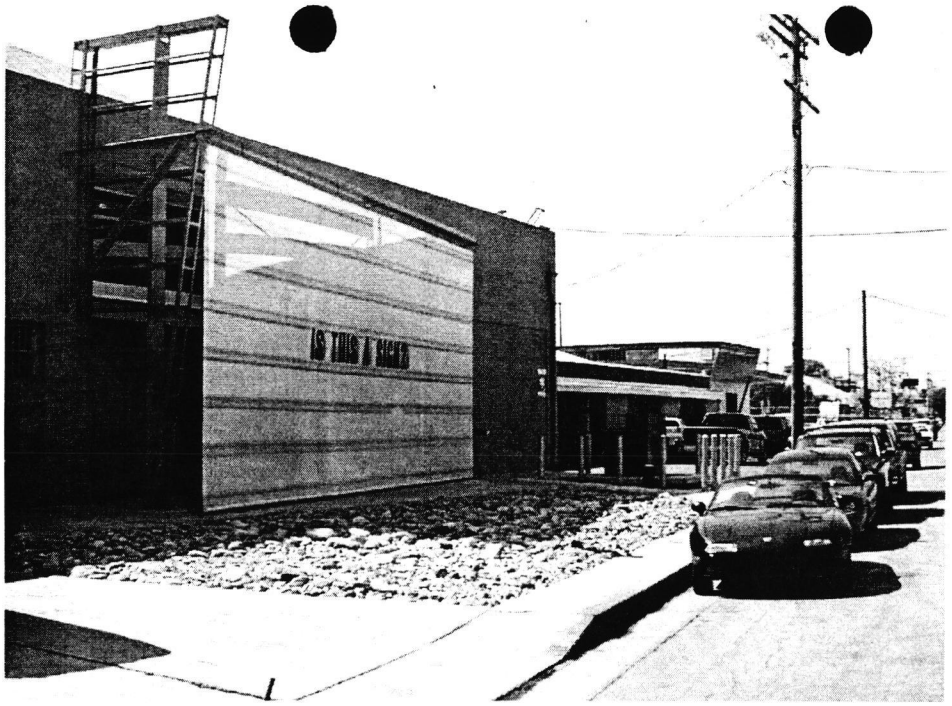
Landscaped Buffers, or landscaped setbacks, referred to in this section of the document, unless otherwise indicated, shall conform to the following standards:

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 land scape contractor.

1. Landscape Plan. All open areas not used for buildings, driveways, parking, recreational facilities, or pedestrian amenities shall be landscaped by shrubs, trees, ground cover, lawns, planter boxes, flowers, fountains, and any practicable combination so that it is dust free and allows convenient outdoor activity. 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. Streetscape. 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, but not for the purpose of lowering costs to the Project.

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 20 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



These commercial and industrial streets are interesting and well-designed. Some have been converted into office space from earlier, industrial uses.

Marina Del Rey, CA

Santa Monica, CA

Light Industrial
Industria Ligera

D

Vermont / Western Stations Neighborhood Area Plan
Area de la Cecindad de las Estaciones Vermont / Western

Prepared by City of Los Angeles Planning Department • Graphic Services Section • June, 2000

street are encouraged to collaboratively select a signature tree.

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

3. Pedestrian Entrance. All buildings that front on a public street, including parking structures, shall provide a pedestrian entrance at the front of the building, even when rear public entrances are provided.

4. Design of Entrances. Pedestrian entrances shall be accented by architectural elements such as columns, overhanging roofs, awnings, etc.

5. Speed Bumps. Whenever a pedestrian walkway and a driveway 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.

6. Utilities. When new utility service is nstalled in conjunction with new development or extensive remodeling, a l proposed utilities on the project site shall be placed underground.

7. 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 creates a pedestrian friendly environment. Accordingly, the following standards shall be met:

a. Transparent Building Elements. Transparent building elements such as windows, and doors shall occupy at least twenty percent of the exterior wall surface of all the ground floor facades.

b. Facade Relief. All exterior building walls shall provide a break in the plane, or a change in material every 30 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 30 feet; recessed entry ways, recessed windows, or pop-out windows; porticos, awnings, terraces, balconies, or trellises; building overhangs, projections or cantilevered designs; 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, and tile are encouraged. Architectural treatments on the building front elevation shall be continued on the sides and back of buildings.

c. Building Materials. All buildings shall apply at least two types of

complementary building materials to exterior building facades such as stone, adobe, wood, brick, or tile. Transparent building elements do not count toward this requirement.

d. 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.

e. 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 11)**

8. 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:

a. 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.

b. 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.

c. 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.

9. Trash, Storage Areas and Recycling Bins. All trash and storage areas shall be completely enclosed. Trash bins and storage areas 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 foot high, and shall have a separate area for recyclable materials.

10.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.

11. Decorative Freestanding Walls. All freestanding walls shall be decorative. Decorative walls 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.

12. Parking Behind Buildings. Surface parking lots, parking structures, garages and carports shall always be at the rear of buildings, in no case closer than twenty feet of a public street.

13. 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. If the parking structure is not architecturally associated with any one building, then the wall at ground level shall be screened by a landscaped buffer.

14. Structures Across from Residential Uses. Wherever a structure abuts or is directly across an alley or public street from any residential use or zone, the structure abutting such residential use or zone shall conform to the following standards: a six foot solid decorative wall that blocks light and deflects noise shall be installed along the side of the lot that abuts the residential use or zone; a landscaped buffer shall be provided along the out side of the perimeter walls fronting on an alley or public street across from any residential use or zone; solid panels a minimum of three feet six inches tall shall be installed at the ramps of any parking structure 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.

15. Surface Parking lots. 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.

16. 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, with a landscaped buffer, shall be erected along the perimeter of the parking area facing such residential lot or use.

17. 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.

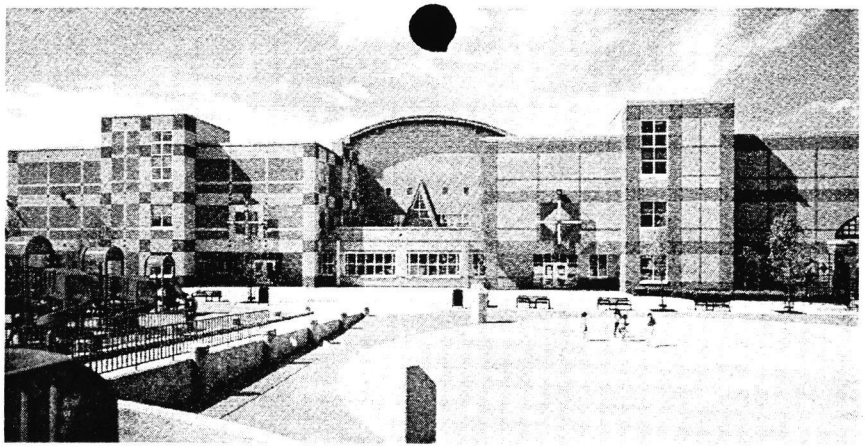
Lighting Shielded. Sources of illumination shall be shielded from casting light higher than fifteen degrees (15) below the horizontal plane as measured from the light source. They shall not cast light directly into adjacent residential windows.

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.

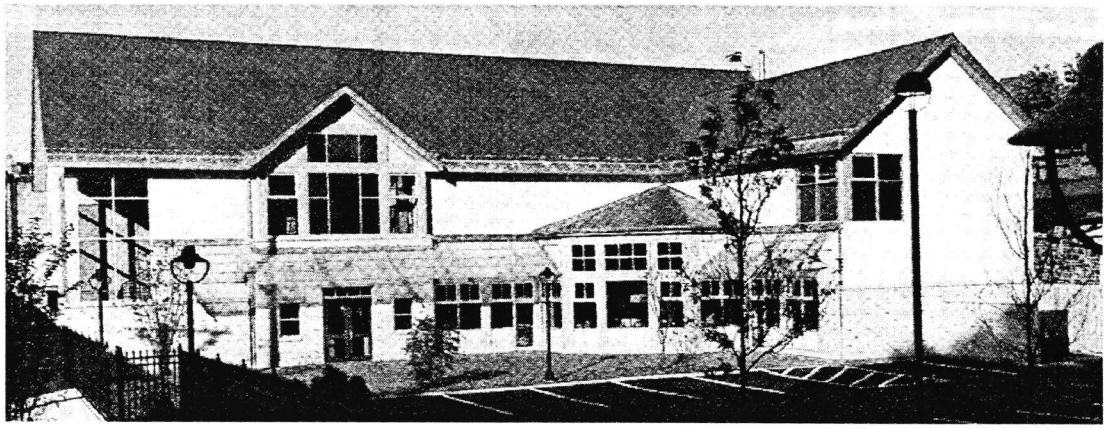
Lamp Color. Color corrected ("white") high pressure sodium (HPS), color corrected flourescent (2,700-3,000 degrees K), metal halide, or incandescent lamps shall be used for ground level illumination. Standard "peach" high pressure sodium, low pressure sodium, standard mercury vapor, and cool white fluorescent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

18. 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. Roll-up security gates shall be integrated into the design of the storefront, 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.

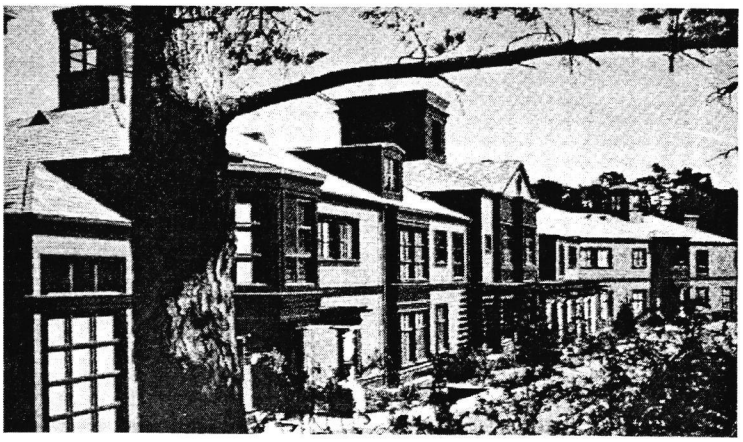
19. Privacy. Buildings shall be arranged to avoid windows facing residential windows or private outdoor space of adjacent residential zones.



Mary C. Burke Elementary School, Chelsea, MA



Germantown Friends School, Philadelphia, PA



Robert Louis Stevenson School, Pebble Beach, CA

Public Facility Subarea

Zona para Edificios Publicos

E

Vermont / Western Stations Neighborhood Area Plan

Area de la Cecindad de las Estaciones Vermont / Western

Prepared by City of Los Angeles Planning Department • Graphic Services Section • June, 2000

VII Subarea E. Public Facilities

One purpose of this section is to recommend standards and criteria for facility design and public right of way improvements for public projects that are consistent with the standards required of private development. Most public projects will be architecturally unique and have functions that determine how the building or facility must be designed. However, unless the function or purpose of a public project will be detrimentally affected, it is the strong recommendation of this document that the following design principles also be applied.

Another purpose of this section is to encourage substantial resident participation in public projects. Collaborative public projects are an important component of the Neighborhood Vision in this community. Therefore it is strongly recommended that residents surrounding the potential new public facility be involved in the design and siting of the project. Government agencies and City Departments are requested to schedule several public workshops so that neighbors to the project contribute input at an early stage of the design process.

Another goal of the Plan, is to promote multi-functional public facilities. Buildings or amenities should be designed so they can serve more than one public purpose. Examples are public buildings with public open space, public teleconferencing center, or a community room facility. Shared parking between a public use and an adjacent residential use is another technique for creating multi-functional structures. Schools that function as pre-school childcare and after school centers are also consistent with this goal.

Public buildings are asked to evoke historic architectural themes, or reinforce local character and sense of place, when appropriate. Public facilities are also encouraged to become prototypes and models for sustainable techniques in building construction and in drought resistant, indigenous landscaping that supports native butterflies and other small fauna.

1. Maximize the open space potential of all public facilities, even if open space is not the primary purpose of the site. All open areas not used for buildings, driveways, parking, recreational facilities, or pedestrian amenities should be landscaped by shrubs, trees, ground cover, lawns, planter boxes, flowers, fountains, and any practicable combination so that it is dust free and allows convenient outdoor activity. Indigenous plantings are preferred, especially those that can support native species of butterflies and other small insects or animals. All landscaped areas should be landscaped in accordance with a landscape plan prepared by a licensed landscape

Figure 1. Step Backs

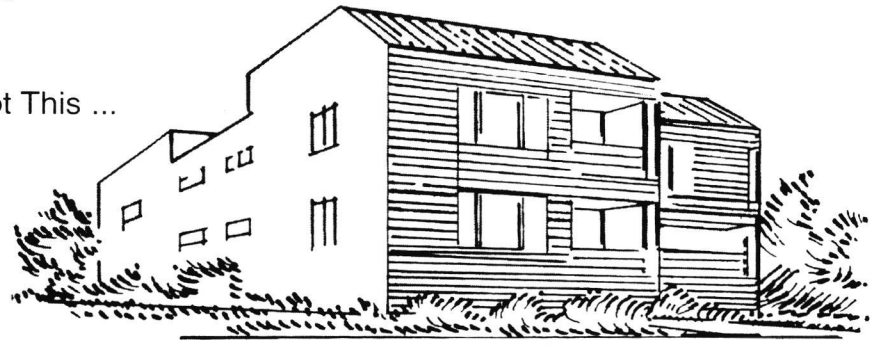
Step taller buildings back at upper levels. Building structures should not overwhelm adjacent pedestrian areas. Stepbacks on taller buildings allow the maintenance of small scale character near street level.

Figure 2. Transparent Building Element / Facade Treatment

Figure 3. Facade Treatments on Sides and Rear of Buildings

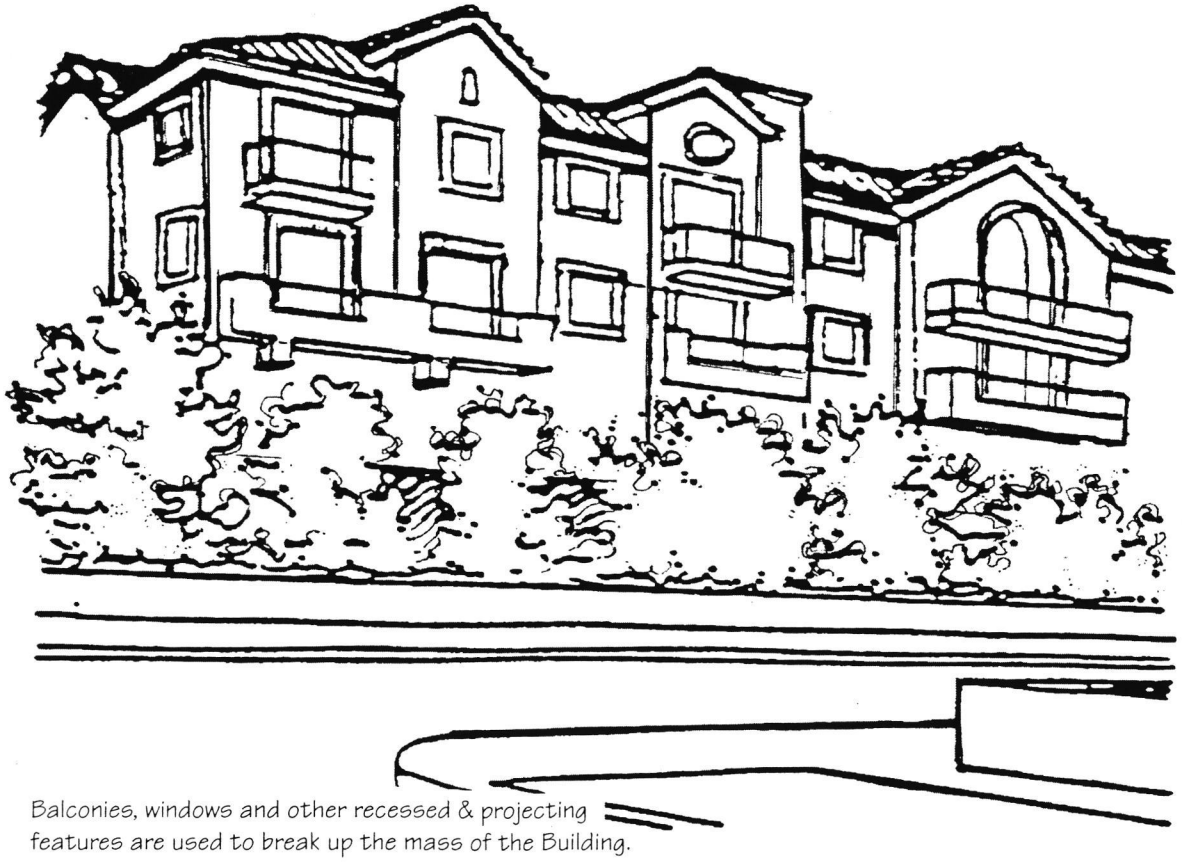
Similar Architectural Treatments
on Sides and Rear of Building

Not This ...



This ...

Figure 4. Facade Treatment and Roof Lines



Balconies, windows and other recessed & projecting
features are used to break up the mass of the Building.

Figure 5. Screening Trash and Recycling Areas

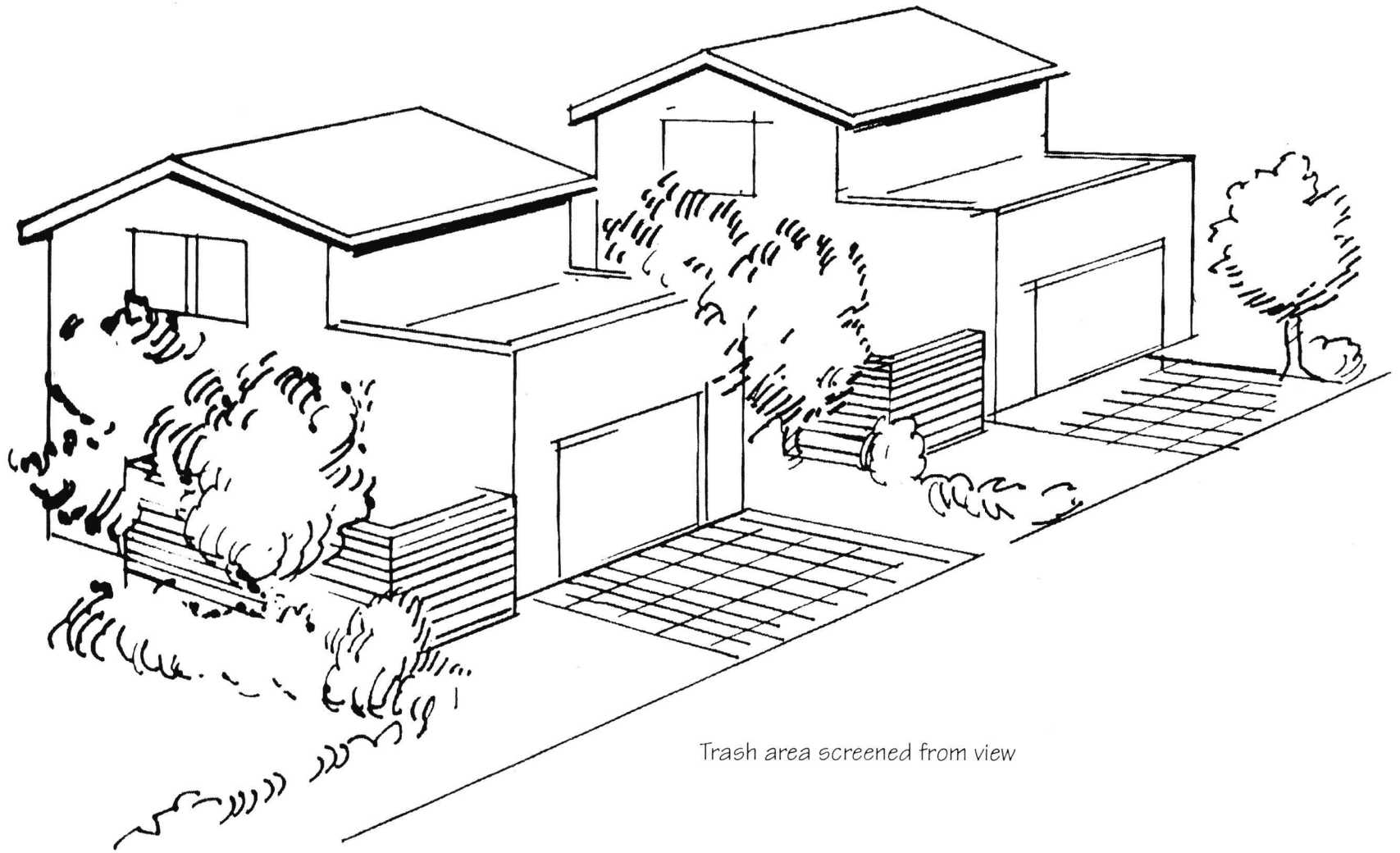
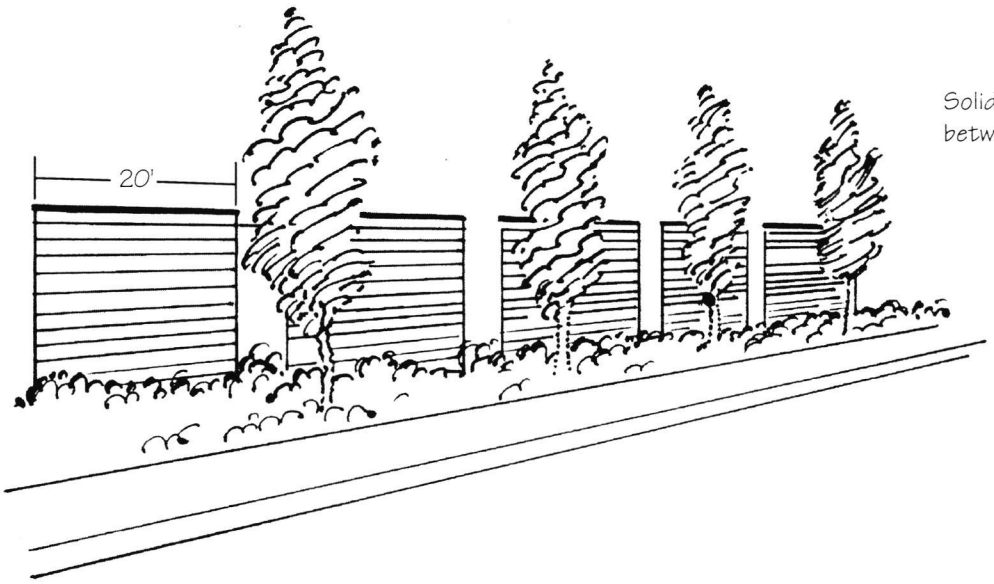
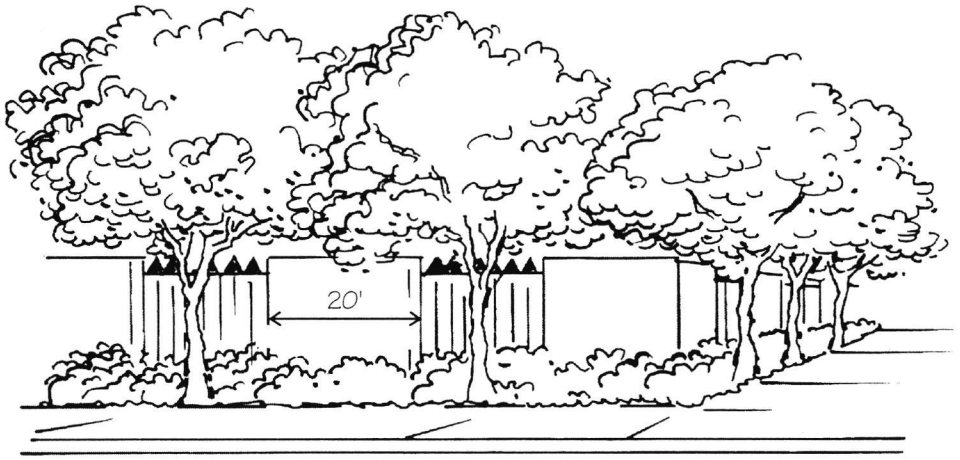


Figure 6. Walls and Fences

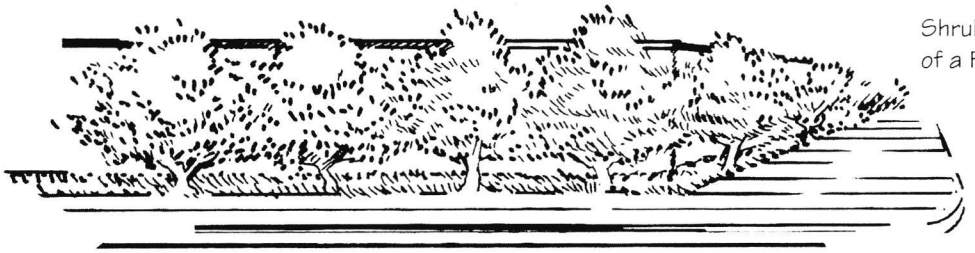


Solid Staggered Wall with Landscaping between Wall and Sidewalk

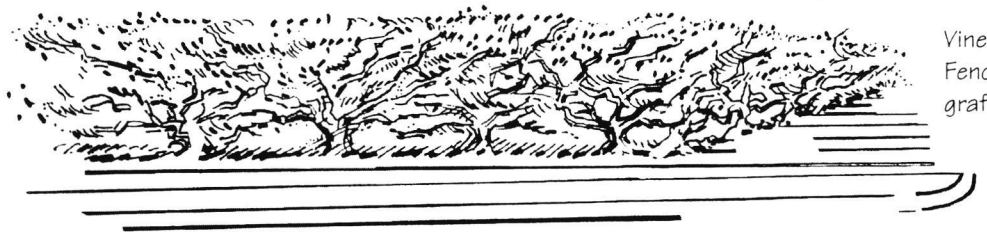
Fence with Solid Sections Interspersed with Wrought Iron Sections



Plantings



Shrubs and Ground Cover planted in front of a Fence or Wall to prevent graffiti



Vines that climb and cling to the Wall or Fence form an effective fighter against graffiti

Figure 8. Parking Structure - Facade Treatment

Figure 9. Parking Structure - Landscape Buffer

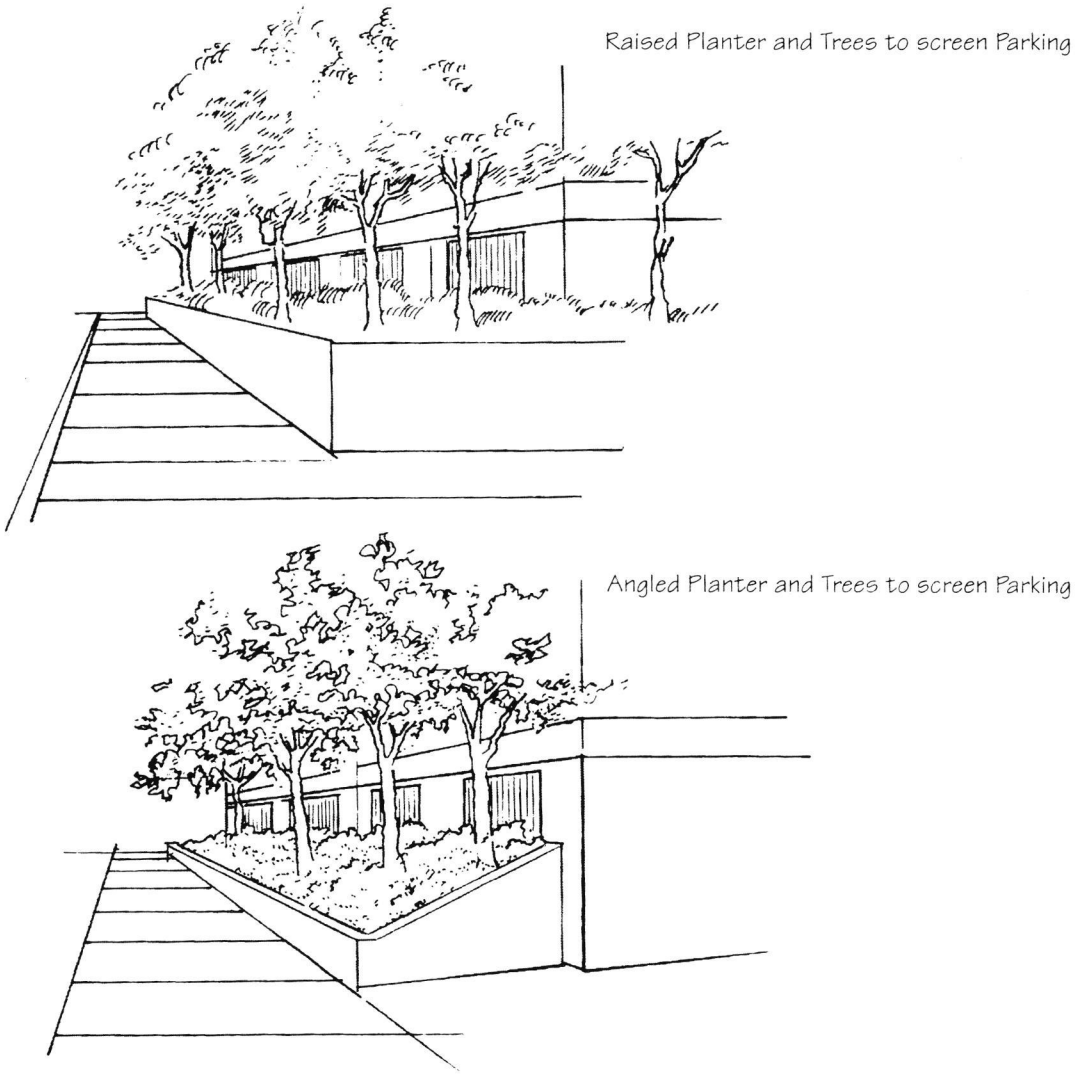
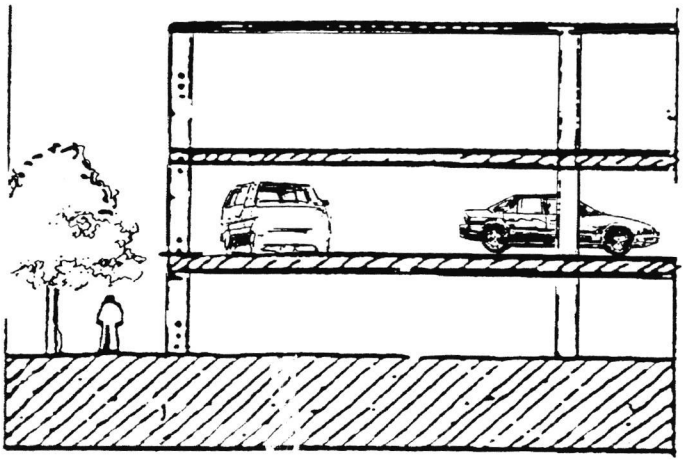
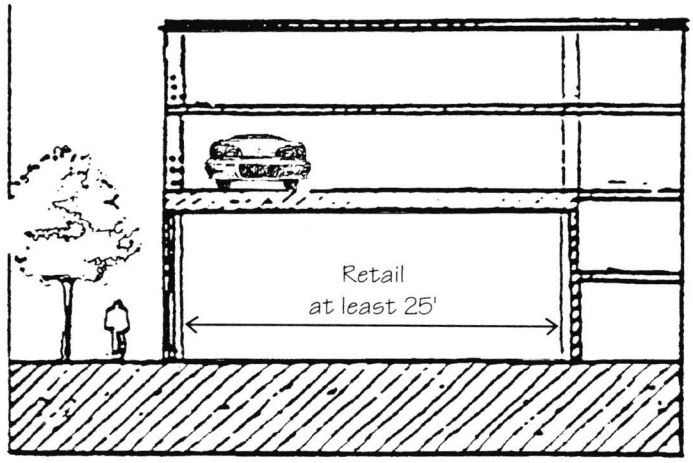


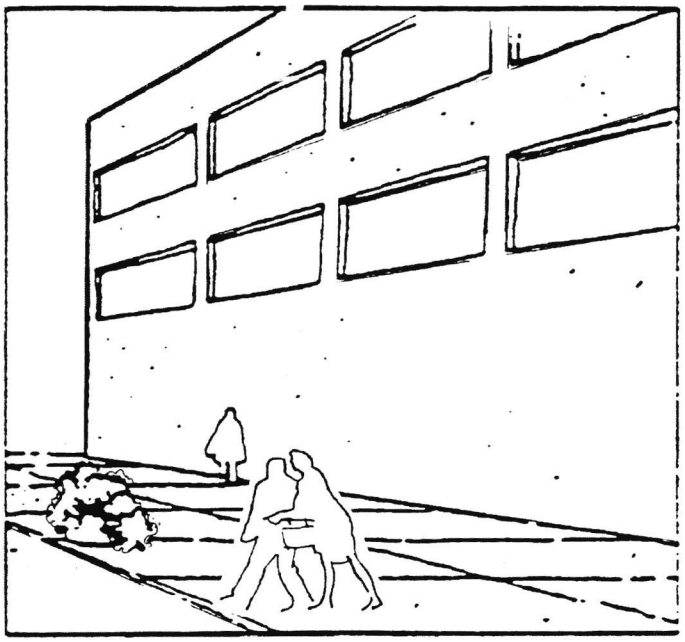
Figure 7. Parking Structure Retail Facade



No



Yes



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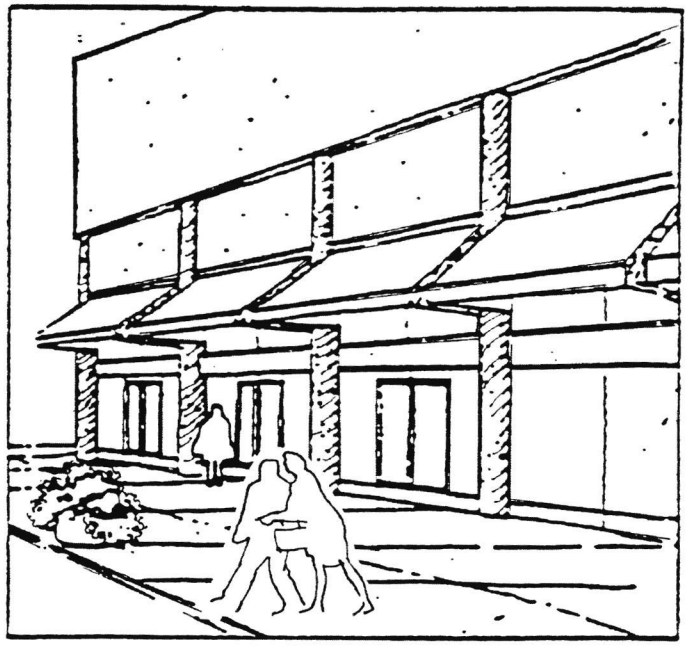


Yes

Figure 11. Facade Treatments on an Industrial Building

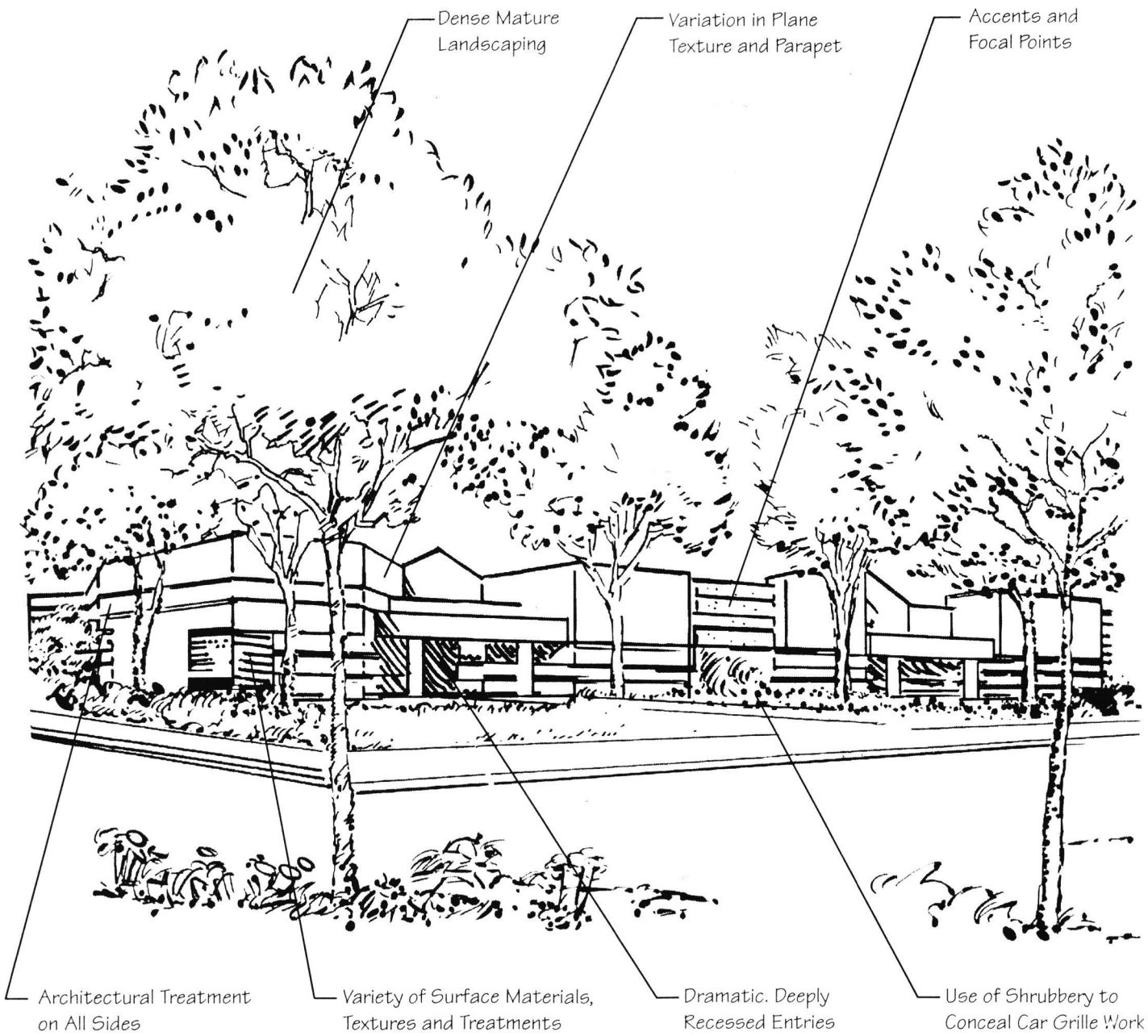
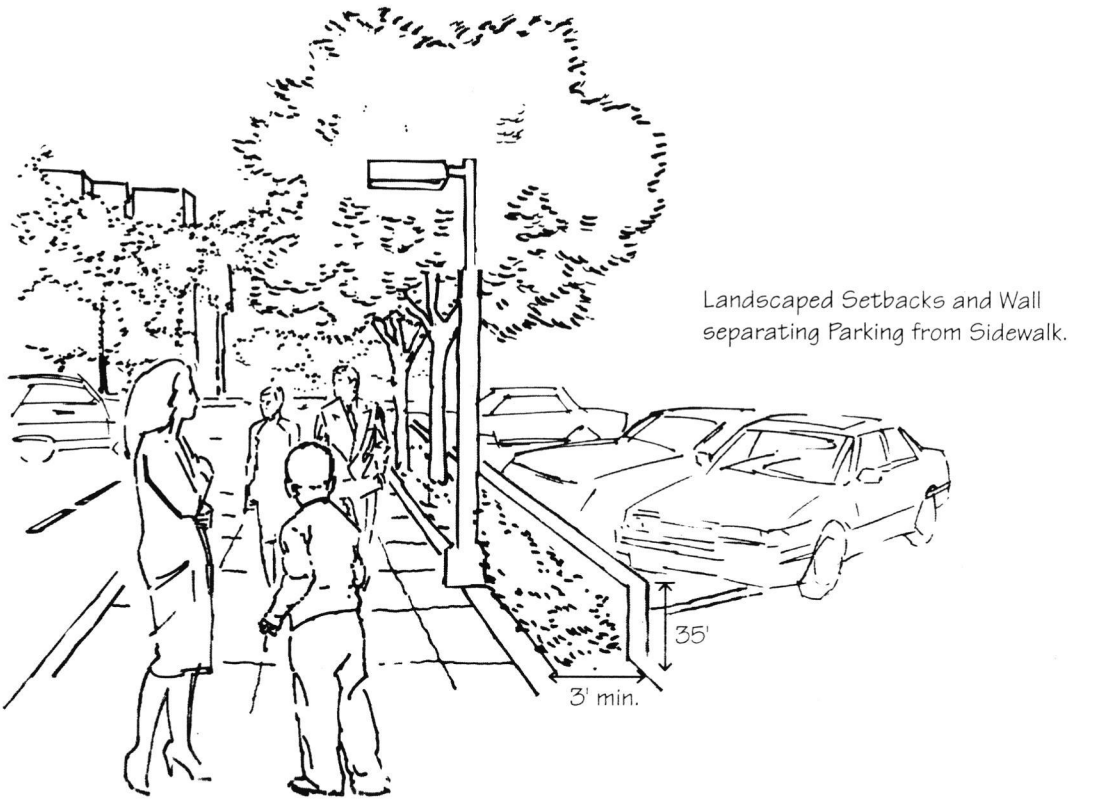
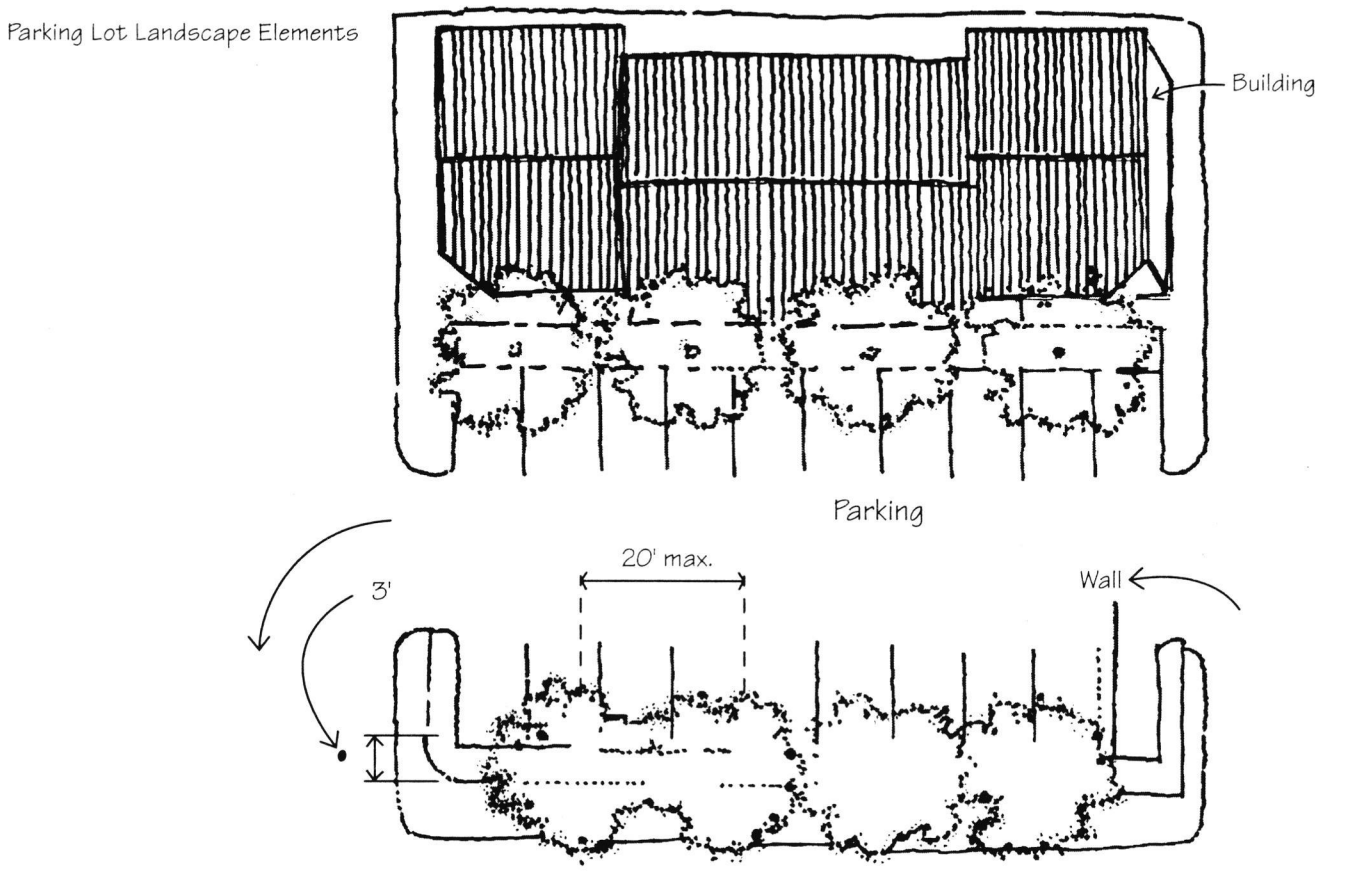


Figure 10. Surface Parking Lot Landscape Elements





and every 15 to 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 30 feet; recessed entry ways, recessed windows, or pop-out windows; porticos, awnings, terraces, balconies, or trellises; building overhangs, projections or cantilevered designs; 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 should not be included as a change in material or as a break in the plane. Materials such as wood, glass block, brick, and tile are encouraged. Architectural treatments on the building front elevation shall be continued on the sides and back of buildings.

c. Building Materials. All buildings should apply at least two types of complementary building materials to exterior building facades such as stone, adobe, wood, brick, or tile. Transparent building elements do not count towards this criteria.

d. 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 should be screened from public view and treated to match the materials and colors of the building which they serve.

e. Roof Lines. All roof lines in excess of forty feet should be broken up through the use of gables, dormers, plant-ons, cutouts or other appropriate means.

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

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

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

c. Parapet Roofs. The parapet roof should be designed and constructed to accommodate roof-mounted equipment. Any portions of the equipment or ducts which are above the parapet should be screened from

architect, licensed architect, or licensed landscape contractor.

2. Streetscape. The project should strive to be pedestrian and transit accessible, including creating a lively, green, shaded sidewalk area.

Street Trees. At least one 36-inch box shade tree should be planted in the public right of way on center, or in a pattern satisfactory to the Bureau of Street Maintenance, for every 20 feet of street frontage. Shade trees as identified in the Street Tree List of the Bureau of Street Maintenance should be planted. An automatic irrigation system should also be provided within the tree well.

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 sufficient for the type of tree planted.

3. Pedestrian Entrance. All buildings that front on a public street, including parking structures, should provide a pedestrian entrance at the front of the building, even when rear public entrances are provided.

4. Design of Entrances. Pedestrian entrances shall be accented by architectural elements such as columns, overhanging roofs, awnings, etc.

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

6. Utilities. When new utility service is installed in conjunction with new development or extensive remodeling, all proposed utilities on the project site should be placed underground.

7. 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 creates a pedestrian friendly environment:

a. Transparent Building Elements. Transparent building elements such as windows, and doors should occupy at least twenty percent, and as much as fifty percent, of the exterior wall surface of all the ground floor facades.

b. Facade Relief. All exterior building walls should provide a break in the plane, or a change in material every 15 to 30 feet in horizontal length

view from any street, public right of way or adjacent property. The screening should be solid and match the exterior building material, design and color.

9. Trash, Storage Areas and Recycling Bins. All trash and storage areas should be completely enclosed. Trash bins and storage areas should be located within a gated, covered enclosure constructed of materials identical to the exterior wall materials of the building. The trash enclosure should be minimum six foot high, and shall have a separate area for recyclable materials.

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

11. Decorative Freestanding Walls. All freestanding walls should be decorative. Decorative walls contain an architectural element at intervals of no more than 20 feet. All freestanding walls should be setback from the property line adjacent to a public street with a landscaped buffer. Chain-link, barbed and concertina fences are not acceptable.

12.Parking Behind Buildings. Surface parking lots, parking structures, garages and carports should always be at the rear of buildings, in no case closer than twenty feet of a public street.

13. Parking Structures Facade treatments. The exterior elevations of all parking structures should 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. If the parking structure is not architecturally associated with any one building, then the wall at ground level should be screened by a landscaped buffer.

14. Structures Across from Residential Uses. Wherever a structure abuts or is directly across an alley or public street from any residential use or zone, the structure abutting such residential use or zone should conform to the following standards: a six foot solid decorative wall that blocks light and deflects noise shall be installed along the side of the lot that abuts the residential use or zone; a landscaped buffer shall be provided along the out side of the perimeter walls along an alley or public street across from any residential use or zone; solid panels a minimum of three feet six inches tall shall be installed at the ramps of any parking structure adjacent to residential uses or zones so as to minimize headlight glare; Light standards

on any uncovered above ground level areas of the structure should not be higher than the adjacent perimeter walls; and Garage floors and ramps should be constructed with textured surfaces to minimize tire squeal noises.

15. Surface Parking lots. At least ten percent of a surface parking lot should 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.

16. 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 should be erected along the perimeter of the parking area facing such residential lot or use.

17. On-Site Lighting. On-site lighting should 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 flourescent (2,700-3,000 degrees K), metal halide, or incandescent lamps should be used for ground level illumination. Standard "peach" high pressure sodium, low pressure sodium, standard mercury vapor, and cool white fluorescent should not be used for ground floor illumination.

18. Security Devices. Security devices should 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

The City Planning Commission, on August 10, 2000 approved the following amendments to the Hollywood and Wilshire Community Plans:

Subarea B: Existing land use designations shall be changed to "Mixed Use Boulevard"

Subarea C: Existing land use shall be changed to "Community Center"

No corresponding land use designations were specified for subareas A, D and E

The "Mixed Use Boulevard" and "Community Center" shall be added to the Legend on the Hollywood and Wilshire Community Plans

Subarea A: Neighborhood Conservation

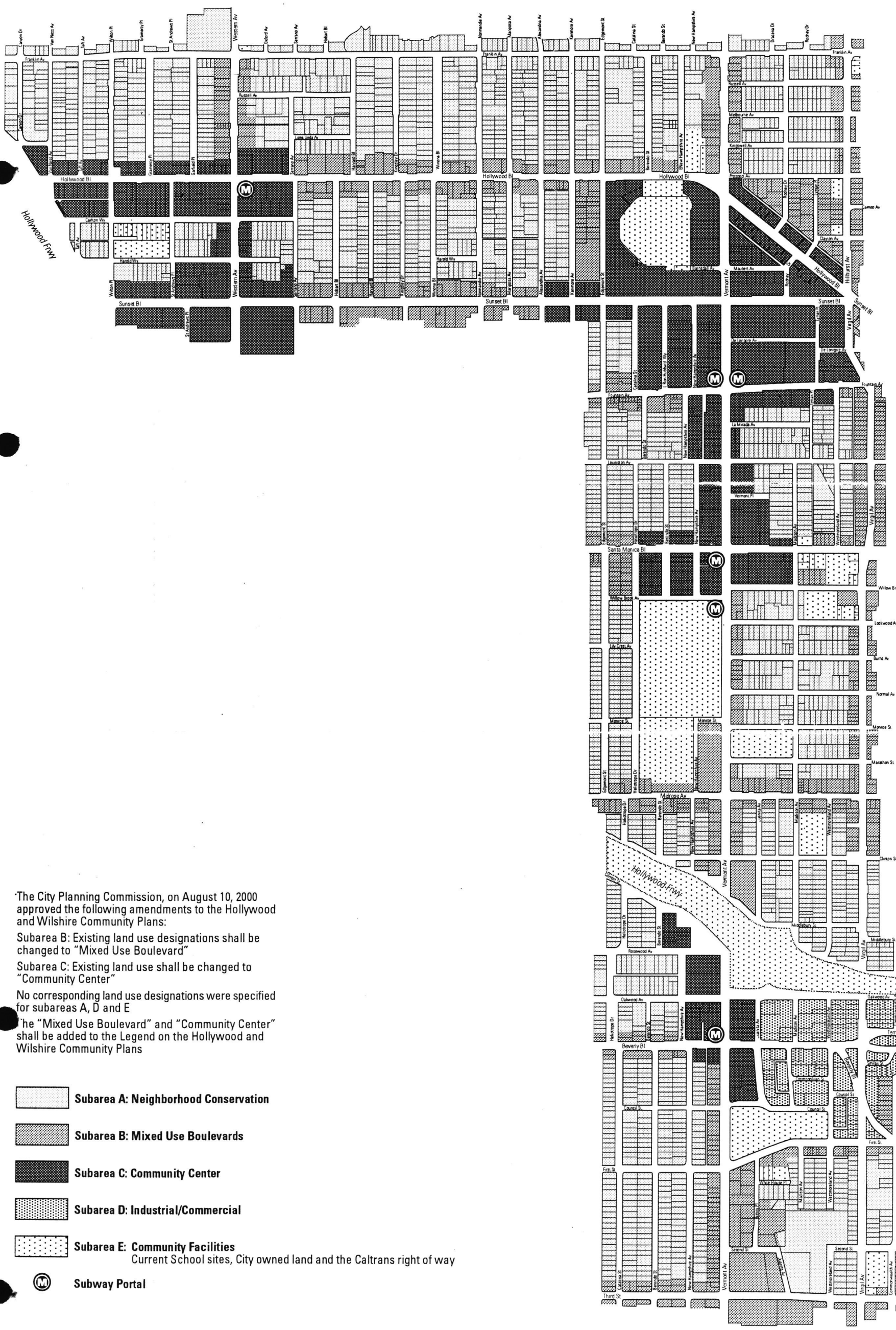
Subarea B: Mixed Use Boulevards

Subarea C: Community Center

Subarea D: Industrial/Commercial

Subarea E: Community Facilities
Current School sites, City owned land and the Caltrans right of way

Subway Portal


Hollywood Frwy
Hollywood Bl
Sunset Bl
Santa Monica Bl
Beverly Bl
Third St
Western Av
Vermont Av
Virgil Av
Normandie Av
Alexandria Av
Kenmore Av
Edgemont St
Catalina St
Berendo St
New Hampshire Av
Hillhurst Av
Sunset Bl
Fountain Av
Melbourne Av
Russell Av
Franklin Av
Rodney Dr
Dickens St
Clayton Av
Lanewo Av
Mohawk Bend
Silverlake Blvd
Temple St
Council St
First St
Second St
Middlebury St
Rosewood Av
Oakwood Av
Melrose Av
Monroe St
Marathon St
Normal Av
Lockwood Av
Willow Brook Av
Ivy Crest Av
Carlton Way
Harold Way
Wilton Pl
Garfield Pl
St Andrews Pl
Gramercy Pl
Wilton Pl
Van Ness Av
Lodi Pl
Carlton Dr
Franklin Av
Russell Av
Lake Linda Av
Serrano Av
Oxford Av
Hobart Bl
Wilcox Av
Winona Bl
Kingsley Dr
Kingswell Av
Mariposa Av
Alexandria Av
Kenmore Av
Edgemont St
Catalina St
Berendo St
New Hampshire Av
Madison Av
Westmoreland Av
Virgil Av
Commonwealth Av
Hoover Av
Silverlake Blvd
Temple St
Council St
First St
Second St
Third

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DANA LATHAM (1898 - 1974)

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FILE NO. (FILE NO.)

October 12, 2000

Mr. John White;

I would greatly appreciate it, if you can notify me when the Planning and Land Use Management (PLUM) committee will be considering the Vermont/Western Station Neighborhood Area Plan. My contact information is (213) ~~819-8099~~ 891-8099 and e-mail address is Jennifer.Lee@lw.com. Thank you very much for your help.

Sincerely,

Jennifer J. Lee

LATHAM & WATKINS
Attorneys At Law
633 West 5th Street, Suite 4000
Los Angeles, California 90071-2005
Telephone: (213) 485-1234
FAX: (213) 891-8763

FAX COVER SHEET

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TO: MR. JOHN WHITE

FROM: JENNIFER LEE

DATE: 10/12/2000

MESSAGE: CONTACT INFO

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BBS JOB NO. _____

J. H. McQuiston, Planning Representative
East Hollywood Community Association
6212 Yucca St
Los Angeles, CA 90028-5223
(323) 464-6792

Clerk, Los Angeles City Council
Los Angeles City Hall
Los Angeles, CA 90012

October 11, 2000

Dear Clerk:

SUBJECT: Statutory Request per Sec. 54954.1, California Government Code

The East Hollywood Community Association includes approximately 40,000 residents and 30,000 employees in the area comprising a large portion of the area affected by:

CITY PLAN CASE No. 2000 1976 SP

The Planning Dept apparently has been transmitted to the City Council for action.

We request notification per Sec. 54954.1, California Government Code, before any Council or Council Committee meeting on the above Plan Case is held.

You may send the notification and any required data to the Association care of:

J. H. McQuiston, Planning Representative
6212 Yucca St
Los Angeles, CA 90028-5223

Very truly yours,

EAST HOLLYWOOD COMMUNITY ASSOCIATION

J. H. McQuiston

J. H. McQuiston, Planning Representative

m

retractable should be used. Roll-up security gates should be integrated into the design of the storefront, using the space behind signage to house the gate if possible. Vertical or horizontally folding accordion grills in front of a building are not acceptable. All security window bars should be installed on the inside of the building.

19. Privacy. Buildings should be arranged to avoid windows facing residential windows, or facing private outdoor space of residential units.

20. Hours of operation. Parking lot cleaning and sweeping, trash collections and deliveries to or from a building should 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.

DESIGN GUIDELINES

1. Urban Form. Implementation of the Plan, Ordinance and Guidelines will begin to transform the local commercial streets away from a highway oriented, suburban format into a distinctly urban, pedestrian oriented and enlivened atmosphere. 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 commercial street and on the ground floor level of the buildings. Mid-block pedestrian walkways and access through buildings are 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. Courtyards, balconies, arbors, roof gardens, water features, and trellises are all encouraged.

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 are strongly encouraged.

VIII. DEVELOPMENT STANDARDS FOR HOSPITAL AND MEDICAL CENTERS

This Chapter applies to hospitals in the Vermont/Sunset hospital core area: Kaiser Permanente, Childrens Hospital Los Angeles and Queen of Angels Hollywood Presbyterian Medical Center. The following development standards were generated uniquely for these entities because of their large institutional nature, special economic and public service contributions, and stringent facility needs.

Each of the hospitals exists as a comprehensive healthcare center typically comprised of a hospital, medical office buildings, parking structures, open space and public services. At teaching centers like Childrens Hospital, research is also included on the site.

The facilities we see today at these institutions have evolved over many decades, however, there will shortly be a dramatic transformation. All three of these hospitals will begin to rebuild their main patient care facility within the next few years. Recent change in State law mandates primary acute care facilities remain operational after a major seismic event, and requires licensed institutions to comply, or perform seismic upgrades, or new hospital construction by the year 2008.

A major opportunity exists to re-establish a strong architectural identity for each of these medical campuses, and for the hospital core area collectively. The purpose of this Chapter is to maximize the economic and urban form potential of the hospitals to continue to uplift the visual, economic and civic life of the community while balancing the hospitals needs to respond quickly to State mandates and other rigorous functional criteria.

Design Guidelines. While hospitals are designed from the inside out-being driven by the layout of patient rooms, nursing stations, support space and efficient corridor networks-the overall massing and articulation, architectural identity and integration of these buildings into the surrounding environment are very important to the neighboring community. The following general areas of focus have emerged and were used to inform the nature of the development standards that are described in rest of this Chapter:

1. Street Level Facade. The street level facade for new hospitals needs to be inventive since the usual techniques for enlivening the pedestrian experience are not available to hospitals. Hospitals cannot rely on transparency (fenestration), retail activity, or generous pedestrian access into buildings since they are constrained by the need to preserve patient safety and privacy. Therefore hospitals should provide the following

alternative elements that generally enhance the pedestrian experience without compromising the safety and security needs of the hospital:

a. Improve the access to any adjacent public amenity such as the Metro station portals, and Barnsdall Park;
b. Provide landscaped open space at street level that is visually accessible to the public view from public streets or walkways;
c. Widen sidewalks;
d. Provide a generous amount of street furniture and public art; and
e. Emphasize the human scale of the street level to balance the massing necessary for the rest of the building.

2. Architecturally Articulated. The new buildings will have to be substantial in scale and the height and shape determined by the need to locate patient rooms along perimeter walls for views and natural light. However, the massing of tall towers can be softened by articulation of the upper facades and a visual blending or compatibility with the Hollywood Hills immediately to the north of this intersection of Vermont Avenue and Sunset Boulevard.

3. Collaborative. A coordinated approach to creating an architectural identity for the hospital core is encouraged. The three new hospitals, while not looking alike, should seem like they belong together as a group of related facilities. This document does not specify what design or architectural elements should be shared, rather the hospital entities or corporations are encouraged to engage each other in this dialogue and explore what could be accomplished toward this end. One of the themes repeated often in public discussions about this corner is the "Healing Garden" not only because of the presence of the three hospitals, but also because of the newly revived vision to reestablish the olive grove and other planting schemes originally developed for Barnsdall Park.

4. Context. The two most physically immediate civic functions next to the hospitals are Barnsdall Park and the two subway portals-one portal being in front of a Kaiser Permanente building. The new hospital structures need to visually and functionally support public access to these sites, and to further the urban design goals of the Barnsdall Master Plan. It is also necessary for the hospitals to widely support and advertise the transit accessibly of their sites by incorporating directional signage to subway and transit stops on their buildings.

Development Standards

The following standards have been established to promote the general urban

form considerations described above.

Landscaped Buffers, or landscaped setbacks, referred to in this section of the document, unless otherwise indicated, shall conform to the following standards:

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 with;
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; and
d. include an automated irrigation system; and
e. be in accordance with a landscape plan prepared by a landscape architect, licensed architect, or licensed land scape contractor.

1. Landscape Plan. All landscaped areas shall be landscaped in accordance with a landscape plan prepared by a licensed landscape architect, licensed architect, or licensed landscape contractor. All open areas including building setbacks, pedestrian amenities, all areas not used for buildings, driveways, parking, or recreational facilities, shall be landscaped by shrubs, trees, ground cover, lawns, planter boxes, flowers, fountains or any practical combination so that it is dust free and allows convenient outdoor activity. Indigenous plantings are preferred, especially those that can support native species of butterflies and other small insects or animals. Coordination with the Barnsdall Park Master Plan landscaping themes and the notion of the hospital core as a "Healing Garden" is also encouraged.

2. Streetscape Elements. Any hospital related project with frontage along Vermont Avenue and Sunset Boulevard shall conform to the criteria, standards and general design intent of the Barnsdall Master Plan, and the Vermont Streetscape Project as referenced in Chapter II of these Guidelines. Where these documents are silent or lack specificity, and for hospital related projects with frontage along other public streets, 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 aesthetic values are maintained.

The hospitals are encouraged to collaboratively select one or more signature trees, tree well covers, benches, bike racks and trash receptacles. The hospitals are also encouraged to cooperatively provide a "Healing Garden" motif in the hospital core area that is reflected in the streetscape elements and landscaping themes.

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. This provision shall not require the removal of any existing street trees that contribute to the overall character of the streets.

Tree Well Covers. A four foot by eight foot, cast iron tree well cover shall be provided for each new and reused street tree on the project site. 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 is chosen.

Bike Racks. One bike rack per 100 feet of lot frontage on Vermont Avenue or Sunset Boulevard shall be required. Bike racks shall be installed three feet from the curb edge or per the City Department of Public Works or Department of Transportation's requirements. Simple arched tubular bike racks painted black are recommended.

Trash Receptacles. One trash receptacle, permanently mounted on a public utility pole, or secured to the sidewalk, per 300 feet of lot frontage along any public street, to be maintained and emptied by the Project owner, and placed in the public right of way, shall be required according to the standards of the City Department of Public Works.

Public Benches. One public bench, with a backrest, three armrests, and intermediate frame, for every 250 feet of lot frontage along any public street, shall be required and placed in the public right of way according to the standards of the City Department of Public Works.

3. 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:

Surface Parking Lot Location. Surface parking is not permitted within 50 feet of the Sunset Boulevard, Hollywood Boulevard, Virgil Avenue or Vermont Avenue public right of ways unless the parking lot is behind a building and except for parking ancillary to patient drop off areas, Walk-In/Urgent Care access and drop off, Emergency Department access and drop off, or special critical care clinics. Landscaping of surface parking lots shall be in conformance with the criteria in item #13 below.

Curb cuts. Unless otherwise required by the Departments of Public Works, Transportation or Building and Safety, whenever a project must take its access from Sunset Boulevard or Vermont Avenue, only one curb cut shall be permitted for every 150 feet of street frontage. Emergency Department access is exempt from this requirement.

Pedestrian Entrance. All hospital related projects, including parking structures, with frontage on Sunset Boulevard or Vermont Avenue, shall provide at least one major pedestrian entrance at the front of the building, even when rear public entrances are provided. Entrances shall be accented by architectural elements such as columns, overhanging roofs, awnings, etc.

Design of Pedestrian Throughways. When an arcade or interior pedestrian throughway is provided for the public from the rear property line or from the parking lot to a public street, or from street to street-the building facade facing the pedestrian walk way shall provide windows, doors, or alternative facade articulation including public art, public seating, landscaping and signs at the street level oriented to pedestrian traffic, to the satisfaction of the Director of Planning or his/her representative.

4. 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.

5. 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:

Setbacks. Five foot setbacks required as part of the Unified Hospitsl Development Site provisions of the Specific Plan Ordinance (Section 6. L. 5) shall be improved as additional sidewalk space along street frontages or as landscaped buffers along other public streets. The additional sidewalk space shall include additional street furniture, transit signage, directional or community kiosks, public art or planters beyond the streetscape

requirements listed earlier in this Chapter, to the satisfaction of the Director of Planning or his/her representative. The five foot landscaped buffers along other streets shall be improved according to the standards for landscaped buffers described earlier in this Chapter.

Stepbacks. Except for hospital related projects that have submitted Design Development Drawings (Preliminary Submittal) to the State of California Health and Human Services Agency, Office of Statewide Health Planning and Development, Facilities Development Division, prior to the effective date of this ordinance, no portion of any hospital related structure located in Subareas C fronting on Sunset Boulevard, and/or Vermont Avenue, shall exceed more than 50 feet in height within 10 feet of the front property line, and shall set the fourth floor and above back at least ten feet from the first floor facade.

Street Level Facade Relief. Street level facade treatments that facilitate human scale and pedestrian orientation shall be provided by hospital related projects to the satisfaction of the Director of City Planning or his/her representative using the following criteria. All exterior building walls shall provide a break in the plane, or a change in material in horizontal length and in vertical length, created by an articulation or architectural detail such as: a change in plane; reveals; 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.

Articulation of the Building Mass. Facades above the street level shall be articulated by incorporating changes in materials to soften the effect of the building mass, to the satisfaction of the Director of City Planning or his/her representative using the following criteria. All buildings shall apply at least two types of complementary building materials to exterior building facades; building materials such as wood, glass block, brick, adobe, stone and tile are encouraged; transparent building elements shall not be included as a change in material towards this requirement unless such features are architectural elements such as glass enclosed atria, stair enclosures, etc.; architectural treatments on the building front elevation shall be continued on the sides and back of buildings; and roof lines should be broken up through the use of some architecturally appropriate means.

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 visible from a public street shall be screened from view and treated to be compatible with the materials and colors of the building which they serve.

Heliports. Heliports, where required ,shall be integrated into the roof

landscape to meet functional and regulatory criteria without conflicts of access and air intake/exhaust.

6. 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 compatible with 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 compatible with 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 compatible with the exterior building material, design and color.

7. Trash and Recycling Areas. Trash storage bins shall be located within a gated, covered enclosure constructed of materials compatible with 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.

8. Pavement. Paved areas, excluding parking and driveway areas, shall include enhanced paving materials such as stamped concrete, permeable paved surfaces, tile, brick pavers and/or other similar materials .

9. Freestanding Walls. All freestanding walls shall be integrated with the architecture of the adjacent building. 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.

10. Parking Structures-Required Additional 10 foot set back or Commercial Frontage. All of the building frontage along Sunset Boulevard or Vermont Avenue, for parking structures shall: Contain commercial,

community facilities, or other non-residential uses to a minimum depth of 25 feet; or alternatively be set back an additional 10 feet from the property line than would otherwise be required by other provisions in the Guidelines, the Specific Plan Ordinance or Code. The 10 foot set back shall not have a grade of more than 10%, shall be pedestrian accessible with benches, public art and landscaped with trees, ground cover and clinging vines to the satisfaction of the Director of Planning or his/her representative.

11. 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. If the parking structure is not architecturally associated with any one building, the wall at ground level shall be screened by a landscaped buffer.

12. 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, unless such residential use is part of a unified hospital site or complex, 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 six feet 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-the wall may provide visibility openings for security and safety purposes for users of the parking structure; 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.

13. Surface Parking lots. New 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 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 covers at least 50 percent of the parking area after ten years of growth.

14. Surface Parking Abutting Residential. Whenever a surface parking lot abuts or is directly across an alley from an residential use or zone-unless such residential use or zone is part of a unified hospital complex or site- 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. The wall or fence may provide visibility openings for security and safety purposes.

15. 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.

16. 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 inside of the building.

17. Off-Site Directional Signage. Off site directional signage, including kiosks and directory signs mounted on buildings, indicating the location of hospital departments, programs, public entrances, subway portals and emergency department access shall be strongly encouraged and integrated into the overall streetscape design.

IX. Exception Procedures for Individual Projects

The purpose of this Chapter is to describe a mechanism for attaining discretionary relief for an individual project from the strict application of these Guidelines. Exceptions from the provisions of the Guidelines may be granted by the Central Area Planning Commission for a particular project following the procedures outlined below.

In connection with a Project Permit Compliance application pursuant to Section 12 of the Vermont/Western Station Neighborhood Area Specific Plan Ordinance, the owner of any property within the Plan Area may apply to the Central Area Planning Commission for a project exception. The Planning Director shall prepare a report and schedule a hearing before the Central Area Planning Commission.

Valid reasons for requesting relief from the Guidelines include aesthetics or architectural intent; practical or logistical concerns that emerge as a consequence of physical limitations of a site; or other design related issues that develop over time and were not anticipated by this document. Not a valid foundation for requesting or granting an exception is any intention to avoid payment of development related fees, dedications or exactions.

Notification is to be mailed to all Plan Area residents, businesses and property owners within 500 feet of the project. The mailing of the notification of the public hearing shall be at least twenty-four calendar days before the date of the public hearing. The public notification shall also be published in one local paper at least twenty-four calendar days before the public hearing.

The Central Area Planning Commission shall receive and record public testimony regarding the proposed exception to the Guidelines, and shall issue a decision based on a majority vote at a meeting with a quorum.

Granting an Exception for one project does not, however, change or amend the Guidelines for subsequent projects. Any provision or combination of provisions in the Guidelines may be the subject of an Exception.

The Exception process described herein does not apply to any provision of the Specific Plan Ordinance. Exceptions to the Specific Plan must be made in accordance with Section 11.5.7.F. of the Municipal Code.

In granting an Exception, the Central Area Planning Commission must make the following Findings:

1. The Project, as modified, will be substantially in conformance with the goals, policies and intent of the Specific Plan, appropriate Community Plan and General Plan;

2. The Project, as a consequence of the modification or Exception, will not result in any additional vehicle trip generation, parking, density, building mass, height, or bulk; and

3. The Project as modified will continue to be pedestrian and transit oriented, especially in the design and configuration of the street level facades and provision of open space and landscaping.

4. The Project as modified will be in proper relation to adjacent uses or to the development or the community.

5. The Project as modified will be desirable to the public convenience or welfare.

6. The Project as modified will not be materially detrimental to the character of development in the immediate neighborhood.

The Central Area Planning Commission in granting an Exception may amend or add conditions to the Project in order to make the Findings, mitigate possible impacts, or address objections raised during the public hearing.

Chapter X. How to Amend This Document

This document, originally adopted by the City Planning Commission-CPC No. 00-1976 SP, may be subsequently amended following a public hearing before the City Planning Commission. An amendment may be initiated by the Fourth or Thirteenth Council District Members, the Central Area Planning Commission, or the Director of City Planning.

Members of the public wishing to amend the Guidelines must write a letter of request to the Fourth or Thirteenth City Council members or the Central Area Planning Commission. If the Council member or Area Planning Commission agrees to initiate the amendment, they will request the Director of Planning prepare a report on the proposed amendment and schedule a hearing before the City Planning Commission.

Alternatively, the Council member or Area Planning Commission may independently initiate an amendment by requesting the Director of Planning prepare a report and schedule a hearing before the City Planning Commission. The Director may initiate an amendment by preparing a report and scheduling a hearing.

Notification is to be mailed to all Plan Area residents and property owners, and those within 500 feet of the Plan Area Boundaries. The mailing of the notification of the public hearing shall be at least twenty-four calendar days before the date of the public hearing. The public notification shall also be published in one local paper at least twenty-four calendar days before the public hearing.

The City Planning Commission shall receive and record public testimony regarding the proposed change or amendment to the Guidelines, and shall issue a decision based on a majority vote at a meeting with a quorum.

The City Planning Commission must make the following Findings prior to Amending the Guidelines:

1. The Vermont/Western Station Area Plan Development Standards and Design Guidelines, as amended, will be in conformance with the goals, policies and intent of the Specific Plan, appropriate Community Plan and General Plan.
2. The Vermont/Western Station Area Plan Development Standards and Design Guidelines, as amended, will not result in any additional vehicle trip generation, parking, density, building mass, height, or bulk.
3. The Vermont/Western Station Area Plan Development Standards and Design Guidelines, as amended, will continue to be pedestrian and

transit oriented, especially in the design and configuration of the street level facades and provision of open space and landscaping.

4. The Vermont/Western Station Area Plan Development Standards and Design Guidelines, as amended, will be in proper relation to adjacent uses or to the development or the community.

5. The Vermont/Western Station Area Plan Development Standards and Design Guidelines, as amended, will be desirable to the public convenience or welfare.

6. The Vermont/Western Station Area Plan Development Standards and Design Guidelines, as amended, will not be materially detrimental to the character of development in the immediate neighborhood.

The City Planning Commission may modify the original proposed amendment, or add conditions in order to mitigate any impacts the amendment may have on the remainder of the document, or to address concerns raised during the public hearing.

Appeals of the City Planning Commission decision may be made by the Council Offices or the Director of Planning to the City Council.

Amendments or changes to the Guidelines approved by the City Planning Commission are effective thirty days after the date of the City Planning Commission meeting at which the vote was taken to approve. The changes will be made to the document by the Director of Planning, and currently amended copies made available to the public through the Planning Department's Publication Counter.

The amendment process described herein is for any and all provisions of the Guidelines, and is not intended to modify any condition or provision of the Specific Plan Ordinance. Exceptions to the Specific Plan must be made in accordance with Section 11.5.7.F. of the Municipal Code.

XI. Definitions

Community Facilities. Any public service use whose primary purpose is to provide non-profit, or not-for-profit assistance to the general public in the immediate neighborhood in which such use is to be located. Included are government offices and services or privately funded services or charities that are provided to the public at a free, subsidized or reduced rate. Examples are child care centers, job assistance centers, business assistance centers, libraries, schools, adult day care, administrative offices, health clinics, museums, cultural centers, telecommunications centers, gyms or recreation centers, restrooms open to the general public, rooms available to the general public for community meetings, and pedestrian amenities like covered arcades, covered promenades, showers for bicyclist, sites for purchase of transit tokens, tickets or passes, or at which transit information is displayed. Churches or places of worship and public parking structures are not considered Community Facilities under this definition, unless they are the site of another community service like child care or roof top parks, etc.

Extensive Remodeling. Any alteration to, including addition to, an existing building in which the aggregated value of such work in any one year exceeds 75% of the replacement value of the existing building, as determined by the Department of Building and Safety.

Floor Area Ratio (FAR). A coefficient which is multiplied by the buildable area of a lot to determine the total Floor Area of all buildings on a lot.

Guidelines. The Vermont/Western station Neighborhood Area Plan Development Standards and Design Guidelines, as adopted by the City Planning Commission.

Ground Floor. The lowest level within a building which: (1) is accessible to the street; (2) has a floor level within three feet above or below curb level; (3) has frontage and is primarily facing any public street; and (4) is at least 25 feet in depth or the total depth of the building, whichever is less.

Hospital and Medical Uses. Hospital and medical office uses, medical clinics, medical service facilities and ancillary medical-related uses with respect to such primary uses, including drug stores, medical laboratories and teaching or research facilities.

Joint Live/Work Projects. Joint living and working quarters for the

following occupations: architects; artists and artisans; attorneys; computer software and multimedia related professionals; consultants; engineers; fashion, graphic, interior, and other designers; insurance, real estate and travel agents; photographers and other similar occupations as determined by the Planning Department, and described in Section 6 C of the Specific Plan Ordinance. Joint Live/Work Projects are approved for Subareas B and C through the Project Permit Compliance process.

Mixed Use. Any Project which combines a commercial use with a residential use, either in the same building or in separate buildings on the same lot or lots in a unified development.

Parks First Fund Account. A fund established by separate ordinance within the Treasury of the City of Los Angeles for the purpose of retention, receipt and disbursement of funds for the support of the Parks First Program for the Vermont/Western Station Neighborhood Area Plan.

Parks First Program. A program described in the Vermont/Western Station neighborhood Plan and Development Standards and Design Guidelines for the purpose of developing ten or more acres of small parks and shared streets within the plan area.

Plan Area. The community within the boundaries of the Vermont/Western Station Neighborhood Area Plan as shown on the Map of Subareas.

Project. The construction or erection of any new building or structure or the Extensive Remodeling of an existing building or structure on a lot located in whole or in part within the Specific Plan Area, which requires the issuance of a building permit after the effective date of the Specific Plan. Project shall also include a change of use for any building or structure or land.

Project Permit Compliance. Property owners seeking to obtain permission to construct new buildings, extensively remodel existing buildings, qualify for the density bonus associated with lot assembly, create a live/work building or small assembly work shop, or be designated a Unified Hospital Development Site, must apply to the Director of Planning for a Project Permit Compliance (see Section 11.5.7. C of the Municipal Code and Section 12 of the Specific Plan). Applicants for Project Permit Compliance must demonstrate to the satisfaction of the Director of City Planning, or his/her representative, that the provisions of the Guidelines have been met

as well as the provisions of the Vermont/Western Station Neighborhood Area Plan and Specific Plan Ordinance (City Plan Case No. 00-1976 SP).

Replacement In-Patient Facility. The construction or erection of any building or structure or the Extensive Remodeling of an existing building or structure on a lot located in whole or in part within the Specific Plan Area, pursuant to and in compliance with the Alfred E. Alquist Hospital Facilities Seismic Safety Act as amended and set forth at Health and Safety Code Sections 129675, et seq.

Small Assembly Workshops. Small Assembly Workshops are approved for Subareas B and C through the Project Permit Compliance process. The following manufacturing and assembling establishments are permitted on any lot in any commercial or any residential zone in Subarea B-Mixed Use Boulevard and Subarea C-Community Center, that have a lot line adjoining Virgil Avenue, Vermont Avenue, Western Avenue, Hollywood Boulevard, Sunset Boulevard, or Santa Monica Boulevard when conducted wholly within the requirements specified in Section 12.17.1 A 2 (b) of the Code and Section 6 D of the Specific Plan Ordinance:

a. manufacturing or assembling of clothing or linens from previously prepared materials;
b. bakery;
c. book bindery;
d. box lunch preparation or catering establishment;
e. candy, confectioner or ice cream manufactory;
f. cosmetics, toiletries, or perfumes manufacturing or blending; and
g. Jewelry manufacturing.

Specific Plan Ordinance. The Vermont/Western Station Neighborhood Area Specific Plan Ordinance, City Plan Case No. 00-1976 SP.

Street Level. See Ground Floor.

Unified Hospital Development Site. Unified Hospital Development Sites are approved for Subarea C only through the Project Permit Compliance process, and only applies upon compliance with the requirements set forth in Section 6. L. of the Vermont/Western Station Neighborhood Area Specific Plan Ordinance.

The City Planning Commission, on August 10, 2000 approved the following amendments to the Hollywood and Wilshire Community Plans:

Subarea B: Existing land use designations shall be changed to "Mixed Use Boulevard"

Subarea C: Existing land use shall be changed to "Community Center"

No corresponding land use designations were specified for subareas A, D and E

The "Mixed Use Boulevard" and "Community Center" shall be added to the Legend on the Hollywood and Wilshire Community Plans

Subarea A: Neighborhood Conservation

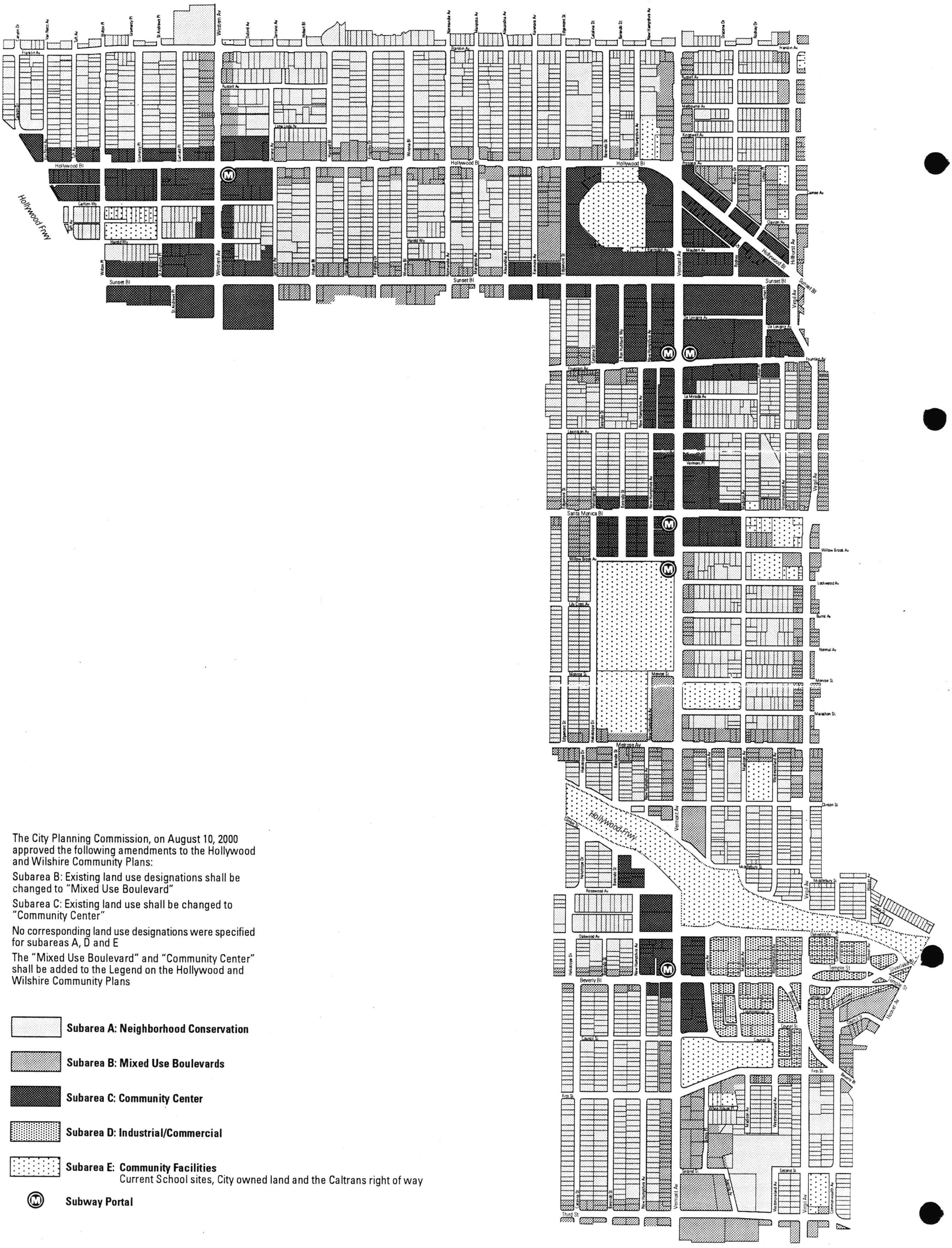
Subarea B: Mixed Use Boulevards

Subarea C: Community Center

Subarea D: Industrial/Commercial

Subarea E: Community Facilities
Current School sites, City owned land and the Caltrans right of way

Subway Portal


Hollywood Fwy
Hollywood Bl
Sunset Bl
Santa Monica Bl
Beverly Bl
Melrose Av
Western Av
Vermont Av
Virgil Av
Hillhurst Av
Sunset Bl
Fountain Av
Franklin Av
Russell Av
Melbourne Av
Kingswell Av
Glendale Bl
Clayton Av
Cameo Av
Maubert Av
Rodney Dr
Catalina St
Berendo St
New Hampshire Av
Normandie Av
Alexandria Av
Kenmore Av
Edgemont St
Dillon St
Middlebury St
Rosewood Av
Oakwood Av
Temple St
Silverlake Bl
Hoover St
Willow Brook Av
Lockwood Av
Burns Av
Normal Av
Monroe St
Marathon St
Clinton St
Second St
First St
Third St
Council St
White House Pl
Westmoreland Av
Madison Av
Harold Way
Carlton Way
Wilton Pl
Van Ness Av
Gramercy Pl
St Andrews Pl
Garfield Pl
Western Av
Dillon St
Serrano Av
Hobart Bl
Wilcox Av
Winona Bl
Lake Hollywood Dr
Franklin Av
Los Feliz Bl
Melbourne Av
Kingswell Av
Rodney Dr
Dracena Dr
Franklin Av
Cahuenga Bl
Lexington Av
Vermont Pl
Virgil Av
Santa Monica Bl
Willow Brook Av
Lily Crest Av
Monroe St
Melrose Av
Hollywood Fwy
Clinton St
Middlebury St
Rosewood Av
Oakwood Av
Beverly Bl
Temple St
Silverlake Bl
Hoover St
Council St
First St
Second St
Third St
White House Pl
Madison Av
Westmoreland Av
Virgil Av
Vermont Av
Berendo St
New Hampshire Av
Harold Way
Sunset Bl
Hollywood Bl
Hillhurst Av
Virgil Av
Sunset Bl
Fountain Av
Franklin Av
Hollywood Bl
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J. MICHAEL CAREY
City Clerk

When making inquiries relative to this matter refer to File No.

CITY OF LOS ANGELES
CALIFORNIA

RICHARD J. RIORDAN
MAYOR

Office of the
CITY CLERK
Council and Public Services
Room 615, City Hall
Los Angeles, CA 90012
Council File Information - (213) 485-5703
General Information - (213) 485-5705

00-1999
CPC 00-1976 SP
CDs 4 & 13

October 10, 2000

PLANNING & LAND USE MANAGEMENT COMMITTEE

In accordance with Council Rules, communication from the Director of Planning relative to proposed Vermont/Western Station Neighborhood Area Plan, Specific Plan Ordinance, Development Standards and Design Guidelines, and General Plan Amendments for an area of East Hollywood in the Hollywood and Wilshire Community Plan Areas, was referred on October 10, 2000, to the PLANNING & LAND USE MANAGEMENT COMMITTEE.

J. Michael Carey

City Clerk
amm

CITY OF LOS ANGELES
CALIFORNIA

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

CITY PLANNING
COMMISSION

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PRESIDENT
JORGE JACKSON
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FAX: (213) 580-1176

INFORMATION
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September 25, 2000

City Plan Case No.00-1976 SP
Council District Nos. 4 and 13

Honorable City Council
City of Los Angeles
Room 615, City Hall East
Los Angeles, CA 90012

Dear Councilmembers:

PROPOSED VERMONT/WESTERN STATION NEIGHBORHOOD AREA PLAN, SPECIFIC PLAN ORDINANCE, DEVELOPMENT STANDARDS AND DESIGN GUIDELINES, AND GENERAL PLAN AMENDMENTS FOR AN AREA OF EAST HOLLYWOOD IN THE HOLLYWOOD AND WILSHIRE COMMUNITY PLAN AREAS

Pursuant to the provisions of Sections 555 and 558 of the City Charter, transmitted herewith is the action of the City Planning Commission. At its meeting of August 10, 2000, the Commission approved 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 Commission also certified the Environmental Impact Report for this project (EIR no. 94-0212 GPF); and a Statement of Overriding Considerations in its determination approving the proposed Plan, Ordinance, guidelines and General Plan Amendments.

The City Planning Commission, as evidenced by the attached findings, found that the proposed Plan, Specific Plan Ordinance, Development Standards and Design Guidelines, and General Plan amendments are in substantial conformance with the purposes of the Hollywood and Wilshire Community Plans and with the purposes, intent and provisions of the General Plan.

The proposed Plan, Ordinance, Guidelines and General Plan amendments were submitted to the Mayor, whose recommendation will be forwarded to you as specified by Section 11.5.6 of the Los Angeles Municipal Code.

RECOMMENDATION

That the City Council:

1. Concur in the attached action of the City Planning Commission relative to the Vermont/Western Station Neighborhood Area Plan, Specific Plan Ordinance, Development Standards and Design Guidelines, and Hollywood and Wilshire Community Plan amendments; and

2. Adopt the attached Findings of the City Planning Commission, including a consistency Finding, as the Findings of the City Council; and

3. Adopt by Resolution the proposed Plan Amendments as set forth in the attached exhibit-Subarea Map I; and

4. Direct staff to revise the Hollywood and Wilshire Community Plans in accordance with this action; and

5. Approve and recommend that the Community Redevelopment Agency adopt the proposed Vermont/Western Station Neighborhood Area Plan ,Specific Plan Ordinance and Development Standards and Design Guidelines and incorporate these changes in the Hollywood Community Redevelopment Plan and the Wilshire Center/Korea Town Redevelopment Plan;

6. Authorize the Directors of the Department of General Services and Public Works 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/or a soccer field;

7. Certify and Adopt the environmental clearance (EIR 94-0212 GPF) and Statement of Overriding Considerations and instruct the City Clerk to process this action;

8. Authorize and Direct all departments and agencies of the City to consult and implement the Vermont/Western Station Neighborhood Area Plan and Development Standards and Design Guidelines in the planning, programming and delivery of City services within the Plan Area.

Very truly yours,

CON HOWE
Director of Planning

FRANKLIN P. EBERHARD
Deputy Director

Attachments:

1. City Planning Commission Action (Findings)
2. Resolution Amending the Hollywood and Wilshire Community Plans
3. General Plan Amendment Map -Subarea Map I
4. Vermont/Western Station Neighborhood Area Plan (Modified 8/10/00)
5. Specific Plan Ordinance
6. Development Standards Ordinance (Modified 8/10/00)
7. Staff Report to Commission 7/31/00
8. Supplemental Staff Report to Commission 8/10/00
9. Statement of Overriding Considerations

RECEIVED
CITY CLERK'S OFFICE
00 OCT -6 AM 9:06
CITY CLERK
BY _____
DEPUTY

TRANSMITTAL

TO	DATE	COUNCIL FILE No.
The Council	OCT 05 2000	
FROM		COUNCIL DISTRICT
Mayor		**4, 13**

Proposed Vermont/Western Station Neighborhood Area Plan, Specific Plan Ordinance, Development Standards and Design Guidelines, and General Plan Amendments for an area of East Hollywood in the Hollywood and Wilshire Community Plan Areas
CPC No. 00-1976 SP

I herewith concur with the attached, and transmit this matter for your approval.

RICHARD J. RIORDAN
MAYOR

PLAN & LAND USE MGT.
OCT 10 2000

10-4-00

h:ehwd.pln

CPC No. 00-1976 SP

TRANSMITTAL

TO:	Hon. Richard J. Riordan, Mayor ATTN.: June Lagmay	DATE SEP 25 2000	COUNCIL FILE NO.
FROM:	*CITY PLANNING DEPARTMENT*		COUNCIL DISTRICT 4 and 13

REQUEST:

Pursuant to the provisions of Sections 555 and 558 of the City Charter, transmitted herewith is the action of the City Planning Commission at its meeting of August 10, 2000. The Commission approved the Vermont/Western Station Neighborhood Area Plan and Specific Plan Ordinance, with accompanying Development Standards and Design Guidelines, and proposed General Plan Amendments establishing Mixed Use Boulevard and Community Center land use designations for the specific plan area which straddles both the Wilshire and Hollywood Community Plan Areas.

The attached request is transmitted for you review and approval. To expedite, the processing of this report, it is recommended that it be routed as follows:

- ☐ To the City Administrative Officer (CAO) for report back to you or direct to Council
- ☑ To the Council for consideration: no CAO report required
- ☐ To the CAO for report back to you, then return to the Department for further processing; no Council approval required
- ☐ Other

CON HOWE
Director of Planning

N:\CITYWIDE\SNAPTransmitcov.mayor.363wpd.wpd

CITY OF LOS ANGELES
CALIFORNIA

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

CITY PLANNING
COMMISSION

PETER M. WEIL
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September 25, 2000

City Plan Case No. 00-1976 SP
Council District No. 4 and13

Honorable Richard J. Riordan
Mayor, City of Los Angeles
Room 800, City Hall East
Los Angeles, CA 90012
Attention: June Lagmay

Dear Mayor Riordan:

PROPOSED VERMONT/WESTERN STATION NEIGHBORHOOD AREA PLAN, SPECIFIC PLAN ORDINANCE, DEVELOPMENT STANDARDS AND DESIGN GUIDELINES, AND GENERAL PLAN AMENDMENTS FOR AN AREA OF EAST HOLLYWOOD IN THE HOLLYWOOD AND WILSHIRE COMMUNITY PLAN AREAS

Pursuant to the provisions of Sections 555 and 558 of the City Charter, transmitted herewith is the action of the City Planning Commission. At its meeting of August 10, 2000, the Commission approved 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 Commission also certified the Environmental Impact Report for this project (EIR no. 94-0212 GPF), and a Statement of Overriding Considerations in its determination approving the proposed Plan, Ordinance, guidelines and General Plan Amendments.

The City Planning Commission, as evidenced by the attached findings, found that the proposed Plan, Specific Plan Ordinance, Development Standards and Design Guidelines, and General Plan amendments are in substantial conformance with the purposes of the Hollywood and Wilshire Community Plans and with the purposes, intent and provisions of the General Plan.

The proposed Plan, Ordinance, guidelines and General Plan amendments have been submitted to you for recommendation to be forwarded to the City Council as specified by Section 11.5.6 of the Los Angeles Municipal Code.

RECOMMENDATION

That the Mayor:

1. Concur in the attached action of the City Planning Commission relative to the Vermont/Western Station Neighborhood Area Plan, Specific Plan Ordinance, Development Standards and Design Guidelines, and Hollywood and Wilshire Community Plan amendments; and

2. Approve and recommend that the City Council adopt the attached Findings of the City Planning Commission; and

3. Recommend that the City Council adopt by Resolution the proposed Plan Amendments as set forth in the attached exhibit-Subarea Map I; and

4. Recommend that the City Council direct staff to revise the Hollywood and Wilshire Community Plans in accordance with this action; and

5. Approve and recommend that the City Council and the Community Redevelopment Agency adopt the proposed Vermont/Western Station Neighborhood Area Plan, Specific Plan Ordinance and Development Standards and Design Guidelines and incorporate these changes in the Hollywood Community Redevelopment Plan and the Wilshire Center/Korea Town Redevelopment Plan;

6. Approve and recommend that the City Council authorize the Directors of the Department of General Services and Public Works 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/or a soccer field;

7. Recommend that the City Council certify and adopt the environmental clearance (EIR 94-0212 GPF) and Statement of Overriding Considerations and instruct the City Clerk to process this action;

8. Recommend to the City Council that all departments and agencies 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 City services.

Very truly yours,

CON HOWE
Director of Planning

Franklin P. Eberhard
Deputy Director

Attachments:
1. City Planning Commission Action (including Findings and Conditions)
2. Resolution Amending Hollywood and Wilshire Community Plans
3. General Plan Amendment-Subarea Map I
4. Vermont/Western Station Neighborhood Area Plan (Modified 8/10/00)
5. Specific Plan Ordinance
6. Development Standards and Design Guidelines (Modified 8/10/00)
7. Staff Report to Commission 7/31/00
8. Supplemental Staff Report to Commission 8/10/00
9. Statement of Overriding Considerations

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

Gabriele Williams, Commission Executive Assistant
City Planning Commission

CITY PLAN CASE NO. 00-1976 SP

FINDINGS

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, 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
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 complement the Plan Maps in the Specific Plan Ordinance and Community Plans.

5. 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 (Attachment 3) 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 (Attachment 3) will be designated "Community Center."

6. 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, Santa Monica Boulevard and Hollywood Boulevard, and therefore this contributes to internal consistency and compatibility.

7. 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.

8. 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.

CITY PLAN CASE NO. 00-1976 SP Council Districts 4 and 13

RESOLUTION

Resolution adopting Amendments to the Hollywood and Wilshire Community Plans.

WHEREAS, the subject Amendments to the Hollywood and Wilshire Community Plans are 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; and

WHEREAS, the City Planning Commission on August 10, 2000 approved the Vermont/Western Station Area Plan and Specific Plan Ordinance (CPC No. 00-1976 SP); and

WHEREAS, the City Planning Commission on August 10, 2000 recommended that the subject Community Plan Amendments, which implement the Vermont/Western Station Neighborhood Area Plan and Specific Plan Ordinance, be adopted; and

WHEREAS, the City Planning Commission and City Council certified the Environmental Impact Report (EIR No. 94-0212 GPF) with a Statement of Overriding Considerations for the subject Community Plan Amendments; and

WHEREAS, the Mayor recommended that the City Council adopt the subject Community Plan Amendments as well as the Vermont/Western Station Neighborhood Plan and Specific Plan Ordinance which the subject Community Plan Amendments implement; and

WHEREAS, pursuant to the City Charter Sections 555 and 558, and Section 11.5.6 of the Municipal Code, the Mayor and City Planning Commission have transmitted their recommendations and findings to the City Council; and

WHEREAS, the subject Hollywood and Wilshire Community Plan Amendments consist of a map (Subarea Map I) which is in substantial conformance with the purpose, intent and provisions of City's General Plan preserving the community's residential character while designating sufficient land to accommodate the housing, commercial and industrial needs of the Specific Plan area residents; and

WHEREAS, the subject Hollywood and Wilshire Community Plan Amendments 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; and

WHEREAS, the subject 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; and

WHEREAS, the subject Community Plan Amendments are in response to the need perceived by the Federal Government and echoed by the City Government to increase usage of the Metro Red Line Subway stations and bus corridors; and

WHEREAS, 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; and

WHEREAS, the subject Community Plan Amendments are formatted to reflect new terminology including new land use designation categories created by the General Plan Framework, and the new language and formats complement the Plan Maps in the Vermont/Western Station Neighborhood Plan and Specific Plan Ordinance; and

WHEREAS, the subject Community Plan Amendments establish the "Community Centers" land use designation at four Metro Red Line Subway Stations, and the "Mixed Use Boulevards" land use designation along sections of Vermont Avenue, Sunset Boulevard, Santa Monica Boulevard, Melrose Boulevard, Virgil Avenue, Beverly Boulevard, and Hollywood Boulevard.

NOW, THEREFORE BE IT RESOLVED that the subject Community Plan Amendments are adopted as part of the General Plan of the City of Los Angeles, as shown on the attached Subarea Map I.

VERMONT/WESTERN STATION NEIGHBORHOOD AREA SPECIFIC PLAN ORDINANCE

As Modified and Approved by the City Planning Commission
August 10,2000
City Plan Case No. 00-1976 SP

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An Ordinance establishing a Specific Plan for the Vermont/Western Station Neighborhood Area Plan

WHEREAS, the Vermont/Western Station Neighborhood Area Plan covers an approximately 2.2 square mile area within the Hollywood and Wilshire Communities in the City of Los Angeles, within the 4th and 13th Council Districts; and

WHEREAS, approximately 50,000 people live in the Plan Area today, and up to 62,000 people will live there by the year 2020; and

WHEREAS, the Plan Area currently lacks adequate facilities for schools, parks (including public pools and athletic fields), police stations and libraries; and

WHEREAS, during the Nineties the community also absorbed the disruption caused by the 1992 Civil Unrest, the 1994 Northridge Earthquake, and construction at four Metro Red Line subway stations; and

WHEREAS, the Vermont/Western Station Neighborhood Area Plan was created for the purpose of making the neighborhood more livable, economically viable, as well as pedestrian and transit friendly in an effort to heal the community of the disruptions of the Nineties, mitigate population growth and achieve maximum benefit from the subway stations as a valuable public asset; and

WHEREAS, preparation of the Plan was funded by the City with substantial assistance from the Federal Transit Administration, the Los Angeles County Metropolitan Transportation Authority, the Southern California Association of Governments, and the California League of Conservation Voters; and

WHEREAS, the Plan was developed in concert with area residents, property owners, local businesses, City staff, Council District staffs, other public agencies, and consultants in the fields of urban design, economics, computer mapping, law, recreation and parks and transportation; and

WHEREAS, the Plan is a document that describes the Neighborhood Vision to the year 2020 for more public facilities and services, jobs, housing, transit ridership, growth management and civic involvement; and

WHEREAS, the Plan contains strategies for achieving the Neighborhood Vision that require the implementation of this Specific Plan Ordinance; and

WHEREAS, the Vermont/Western Station Neighborhood Area Plan desires to promote and facilitate the objectives of the State of California under the Alfred E. Alquist Hospital

Facilities Seismic Safety Act of 1983 and the Federal Emergency Management Agency's (FEMA) Public Assistance Programs;

NOW THEREFORE,

THE PEOPLE OF THE CITY OF LOS ANGELES DO ORDAIN AS FOLLOWS:

Section 1. ESTABLISHMENT OF THE SPECIFIC PLAN.

The City Council hereby establishes the Vermont/Western Station Neighborhood Area Specific Plan applicable to that area of the City of Los Angeles shown on the following Map No. 1.

Section 2. PURPOSES.

This Specific Plan is intended to:

A. Implement the goals and policies of the Hollywood Community Plan, the Wilshire Community Plan, the City General Plan Framework Element and the Transportation Element, including the new formats and terminology regarding land use designations created by the General Plan Framework;

B. Encourage sufficient schools, childcare facilities, parks, public pools, soccer fields, open space, libraries and police stations within the Plan Area by the horizon year of 2020;

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. 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;

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. Preserve the quality of existing residential neighborhoods by limiting new residential development which would exceed the prevailing density of such neighborhoods, and establish standards for new construction in such neighborhoods to conform to the existing neighborhood character;

G. Create a transit friendly area by requiring conformance to pedestrian oriented design guidelines that establish building facade treatments, landscape standards, 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;

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 facilitating collaborative public/private enterprises; and promoting cultural districts, facilities and services;

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

K. Promote the provision of more small public parks among the residential neighborhoods;

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;

M. Require improvement of the public right of way along Vermont Avenue and Hollywood Boulevard to be in accordance with the Vermont Avenue/Hollywood Boulevard Transit/Pedestrian Improvement Project, Concept Guidelines, Volume One-Vermont Avenue, May 1998, or most current version; or the provisions in the Hollywood Crossroads-Restoring a Regional Destination with Neighborhood Streetscapes, December 1998, or the most current version.

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

O. Support the hospital core near the corner of Sunset Boulevard and Vermont Avenue such that this industry will generate jobs and medical services for local residents, give local businesses expanded markets, and provide a coherent architectural presence at that corner;

P. Support the ability of local hospitals to respond successfully to the new requirements in The Alfred E. Alquist Hospital Facilities Seismic Safety Act of 1983,as amended and set forth in the Statewide Health and Safety Code Sections 129675, et seq., for seismic upgrades of acute care facilities;

Q. Support the expansion of educational facilities and adult training opportunities such that 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. Support the provision of joint living and work spaces and small assembly workshops such that local business building is facilitated and encouraged, thereby expanding the local economy and keeping locally generated income within the community; and

T. Support, 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 such that all local working parents and their children are accommodated.

Section 3. RELATIONSHIP TO PROVISIONS OF THE MUNICIPAL CODE.

A. Does Not Convey Rights. The regulations of this Specific Plan are in addition to those set forth in the planning and zoning provisions of Chapter 1 of the Los Angeles Municipal Code (hereinafter "Code"), as amended, and any other relevant ordinance, and do not convey any rights not otherwise granted under such other provisions, except as specifically provided herein.

B. More and Less Restrictive Uses. Wherever this Specific Plan contains provisions which require greater restrictions or lesser restrictions in setbacks, street dedications, open space requirements, densities, heights, uses, parking requirements, or other controls on development than would be allowed or required pursuant to the provisions contained in Chapter 1 Of the Code, the Specific Plan shall prevail and supercede the applicable provisions of the Code.

Section 4. DEFINITIONS.

Whenever the following terms are used in this Specific Plan, they shall be construed as defined in this Section. Words and phrases not defined herein shall be constructed as defined in Sections 12.03, 13.07 C and 13.09 B3 of the Code, Division 4 of the Article 1, Chapter 9 of the Code, and Division 62 of Article 1, Chapter 9 of the Code if defined therein:

Community Facilities. Any public service use whose primary purpose is to provide non-profit, or not-for-profit assistance to the general public in the immediate neighborhood in which such use is to be located. Included are government offices and services or privately funded services or charities that are provided to the public at a free, subsidized or reduced rate. Examples are child care centers, job assistance centers, business assistance centers, libraries, schools, adult day care, administrative offices, health clinics, museums, cultural centers, telecommunications centers, gyms or recreation centers, restrooms open to the general public, rooms available to the general public for community meetings, and pedestrian amenities like covered arcades, covered promenades, showers for bicyclist, sites for purchase of transit tokens, tickets or passes, or at which transit information is displayed. Churches or places of worship and public parking structures are not considered Community Facilities under this definition, unless they are the site of another community service like child care or roof top parks, etc.

Extensive Remodeling. Any alteration to, including addition to, an existing building in which the aggregated value of such work in any one year exceeds 75% of the replacement value of the existing building, as determined by the Department of Building and Safety.

Floor Area Ratio (FAR). A coefficient which is multiplied by the buildable area of a lot to determine the total Floor Area of all buildings on a lot.

Guidelines. The Vermont/Western station Neighborhood Area Plan Development Standards and Design Guidelines, as adopted by the City Planning Commission.

Ground Floor. The lowest level within a building which: (1) is accessible to the

street; (2) has a floor level within three feet above or below curb level; (3) has frontage and is primarily facing any public street; and (4) is at least 25 feet in depth or the total depth of the building, whichever is less.

Hospital and Medical Uses. Hospital and medical office uses, medical clinics, medical service facilities and ancillary medical-related uses with respect to such primary uses, including drug stores, medical laboratories and teaching or research facilities.

Mixed Use. Any Project which combines a commercial use with a residential use, either in the same building or in separate buildings on the same lot or lots in a unified development.

Parks First Fund Account. A fund established by separate ordinance within the Treasury of the City of Los Angeles for the purpose of retention, receipt and disbursement of funds for the support of the Parks First Program for the Vermont/Western Station Neighborhood Area Plan.

Parks First Program. A program described in the Vermont/Western Station neighborhood Plan and Development Standards and Design Guidelines for the purpose of developing ten or more acres of small parks and shared streets within the plan area.

Project. The construction or erection of any new building or structure or the Extensive Remodeling of an existing building or structure on a lot located in whole or in part within the Specific Plan Area, which requires the issuance of a building permit after the effective date of this Specific Plan. Project shall also include a change of use for any building or structure or land.

Replacement In-Patient Facility. The construction or erection of any building or structure or the Extensive Remodeling of an existing building or structure on a lot located in whole or in part within the Specific Plan Area, pursuant to and in compliance with the Alfred E. Alquist Hospital Facilities Seismic Safety Act as amended and set forth at Health and Safety Code Sections 129675, et seq.

Unified Hospital Development Site. Only applies upon compliance with the requirements set forth in Section 6. L. of this Specific Plan.

Section 5. PROHIBITION.

A. Project Permit Compliance. No demolition, grading or building permit shall be issued for any Project unless a Project Permit Compliance has been issued pursuant to Section 12 of this Specific Plan.

B. Conformance To Specific Plan. No Project Permit Compliance shall be issued unless the Project conforms with all applicable provisions of this Specific Plan.

Section 6. ZONING AND LAND USE DESIGNATION SUBAREAS.

A. Designation of Subareas.

The Specific Plan area is divided into five Subareas, as shown on the map below (Map 1). The Subareas are designated as follows:

Subarea A: Neighborhood Conservation

Subarea B: Mixed Use Boulevard

Subarea C: Community Center

Subarea D: Light Industrial/Commercial
Subarea E: Public Facility

B. Prohibited Uses. The following uses shall not be permitted within the Specific Plan area:

1. Automotive Yards. Any automobile dismantling yard or automotive repair uses, as defined in Section 12.03 of the Code, in addition to all auto related uses involving automobile hoists which are not conducted completely within an enclosed building; and

2. Signs. Any off-site, pole, or roof sign, as defined in the Section 91.6203 of Division 62 of the Building Code, in addition to signs which contain flashing, mechanical and strobe lights.

C. Joint Live/Work Projects. The provisions of this section shall apply to joint living and work quarters.

1. Application. In connection with a Project Permit Compliance application pursuant to Section 12 of this Specific Plan, the owner of any property within Subareas B or C may apply to the Director of Planning or his/her representative for a designation of such property as a Joint Live/Work Project. The Planning Director shall find that such property satisfies the criteria for a Joint Live/Work Project per provisions in subsection 6 C of this Specific Plan

2. Uses. Notwithstanding any provisions of the Municipal Code to the contrary dwelling units, and joint living and working quarters as described in Section 12.13 A 2 (a)(27) of the Code, shall be permitted in any commercial or any residential zone within Subarea B- Mixed Use Boulevard, and Subarea C-Community Center.

3. Incentives for Existing Buildings. As provided in the following section of the Code Section: 12.22 A 26 (e) (1) Mezzanines, (2.) Density, (3.) Off-Site Automobile Parking, (4.) Mini-Shopping Center and Commercial Corner Development Regulations and (6.) Loading Space.

4. Exceptions for Existing Buildings. Notwithstanding the nonconforming provisions of Section 12.23., the following exceptions shall apply to the buildings in which Live/Work Projects are located: Section 12.22. A. 26. (g.) (1.) Floor Area, (2.) Height, and (3.)Yards.

D. Small Assembly Workshops. The provisions of this section shall apply to small assembly workshops.

1. Application. In connection with a Project Permit Compliance application pursuant to Section 12 of this Specific Plan, the property owner may apply to the Director of Planning or his/her representative for a designation of such property as a Small Assembly Workshop. The Planning Director shall find that such property satisfies the criteria for a Small Assembly Workshop per provisions in subsection 6 D of this Specific Plan

2. Uses and Location. The following manufacturing and assembling establishments shall be permitted on any lot in any commercial or any residential zone in Subarea B- Mixed Use Boulevard and Subarea C-Community Center, that have a lot line adjoining Virgil Avenue, Vermont Avenue, Western Avenue, Hollywood Boulevard, Sunset Boulevard, or Santa Monica Boulevard when conducted wholly within a completely enclosed building and in accordance with the limitations set forth in this subsection D and the requirements specified in Section 12.17.1 A 2 (b) of the Code:

a. manufacturing or assembling of clothing or linens from previously prepared materials;
b. bakery;
c. book bindery;
d. box lunch preparation or catering establishment;
e. candy, confectioner or ice cream manufactory;
f. cosmetics, toiletries, or perfumes manufacturing or blending; and
g. Jewelry manufacturing.

3. Size. Not more than twenty persons may be engaged in assembly or manufacturing at one time, excluding office and delivery personnel.

4. Responsible Employer. Employers must abide by all applicable Federal and State Laws regarding labor and work place safety, including minimum wage requirements.

5. Delivery Trucks. The workshop shall not use commercial vehicles for deliveries to or from the premises that exceed one ton capacity.

6. Deliveries. Deliveries and pickups are limited to two per day.

7. Noise. No excessive noise in violation of the provisions of Sections 111.00, 112.00 and 114.00 of the Code shall be caused by the use, nor any excessive light, dust, fumes, vibration or electrical interference.

8. No "extremely hazardous substances." No "extremely hazardous substances" as listed in Section 335 (Appendix A) of Title 40 of the Code of Federal Regulations shall be used, sold or stored on the site; and no "hazardous materials," as listed in Article 9, Title 22 of the California Health and Safety Code, shall be utilized on the site except those associated with normal household use.

9. Discontinuance of a Small Assembly Workshop. Notwithstanding any other provisions of the Code, a Zoning Administrator may require the discontinuance of a Small Assembly Workshop pursuant to the procedures of Section 12.27.1 of the Code if the Zoning Administrator finds, that as operated or maintained, there has been a violation of any of the conditions or standards set forth in this subsection D. The Zoning Administrator shall have the additional authority to prescribe additional conditions and standards, and to impose an administrative fine in accordance with the procedures set forth in Section 12.05 A 16 (d) of the Code.

E. Community Facilities. The floor area of a Community Facility shall not be included in the calculation of the building floor area in determining the permitted Floor Area Ratio, provided such use shall be for such purposes for the life of the Project as

evidenced by processes described in Section 13 of this Specific Plan. Community Facilities shall be a permitted use in any zone in Subareas A, B, C, and E of this Specific Plan Area.

F. Parks First Program and Park Fees.

1. Account. The Department of Recreation and Parks, utilizing fees generated by Projects within the Specific Plan area and any other funds deposited in the Parks First Fund 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 Projects shall pay a park development fee of $4,300 per dwelling unit. The park fee shall be remitted by the Project owner to the Department of Recreation and Parks prior to issuance of a Certificate of Occupancy.

b. Commercial. All commercial 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 prior to issuance of a Certificate of Occupancy.

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

i. Community Facilities. Community Facilities are exempt from the park fee.

ii. Replacement In-Patient Facilities. 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.

iii. 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.

iv. Senior Citizen and 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 affordablity covenants of 30 to 55 years.

v. 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 to 55 years.

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

d. In Lieu Provision of Park Fees. There are two alternative provisions for the park fee requirements in Section 6. F. a and b. of this Specific Plan. The two in lieu alternatives to the park fee are in addition to other Project open space, set backs, step backs, pedestrian walk throughs, child care or landscaping requirements of this Specific Plan. The Project owner shall met the following standards and provide one of the following prior to the granting of a Project Permit Compliance by the Director of Planning:

i. Standards. The off or on site in lieu provision of open space for the purposes of this subsection of the Specific Plan shall be: (1) a minimum contiguous square footage of 5,000 square feet; (2) open and accessible to the general public during daylight hours in a manner similar to other City public parks; (3) improved to prevailing public park standards; and (4) may be provided above the ground floor on roof tops or above parking structures if public access is provided that meets the Americans With Disabilities Act standards.

ii. Off-Site. Purchase and construct or covenant to purchase and construct an equivalent square footage of land and improvements of public open space off site to the satisfaction of the Director of Planning.

iii. On-Site. Construct or covenant to construct, equivalent square footage of land and improvements for public open space on site, to the satisfaction of the Director of Planning.

G. Childcare Facility Requirements. All commercial and Mixed Use Projects, including Projects on a Unified Hospital 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 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 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. Setback and Throughways. The child care play area 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, or

ii. pedestrian throughways in Section 9 G. b.

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 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. 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 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.

7. 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.

H. Motels. Floor area associated with a hotel, motel or apartment hotel use shall be counted as a commercial floor area for the purposes of this Specific Plan.

I. Sidewalk Cafes. Sidewalk cafes shall be permitted within a public street right-of-way with the approval of the Department of Public Works, provided a minimum of 10 feet of side walk width shall remain for pedestrian circulation on all streets.

J. Public Street Improvements. For the purposes of this Subsection, the regulations and procedures contained in Section 12.37 of the Code shall be followed. Notwithstanding Section 12.37 H. , the highway and street improvement standards contained in the Development Standards and Design Guidelines, shall be utilized to the extent physically feasible for any improvements of streets required in the Specific Plan area.

K. Lot Assembly.

1. Application. In connection with a Project Permit Compliance application pursuant to Section 12 of this Specific Plan, the owner of any property within Subareas B, C or D may apply to the Director of Planning or his/her representative for a designation of such property for lot assembly. The Planning Director shall find that such property satisfies the criteria for a lot assembly per provisions in subsection 6 K of this Specific Plan.

2. Mixed Use Subareas. The assembly of two or more lots, regardless of their underlying zone, in Subareas B and C, which result in a Project site having a total lot area of over 10,000 square feet, but not more than 40,000 square feet, shall receive a Floor Area Ratio bonus of (15%) fifteen percent over the FAR otherwise permitted by this Specific Plan. The lot assembly density bonus shall not be combined with the floor area averaging bonus in Section 6 L, of this Specific Plan.

3. Subarea D-Light Manufacturing. The assembly of two or more lots, regardless of their underlying zone, in Subarea D, which result in a Project site having a total lot area of over 20,000 square feet, but not more than 500,000 square feet, shall receive a Floor Area Ratio bonus of (15%) fifteen percent over the FAR otherwise permitted by this Specific Plan for commercial uses only.

L. Floor Area Averaging for Unified Hospital Development Sites.

1. Application. In connection with a Project Permit Compliance application pursuant to Section 12 of this Specific Plan, the owner of any property within Subarea C may apply to the Director of Planning or his/her representative for a

designation of such property as a Unified Hospital Development Site. The Planning Director shall find that such property satisfies the criteria for a Unified Hospital Development Site per provisions in subsection 6L of this Specific Plan.

2. Criteria. A Unified Hospital Development Site for purposes of this subsection shall mean a development site with a single ownership interest held by a corporation or its corporate affiliated entities, for the purpose of conducting Hospital or Medical Uses, which is composed of two or more contiguous parcels, tied lots or lots of record separated only by a street or alley, and has a combination of functional linkages such as vehicular or pedestrian connections.

a. Location. A Unified Hospital Development Site for purposes of this subdivision shall only be authorized in Subarea C-Community Center. Some portion of the Unified Hospital Development Site must be within 1,500 feet of a subway portal.

b. Title Search. A current title report showing the record ownership and vesting of the owners of all lots and parcels comprising the Unified Hospital Development Site shall be submitted with the application for Project Permit Compliance to ensure that all parcels are held in ownership by the applicant or its corporate affiliated entities.

c. Covenant. Prior to the issuance a Project Permit Compliance, the applicant must file with the Department of Building and Safety a covenant running with the land:

i. guaranteeing to continue the operation and maintenance of the development as a Unified Hospital Development Site;

ii. indicating the floor area used on each parcel and the floor area potential, if any, that would remain;

iii. guaranteeing the continued maintenance of the unifying design and landscaping elements, including child care facilities, open space and pedestrian amenities; and

iv. specifying an individual or entity to be responsible and accountable for this maintenance.

3. Floor Area Averaging. Upon designation of a property as a Unified Hospital Development Site in accordance with this Section of the Specific Plan, the averaging of floor area ratios shall be permitted for buildings which comprise a Unified Hospital Development Site even if buildings on each individual lot or parcel would exceed the permitted floor area ratio.

a. Maximum Floor Area. The FAR for the Unified Hospital Development Site when calculated as a whole may not exceed a maximum permitted FAR of 3.0 unless all the provisions of subsection 6 L 4 of this Specific Plan are met in which case the maximum permitted FAR for a Unified Hospital Development Site is 4.5.

b. Maximum Height. The maximum height for each building in the Unified Hospital Development Site shall be 100 feet, unless all the provisions of subsection 6 L 4 of this Specific Plan are met in which case the maximum permitted height for each building in the Unified Hospital Development Site shall be 200 feet.

4. 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 and Medical Use 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 Hospital and Medical Use buildings up to a maximum FAR of 4.5 if the Director makes the following findings:

a. Public Welfare. The additional height and/or floor area will be desirable to the public convenience or welfare.

b. Compatible. The additional height and /or floor area will be in proper relation to adjacent uses or to the development of the community and that the arrangement of buildings and structures (including height, bulk and setbacks), off street-parking, facilities, loading areas, lighting , landscaping trash collection and other such pertinent improvements, will be compatible with existing and future development on neighboring properties;

c. Mitigation. The Project incorporates feasible mitigation measures, monitoring measures when necessary, or alternatives identified in the environmental review which would substantially lessen the significant environmental effects of the Project, and/or any additional findings as may be required by the California Environmental Quality Act.

d. Complies with this Specific Plan. The Project complies with any applicable provisions of this Specific Plan and the Guidelines including the childcare requirements, pedestrian throughways, building step backs, set backs, streetscape, landscaping requirements, etc.; and

e. Consistency. That the Project is consistent with the General Plan and any applicable adopted Redevelopment Plan.

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 Hospital Development 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 Hospital Development 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 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.

M. Parking Reduction Within 1,500 feet of a Metro Red Line Station. In connection with a Project Permit Compliance pursuant to Section 12 of this Specific Plan, the Director of Planning shall grant any Project in any zone on any lot with any portion of which located within 1,500 feet of a portal entrance to a Metro Red Line subway station a 15% reduction in the minimum parking space standards otherwise required by this Specific Plan.

N. Free Delivery. Any Project containing 40,000 square feet or more of retail commercial floor area on a single building site, shall submit to the Director of Planning as part of the application for a Project Permit Compliance, a program for such retail use designed to provide free delivery of purchases made at the site by residents living within the Specific Plan area.

O. Amending the Development Standards and Design Guidelines. Amendments to the Development Standards and Design Guidelines may be approved by the City Planning Commission following a public hearing, preceded by a published and posted notice of such hearing meeting the requirements of Section 12.32 C 4 (a) and (c) of the Code.

Section 7. Subarea A - Neighborhood Conservation

A. Residentially Zoned Properties: Notwithstanding any provisions of the Municipal Code to the contrary, the uses allowed by the existing residential zoning classification of any lot located within the Subarea A-Neighborhood Conservation Subarea of the Specific Plan area, as shown on Subarea Map 1, shall be permitted, provided, however, that no more than two lots, having a total combined lot area of 15,000 square feet, may be tied together to form a single building site. Parking shall be prohibited in required front yard areas.

B. Commercially Zoned Properties. Notwithstanding any provisions of the Municipal Code to the contrary, commercial uses on commercially zoned lots located within the Subarea A-Neighborhood Conservation Subarea of the Specific Plan area, as shown on Subarea Map 1, shall be limited to those uses defined as "Neighborhood Retail" and "Neighborhood Serving" in Section 13.07 of the Code, and shall be permitted on the Ground Floor level only. Uses above the ground floor level shall be limited to residential. No more than two lots, having a combined lot area of 10,000 square feet, may be tied together to form a single building site. All storage must be conducted wholly within an enclosed building. Parking shall be prohibited in required

front yard areas.

C. Schools, Child Care and Community Facilities. Notwithstanding any provision of the Code to the contrary, public or private schools, child care facilities, parks, community gardens, Community Facilities and other similar community serving uses, as determined by the Director of Planning, shall be permitted on any lot or lots provided that the building site for such uses has no more than two acres of combined lot area.

D. Transitional Height. The maximum height of any Project shall not exceed a height that is within 15 feet of the height of the shortest existing building on any adjacent lot, provided, however, that roofs and roof structures for the purposes specified in Section 12.21.1 B 3 of the Code, and architectural rooftop features such as roof decks, trellises and gazebos, 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.

E. Building Setback. All buildings shall face public or publicly accessible streets. The exterior wall of the building frontage shall be located no closer to the street than the exterior wall of the adjacent building closest to the street, and shall be located no further to the street than the exterior wall of the adjacent building farthest from the street.

F. Usable Open Space. Notwithstanding the contrary provisions of Section 12.21 G 2 of the Code, Projects containing two or more residential units, shall provide usable open space in accordance with the standards of Section 12.21 G 2 of the Code, with the following exceptions:

1. Above Grade. Up to 50% of the Common or Private Open Space, regardless of the underlying zone, may be located above the grade level or first habitable room level;

2. Roof decks. Roof Decks, regardless of the underlying zone, may be used in their entirety as Common or Private Open Space, excluding that portion of the roof within 20 feet of the roof perimeter.

G. Project Parking Requirements.

1. Residential.

a. Minimum Standard. Notwithstanding the contrary provisions of Section 12.21 A 4 (a) of the Code, parking shall be provided at the following ratios: at least one parking space for each dwelling unit of less than three habitable rooms, and at least one and one-half parking spaces for each dwelling unit having more than three habitable rooms, in addition to at least one-quarter parking space for each dwelling unit as guest parking spaces.

b. Maximum Standard. Notwithstanding the contrary provisions of Section 12.21 A 4 (a) of the Code, regardless of the underlying zone, the maximum number of parking spaces provided shall be limited to the following ratios: a maximum of one parking space for each dwelling unit of less than three habitable rooms, a

maximum of one and one-half parking spaces for each dwelling unit having three habitable rooms, a maximum of two parking spaces for each dwelling unit having more than three habitable rooms, and no more than one-quarter parking space for each dwelling unit as guest parking spaces.

2. Bicycle Parking Spaces. Notwithstanding the contrary provisions of Section 12.21 A 16 of the Code, for any Project with two or more dwelling units, regardless of the underlying zone, off-street parking spaces for bicycles shall be provided at a ratio of one-half parking space per dwelling unit, and for Projects with non-residential uses, regardless of the underlying zone, off-street parking spaces for bicycles shall be provided at a ratio of one parking space for every 1,000 square feet of non-residential floor area. Bicycle parking spaces shall conform to the standards set forth in Section 12.21 A 16 (c) through (h) of the Code, and the Development Standards and Design Guidelines.

3. Commercial. Notwithstanding the contrary provisions of Section 12.21 A 4 of the Code, for Projects which include commercial uses, the maximum number of off-street parking spaces which may be provided shall be limited to two parking spaces for each 1,000 square feet of combined floor area of commercial uses contained within all buildings on a lot.

4. Existing Buildings.

a. Change of use. Notwithstanding the contrary provisions of Section 12.21 A 4 (m) of the Code, or any other provisions of this Specific Plan no additional parking shall be required for a change of use in an existing building to a use permitted by this Specific Plan.

b. Extensive Remodeling of Residential Buildings. Notwithstanding the contrary provisions of Section 12.21 A 4 (m) of the Code, or any other provisions of this Specific Plan, no additional parking shall be required for an Extensive Remodeling of an existing building with residential uses permitted by this Specific Plan.

c. Maintenance of Off Street Parking. Notwithstanding the contrary provisions of Section 12.21 A 4 (m) of the Code, or any other provisions of this Specific Plan off-street automobile parking spaces being maintained in connection with any existing main building or structure as of the effective date of this ordinance shall be maintained so long as the main building or structure remains and shall not be reduced.

H. Conversion Requirements.

1. Acoustics and Utilities. An acoustical report and a utility metering report meeting the requirements of Section 12.95.2 D 1 (c) (2) c and d of the Code, respectively, shall be required as part of any application for a Project Permit Compliance for any Project containing dwelling units.

2. Permission to Convert to Condominiums. Notwithstanding the contrary provisions of the Code, including Section 91.0303 (a), Exception 11. or any successor section, building permits and demolition permits may be issued without a requirement for the owner to agree and covenant to refrain from constructing or

converting to a condominium, stock cooperative or community apartment Project for any time period following construction or demolition of two or more dwelling units.

I. Development Standards. Projects shall be in substantial conformance with the Development Standards and Design Guidelines .

Section 8. SUBAREA B MIXED USE BOULEVARDS

50/2.0-MU 35/1.5-C

A. Use. Notwithstanding any provisions of the Municipal Code to the contrary, residential uses permitted in the R3 Zone by Section 12.10 of the Code and commercial uses permitted in the C1.5 Limited Commercial Zone by Section 12.13.5 of the Code, in addition to Live/Work Projects and Small Assembly Workshops, as set forth above in Section 5 C and 5 D of this Specific Plan, shall be permitted on any lot located within the Subarea B-Mixed Use Boulevard of the Specific Plan area, as shown on Map 1, provided that the following requirements are satisfied:

1. Commercial Uses. Commercial uses shall be limited to the Ground and second floors of any building, and any commercial use in a Live/Work Project shall be limited to those uses permitted in a C1.5 Zone;

2. Enclosed Activities. With the exception of outdoor merchandise displays during sidewalk sales, outdoor eating areas and newsstands, all activities, including storage, shall be conducted wholly within an enclosed building;

3. Mixed Use Regulations. Projects shall comply with the Mixed Use Development Standards of Section 13.09 F of the Code; and

4. Commercial Corner Exemption. Notwithstanding any provisions of Sections 12.22 A 23 and 12.24 C 56 of the Code to the contrary, and except as otherwise required by this Specific Plan, Projects that constitute a Commercial Corner Development or Mini-shopping Center, as defined in Section 12.03 of the Code, may be developed within Subarea B-Mixed Use Boulevard without first obtaining a conditional use approval pursuant to Section 12.24 C 56 of the Code or having to comply with the requirements and conditions set forth in Section 12.22 A 23 of the Code.

B. Height And Floor Area.

1. Mixed Use and Residential Only Projects. The maximum height of any building for a Mixed Use Project or a Project comprised exclusively of residential uses, shall not exceed50 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 2.0. Commercial uses in a Mixed Use Project shall be limited to a maximum FAR of 1.5.

2. Commercial Only Projects. Projects comprised exclusively of commercial uses shall not exceed a maximum building height of 35 feet and a

maximum FAR of 1.5.

C. Transitional Height.

1. Height Limits. Notwithstanding any provisions of Sections 12.21.1 A 10 of the Code to the contrary, portions of buildings on a lot located within the Subarea B-Mixed Use Boulevard shall not exceed the transitional height limits set forth below when located within the distances specified therein from a lot within the Subarea A-Neighborhood Conservation Subarea:

Distance	Height
0 to 49 feet	25 feet
50 to 99 feet	33 feet
100 to 200 feet	61 feet

2. Calculating Distance. Transitional Height limits as set forth above in Section 8 C of this Specific Plan shall only apply to lots adjoining or abutting a lot in Subarea A and shall not apply to lots separated by a public street.

D. Usable Open Space. Notwithstanding any provisions of Sections 12.21 G of the Code to the contrary, a Project constituting a Mixed Use Project containing two or more residential units or a Project comprised exclusively of residential uses containing two or more residential units shall provide usable open space in accordance with the standards of Section 12.21 G 2 of the Code, with the following exceptions:

1. Above Grade. Up to 50% of the Common or Private Open Space, regardless of the underlying zone, may be located above the grade level or first habitable room level;

2. Roof decks. Roof Decks, regardless of the underlying zone, may be used in their entirety as Common or Private Open Space, excluding that portion of the roof within 20 feet of the roof perimeter.

E. Project Parking Requirements.

1. Residential Projects.

a. Minimum Standards. Notwithstanding the contrary provisions of Section 12.21 A 4 (a) of the Code, regardless of the underlying zone, the minimum number of parking spaces required shall be provided at the following ratios: at least one parking space for each dwelling unit of less than three habitable rooms, and at least one and one-half parking spaces for each dwelling unit having more than three habitable rooms, in addition to at least one-quarter parking space for each dwelling unit as guest parking spaces.

b. Maximum Standards. Notwithstanding the contrary provisions of Section 12.21 A 4 (a) of the Code, regardless of the underlying zone, the maximum number of parking spaces provided shall be limited to the following ratios: a maximum of one parking space for each dwelling unit of less than three habitable rooms, a maximum of one and one-half parking spaces for each dwelling unit having three

habitable rooms, a maximum of two parking spaces for each dwelling unit having more than three habitable rooms, and a maximum of one-half parking space for each dwelling unit as guest parking spaces.

c. Guest Parking. Notwithstanding the contrary provisions of Section 12.21 A 4 of the Code, guest parking spaces for residential uses in Mixed Use Projects, as set forth above, shall be provided through shared use of required commercial parking spaces.

2. Bicycles. Notwithstanding the contrary provisions of Section 12.21 A 16 of the Code, Projects with two or more dwelling units, regardless of the underlying zone, shall provide off-street parking spaces for bicycles at a ratio of one-half parking space per dwelling unit, and for Projects which include non-residential uses, regardless of the underlying zone, off-street parking spaces for bicycles shall be provided at a ratio of one parking space for every 1,000 square feet of non-residential floor area for the first 10,000 square feet of floor area, and one bicycle parking space for every additional increments of 10,000 square feet of floor area. Bicycle parking spaces shall conform to the standards set forth in Section 12.21 A 16 (c) through (h) of the Code, and the Development Standards and Design Guidelines.

3. Commercial. Notwithstanding the contrary provisions of Section 12.21 A 4 of the Code, the following parking standards shall apply to Projects which include non-residential uses, regardless of the underlying zone: (i) Except for medical offices, the maximum number of off-street parking spaces which may be provided shall be limited to two parking spaces for each 1,000 square feet of combined floor area of non-residential uses contained within all buildings on a lot; (ii) a maximum of 50% of the required non-residential parking spaces may be provided off-site, but within 1,500 feet of the lot for which they are provided; and (iii) off-site parking facilities may be provided pursuant to leases of existing parking spaces for at least a twenty-year term, in order to provide the parking required by this Specific Plan, and such leased spaces may be collaboratively or cooperatively maintained.

4. Existing Buildings.

a. Change of use. Notwithstanding the contrary provisions of Section 12.21 A 4 (m) of the Code, or any other provisions of this Specific Plan no additional parking shall be required for a change of use in an existing building to a use permitted by this Specific Plan.

b. Extensive Remodeling of Residential Buildings. Notwithstanding the contrary provisions of Section 12.21 A 4 (m) of the Code, or any other provisions of this Specific Plan, no additional parking shall be required for an Extensive Remodeling of an existing residential or mixed use building with so long as the uses are permitted by this Specific Plan.

c. Maintenance of Off Street Parking. Notwithstanding the contrary provisions of Section 12.21 A 4 (m) of the Code, or any other provisions of this Specific Plan off-street automobile parking spaces being maintained in connection with any existing main building or structure as of the effective date of this ordinance shall be maintained so long as the main building or structure remains and shall not be reduced.

F. Conversion Requirements.

1. Acoustics and Utilities. An acoustical report and a utility metering report meeting the requirements of Section 12.95.2 D 1 (c) (2) c and d of the Code, respectively, shall be required as part of any application for a Project Permit Approval for any Project containing dwelling units.

2. Permission to Convert to Condominiums. Notwithstanding the contrary provisions of Section 91.0303 (a), Exception 11 of the Code, or any successor section, demolition permits may be issued for residential buildings without a requirement for the owner to agree and covenant to refrain from constructing a condominium, stock cooperative or community apartment Project for any time period following demolition of a building containing two or more dwelling units.

G. Yards. Notwithstanding any contrary provisions of the Code, no front, side or back yards shall be required for the development of any Mixed Use, commercial or residential Project on any lot located within Subarea B-Mixed Use Boulevard.

H. 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.

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. 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.

b. In Lieu Provision of Throughways. There are three alternative provisions for the pedestrian throughway requirements in Section 8. H. 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. Off Site. Construct or covenant to construct an equivalent square footage of land and improvements of public open space, off site to the satisfaction of the Departments of Recreation and Parks and the Director of Planning; or

ii. On Site. Construct or covenant to construct, equivalent square footage of land and improvements for public open space on the Project 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 the same number of square feet of land and park improvements, to the satisfaction of the Department of Recreation and Parks and the Director of Planning.

I. Development Standards. Projects shall be in substantial conformance with the Development Standards and Design Guidelines.

Section 9. SUBAREA C COMMUNITY CENTER

75/3.0-MU 35/1.5-C

A. Use. Notwithstanding any provisions of the Municipal Code to the contrary, residential uses permitted in the R4 Zone by Section 12.11 of the Code Hospital and Medical Uses, and commercial uses permitted in the C4 Commercial Zone by Section 12.16 of the Code, Live/Work Projects and Small Assembly Workshops as set forth in Live/Work Projects and Small Assembly Workshops, as set forth above in Section 6 of this Specific Plan, shall be permitted on any lot located within the Subarea C-Community Center of the Specific Plan area, as shown on Map 1, provided that the following requirements are satisfied:

1. Commercial Uses. Commercial uses shall be limited to the Ground floor of any Mixed Use building;

2. Enclosed Activities. With the exception of outdoor merchandise displays during sidewalk sales, outdoor eating areas and newsstands, all activities, including storage, shall be conducted wholly within an enclosed building;

3. Mixed Use Regulations. Projects shall comply with the Mixed Use development standards of Section 13.09 F of the Code and the Pedestrian Orientation development standards of Section 13.09 G of the Code; and

4. Commercial Corner Exemption. Notwithstanding any provisions of Sections 12.22 A 23 and 12.24 C 56 of the Code to the contrary, and except as otherwise required by this Specific Plan, Projects that constitute a Commercial Corner Development or Mini-shopping Center, as defined in Section 12.03 of the Code, may be developed within Subarea C-Community Center without first obtaining a conditional use approval pursuant to Section 12.24 C 56 of the Code or having to comply with the requirements and conditions set forth in Section 12.22 A 23 of the Code.

B. Height And Floor Area.

1. 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.

2. 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.

3. Hospital and Medical Uses.

a. Height and Floor Area By Right. Hospital and Medical 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 that roofs and roof structures for the purposes specified in Section 12.21.1 B 3 of the Code shall be erected such that 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. Additional Authority. In accordance with the provisions in Section 6 L 4 of this Specific Plan and 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 and Medical Use 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 ratio for Hospital and Medical Uses up to 4.5.

C. Transitional Height.

1. Height Limits. Notwithstanding any provisions of Sections 12.21.1 A 10 of the Code to the contrary, portions of buildings on a lot located within the Subarea C-Community Center shall not exceed the transitional height limits set forth below when located within the distances specified therein from a lot within the Subarea A-Neighborhood Conservation Subarea;

Distance	Height
0 to 49 feet	25 feet
50 to 99 feet	33 feet
100 to 200 feet	61 feet

2. Calculating Distances. Transitional Height limits as set forth above in Section 9 C of this Specific Plan shall only apply to lots adjoining or abutting a lot in Subarea A and shall not apply to lots separated by a public street.

D. Usable Open Space. Notwithstanding any provisions of Sections 12.21 G of the Code to the contrary, Projects constituting a Mixed Use Project containing two or more residential units or a Project comprised exclusively of residential uses containing two or more residential units shall provide usable open space in accordance with the standards of Section 12.21 G 2 of the Code, with the following exceptions:

1. Above Grade. Up to 75% of the Common or Private Open Space, regardless of the underlying zone, may be located above the grade level or first habitable room level;

2. Roof decks. Roof Decks, regardless of the underlying zone, may be used in their entirety as Common or Private Open Space, excluding that portion of the roof within 20 feet of the roof perimeter.

E. Project Parking Requirements.

1. Residential.

a. Minimum Standards. Notwithstanding the contrary provisions of Section 12.21 A 4 (a) of the Code, regardless of the underlying zone, the minimum number of parking spaces required shall be provided at the following ratios: at least one parking space for each dwelling unit of less than three habitable rooms, and at least one and one-half parking spaces for each dwelling unit having more than three habitable rooms, in addition to at least one-quarter parking space for each dwelling unit as guest parking spaces.

b. Maximum Standards. Notwithstanding the contrary provisions of Section 12.21 A 4 (a) of the Code, regardless of the underlying zone, the maximum number of parking spaces provided shall be limited to the following ratios: a maximum of one parking space for each dwelling unit of less than three habitable rooms, a maximum of one and one-half parking spaces for each dwelling unit having three habitable rooms, a maximum of two parking spaces for each dwelling unit having more than three habitable rooms, and a maximum of one-half parking space for each dwelling unit as guest parking spaces.

c. Guest Parking. Notwithstanding the contrary provisions of Section 12.21 A 4 of the Code, guest parking spaces for residential uses in Mixed Use Projects, as set forth above, shall be provided through shared use of required commercial parking spaces.

2. Bicycles. Notwithstanding the contrary provisions of Section 12.21 A 16 of the Code, for Projects with two or more dwelling units, regardless of the underlying zone, off-street parking spaces for bicycles shall be provided at a ratio of one-half parking space per dwelling unit, and for Projects with non-residential uses, regardless of the underlying zone, off-street parking spaces for bicycles shall be provided at a ratio of one parking space for every 1,000 square feet of non-residential floor area for the first 10,000 square feet of floor area, and one bicycle parking space for every additional 10,000 square feet of floor area. Bicycle parking spaces shall conform to the standards set forth in Section 12.21 A 16 (c) through (h) of the Code, and the Development Standards and Design Guidelines.

3.Commercial. Notwithstanding the contrary provisions of Section 12.21 A 4 of the Code, the following parking standards shall apply to Projects with commercial uses, other than Hospital and Medical Uses, regardless of the underlying zone: (i) the maximum number of off-street parking spaces which may be provided shall be limited to two parking spaces for each 1,000 square feet of combined floor area of commercial uses contained within all buildings on a lot; (ii) a maximum of 50% of the required non-residential parking spaces may be provided off-site, but within 1,500 feet of the lot for which they are provided.

4. Hospital and Medical Uses. Notwithstanding the contrary provisions of Section 12.21 A 4 (d) of the Code, the following parking standards shall apply to Hospital and Medical Use Projects: (i) hospitals shall provide a minimum of one parking

space for each patient bed for which the hospital is licensed, and a maximum of two parking space for each patient bed for which the hospital is licensed; (ii) a maximum of 50% of the required hospital parking spaces may be provided off-site, but within 1,500 feet of the lot for which they are provided; and (iii) off-site parking facilities may be provided pursuant to leases of existing parking spaces for at least a twenty-year term, in order to provide the parking required by this Specific Plan, and such leased spaces may be collaboratively or cooperatively maintained.

5. Existing Buildings.

a. Change of Use. Notwithstanding the contrary provisions of Section 21.21 A 4 (m) of the Code, or any other provisions of this Specific Plan no additional parking shall be required for a change of use in an existing building to a use permitted by this Specific Plan.

b. Extensive Remodeling of Residential Buildings. Notwithstanding the contrary provisions of Section 12.21 A 4 (m) of the Code, or any other provisions of this Specific Plan, no additional parking shall be required for an Extensive Remodeling of an existing residential or mixed use building with so long as the uses are permitted by this Specific Plan.

c. Maintenance of Off Street Parking. Notwithstanding the contrary provisions of Section 12.21 A 4 (m) of the Code, off-street automobile parking spaces being maintained in connection with any existing main building or structure as of the effective date of this ordinance shall be maintained so long as the main building or structure remains and shall not be reduced.

F. Conversion Requirements.

1. Acoustics and Utilities. An acoustical report and a utility metering report meeting the requirements of Section 12.95.2 D 1 (c) (2) c and d of the Code, respectively, shall be required as part of any application for a Project Permit Approval for any Project containing dwelling units.

2. Permission to Convert to Condominiums. Notwithstanding the contrary provisions of Section 91.0303 (a), Exception 11 of the Code, or any successor section, demolition permits may be issued for residential buildings without a requirement for the owner to agree and covenant to refrain from constructing a condominium, stock cooperative or community apartment Project for any time period following demolition of a building containing two or more dwelling units.

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 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.

H. Yards. Notwithstanding any contrary provisions of the Code, no front, side or back yards shall be required for the development of any commercial or residential Project on any lot located within Subarea C-Community Center.

I. Development Standards. Projects shall be in substantial conformance with the Development Standards and Design Guidelines .

Section 10. SUBAREA D LIGHT INDUSTRIAL/COMMERCIAL

A. Use. The use and area regulations of Section 12.17.1 of the Code (CM Zone) shall apply to all lots in the Subarea D-Light Industrial/Commercial Subarea within the Specific Plan, provided that Projects with hotel, motel, apartment hotel, and residential uses shall be prohibited.

B. Maximum Building Setback. At least 75 percent of the ground floor exterior wall along the building frontage shall be located no more than ten feet from any lot line parallel to a public street, excluding alleys.

C. Transitional Height. Notwithstanding any provisions of Sections 12.21.1 A 10 of the Code to the contrary, portions of buildings on a lot located within the Subarea D-Light Industrial/Commercial shall not exceed the transitional height limits set forth in Section 12.21.1 A 10 of the Code when located within the distances specified therein from a lot within the Subarea A-Neighborhood Conservation Subarea.

D. Development Standards. Projects shall be in substantial conformance with

the Development Standards and Design Guidelines.

Section 11. SUBAREA E PUBLIC FACILITIES

A. Permitted Uses. The use and area regulations of Section 12.04.09 of the Code (PF Zone) shall apply to all lots in the Subarea E-Public Facilities within the Specific Plan. Notwithstanding the requirements for conditional use approvals contained in Section 12.04.09 B and 12.24 B of the Code, the following uses shall be permitted by right and allowed to be developed in Subarea E: public elementary, secondary or high schools; police stations and related uses; parks and recreation facilities, including bicycle paths and walking trails, nature trails; park land and lawn areas; children's play areas; picnic facilities; athletic fields (not to exceed 200 seats); senior citizen centers, community centers, clubhouses; swimming pools, libraries; tennis courts; rest rooms; gyms; camping facilities; museums; aquaria, observatories, planetaria and zoos; and any landscaped cover over a freeway right of way.

B. Development Standards. Projects shall be in substantial conformance with the Development Standards and Design Guidelines.

Section 12. DEVELOPMENT REVIEW PROCEDURES

A. Director Approvals. The Director or his/her designee shall have the authority to approve conditionally, approve or deny one or more of the following for any Project, Lot Assembly, Floor Area Averaging for a Unified Hospital Development Site, Live/Work Project, or Small Assembly Workshop within the Specific Plan Area:

1. Project Permit Compliance. Prior to the issuance of any building permit for any Project, Lot Assembly, Floor Area Averaging for a Unified Hospital Development Site, Live/Work Project, or Small Assembly Workshop, a Project Permit Compliance application shall be filed with and acted on by the Director of Planning or her/his designee in accordance with Section 11.5. 7. C of the Code. The Project Permit Compliance application shall include a site plan drawn to scale that shows the location of the proposed buildings and the location of any existing buildings or structures on adjacent lots. The site plan shall be accompanied by such other plans or data as may be required by the Director or her/his representative, and any other information demonstrating the conformity of the proposed development to the Specific Plan ordinance requirements and the Vermont/Western Station Neighborhood Area Plan Development Standards and Design Guidelines, as adopted by the City Planning Commission, or amended by the Area Planning Commission.

2. Modifications. The Director may grant a Project Permit Compliance modification if the request is found to be in conformance with the original approval, in accordance with Section 11.5.7. D. of the Code.

3. Adjustments. The Director may grant, as part of the Project Permit Compliance application, minor adjustments for certain Specific Plan requirements in accordance with Section 11.5.7. E. of the Code.

B. Specific Plan Exceptions. The Area Planning Commission may permit exceptions to the Specific Plan in accordance with Section 11.5.7.F. of the Code.

Section 13.OWNERS'S ACKNOWLEDGMENT OF LIMITATIONS

The Department of Building and Safety shall issue no building permit for construction upon property within the Specific Plan area until such time as the owner of the property has executed and recorded with the County Recorder a covenant and agreement acknowledging and accepting the contents and limitations of this Specific Plan. The covenant and agreement shall be executed by all fee owners of the property, shall run with the land and shall be binding on future owners, successors, heirs, or assignees of the owners. A certified copy of the recorded covenant shall be delivered to the Departments of City Planning and Building and Safety prior to the issuance of any building permit.

Section 14. SEVERABILITY.

If any provision of this Ordinance or the application thereof to any person, property or circumstances, is found to be unconstitutional or otherwise invalid by any court of competent jurisdiction such invalidity shall no affect the remaining provisions of this Ordinance or the application of such provisions to other persons, property or circumstances which can be implemented without the invalid provisions and to this end, the provisions of this Ordinance are declared to be severable.

VERMONT/WESTERN
STATION NEIGHBORHOOD AREA PLAN
CPC 00-1776 SP
EIR 94-0212 GPF
as modified in the City Planning Commission August 10, 2000

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VERMONT/WESTERN STATION NEIGHBORHOOD AREA PLAN
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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 met 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

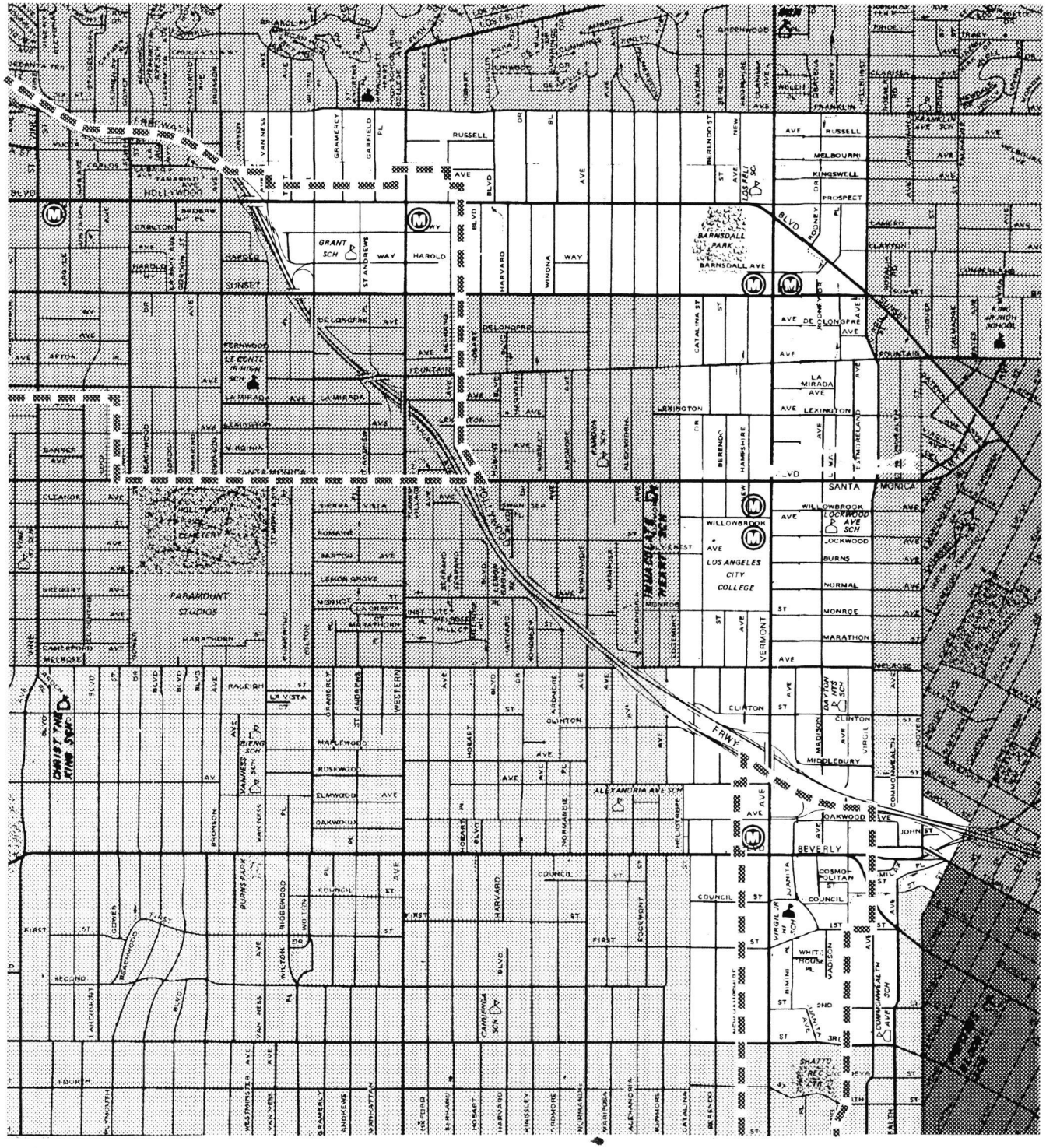
accessible.

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.



Vermont/Western Station Neighborhood Area Plan Boundary

- Wilshire Community Plan Area
- Hollywood Community Plan Area
- Silver Lake/Echo Park Community Plan Area
- Westlake Community Plan Area
- CRA Redevelopment Area
  - Hollywood (North)
  - Wilshire Center/Korea Town (South)
- Metro Red Line Stations

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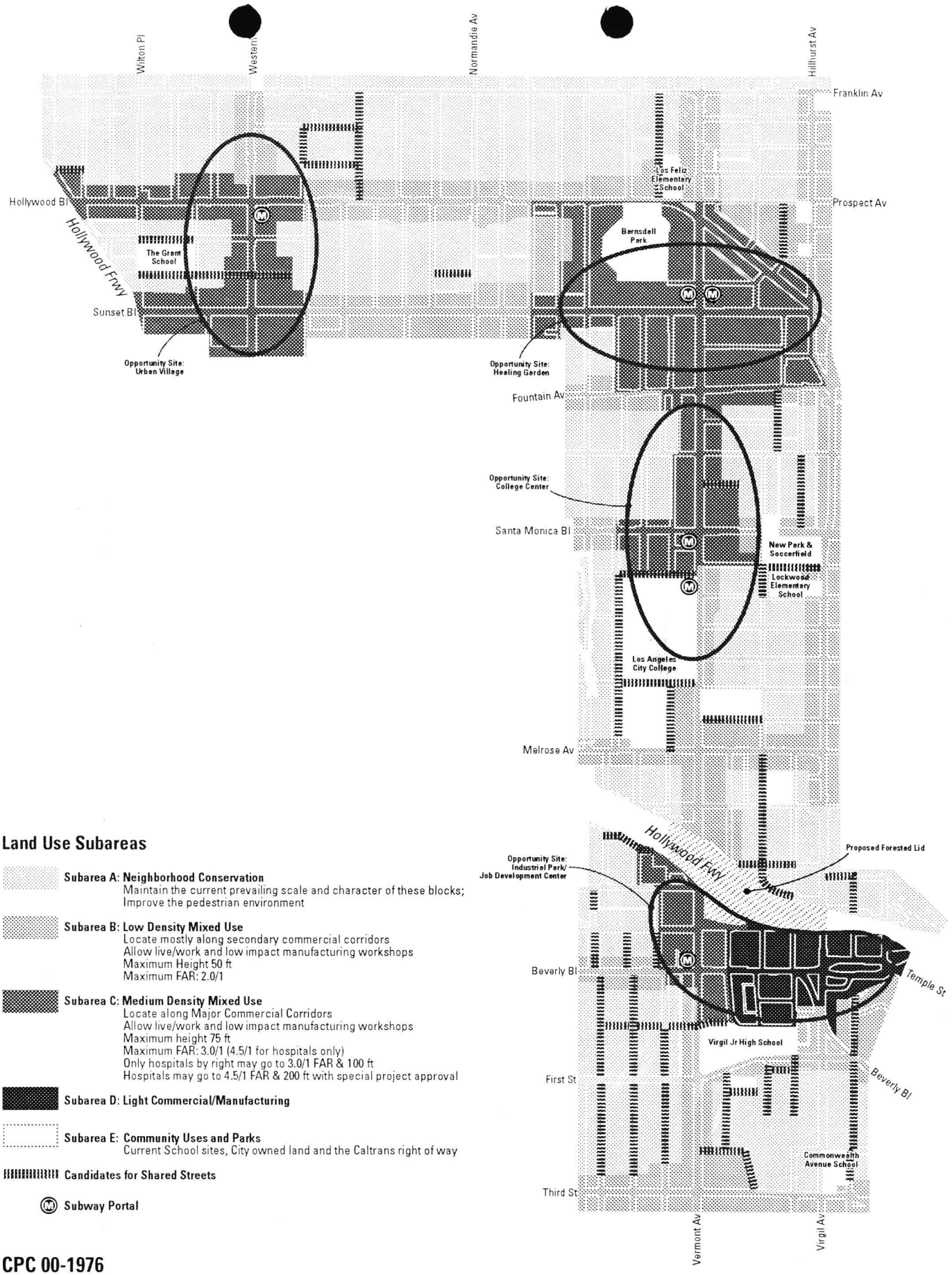


Land Use Subareas

Subarea A: Neighborhood Conservation
Maintain the current prevailing scale and character of these blocks;
Improve the pedestrian environment

Subarea B: Low Density Mixed Use
Locate mostly along secondary commercial corridors
Allow live/work and low impact manufacturing workshops
Maximum Height 50 ft
Maximum FAR: 2.0/1

Subarea C: Medium Density Mixed Use
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: Light Commercial/Manufacturing

Subarea E: Community Uses and Parks
Current School sites, City owned land and the Caltrans right of way

Candidates for Shared Streets

Subway Portal

CPC 00-1976

Plan Summary Map

Proposed Vermont/Western Station Neighborhood Area Plan

0 .25 .5 miles

Los Angeles Department of City Planning • Citywide Division • Graphics Services Section • June, 2000

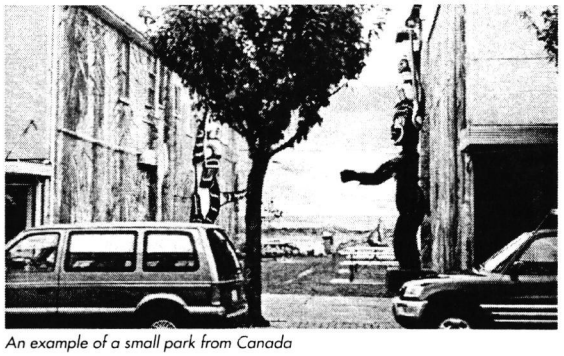
VERMONT/WESTERN STATIONS NEIGHBORHOOD AREA PLAN

PARKS FIRST PROGRAM

The Parks First Program consists of a short term-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 strategy is to invest in approximately 50 small parks, or gardens scattered throughout the residential neighborhoods and 15 to 30 blocks of shared streets also located in residential neighborhoods.

This combination of small parks and shared streets results in 10 acres of new open space, and cost the same amount as one conventional 5-acre neighborhood park.



An example of a small park from Canada

In this strategy, parks or gardens, are as small as 5,000 square feet, or the size of a typical residential lot.

Candidate for Pocket Park - Caltrans recycling Center at Clinton and Kenmore

The idea is to be opportunistic and flexible to rescue and recycle left over urban land scraps into green oases.

Vacant lots, alleyways, cul-de-sacs, rooftops, parking garages, sidewalks, balconies, public institutions, commercial buildings, even freeway right of ways and contaminated lands can be rehabilitated and adapted to serve important open space functions.

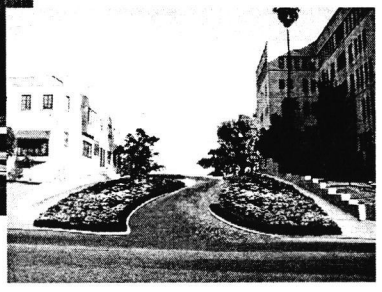
Shared streets is modeled after the European notion of a "woonerf."
Woonerf is a Dutch word meaning "street for living" and is a type of street that is equally shared by pedestrians, bicycles, and low-speed cars.
Vehicles are slowed to walking speed by placing trees, planters, parking areas, chicanes and other obstacles in the street.

The street, while available to the public, is not intended to be used for pass through vehicle trips.

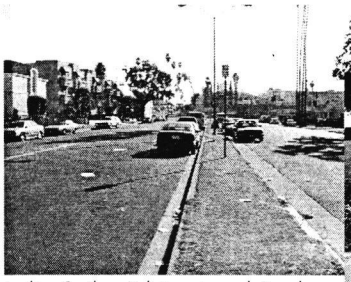
The general criteria for selecting these streets are:

1) Residential street;
2) Not part of the regional street network;
3) Streets of sufficient width; and
4) Street can be configured into a pedestrian or bicycle network, especially for school children walking to school.

Additional criteria: parking needs, roadway configuration and a consensus among the residents.



Looking east on Council Street, between New Hampshire and Vermont



Looking South on Heliotrope towards Beverly Blvd.

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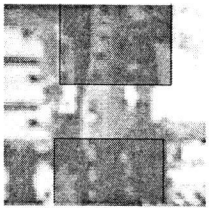
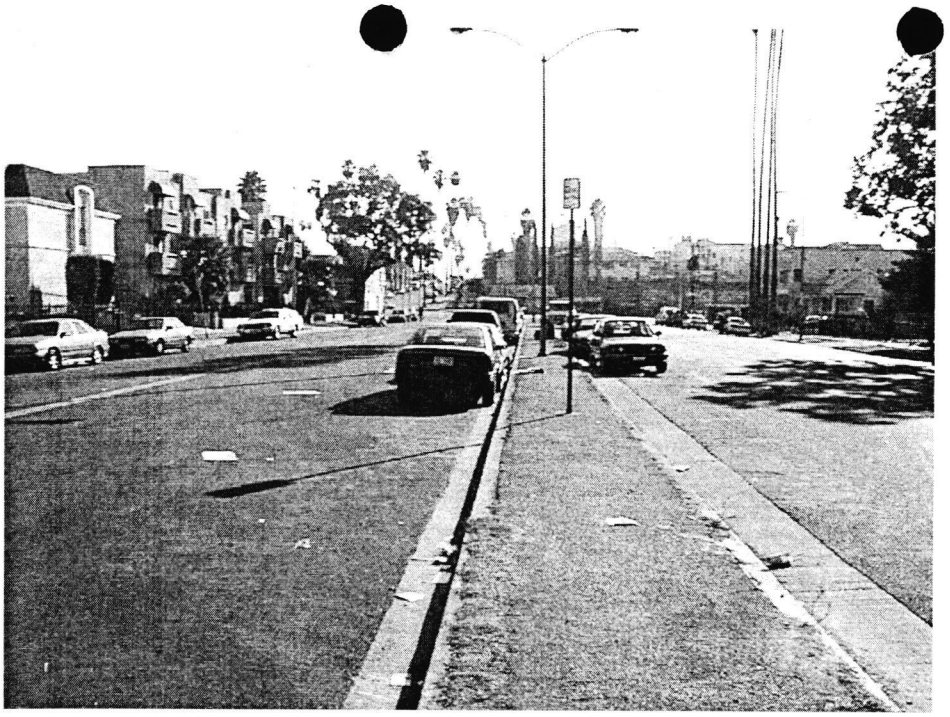
Shared Streets



Vermont / Western Stations Neighborhood Area Plan

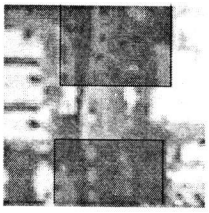
Area de la Vecindad de las Estaciones Vermont / Western

Los Angeles Department of City Planning • Citywide Division • Graphics Section • June, 2000



Looking South on Heliotrope towards Beverly Blvd.

Shared Streets - Heliotrope



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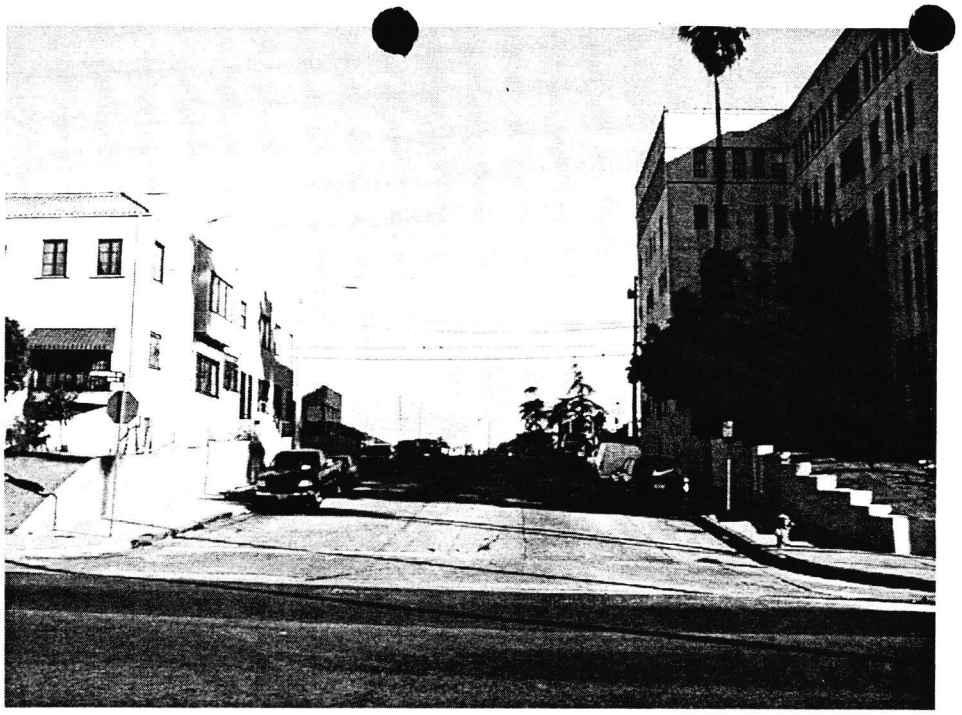
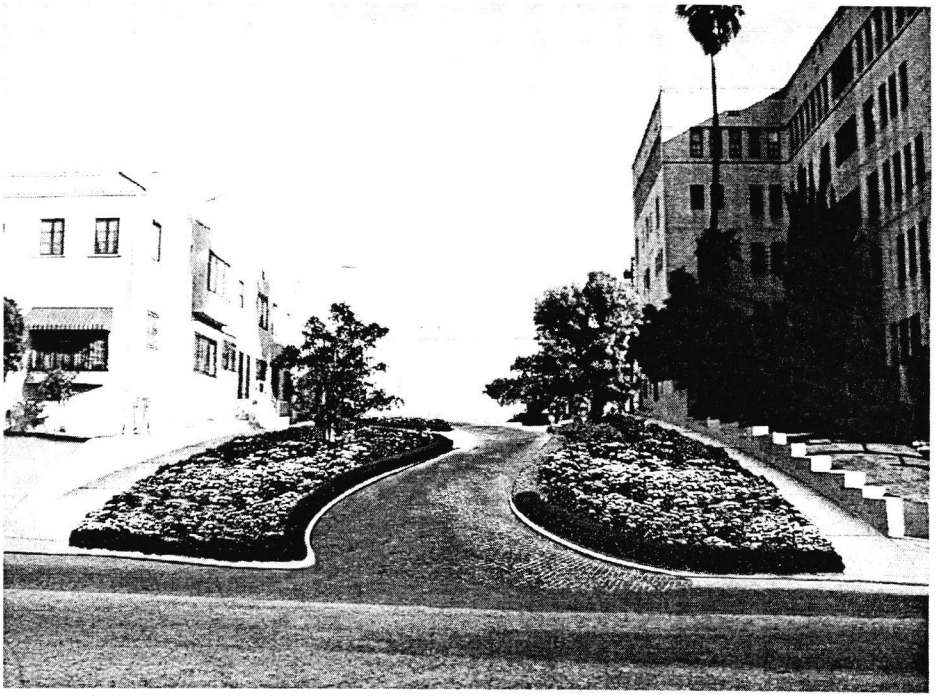
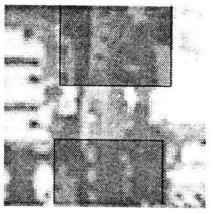


Looking east on Council Street, between New Hampshire and Vermont.



Shared Streets - Council Street



Vermont / Western Stations Neighborhood Area Plan

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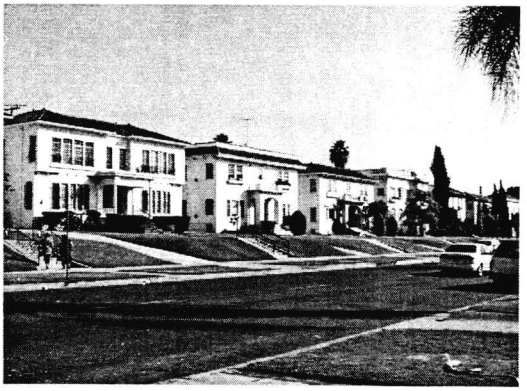
Edgemont Street

Existing projects like these in the Plan area should be maintained and conserved. They add a sense of character and history to the community.

Melbourne Avenue

Housing on Kenmore and Lexington Avenues

Whitehouse Place



New Hampshire Avenue

Conservation Subarea

Zona de Conservación

A

Neighborhood Conservation
Vermont / Western Stations Neighborhood Area Plan

Area de la Cecindad de las Estaciones Vermont / Western

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type of residence supports eased housing needs in the plan while meeting objectives for new buildings with a sense of human scale.

Housing on Carlton Way, Los Angeles, CA

Housing Crescent Heights Boulevard, West Hollywood, CA

Residential Use Only with 50' Height Limit

Residencial: Limite de Cuatro Pisos

B

Low Density Mixed Use Boulevard
Vermont / Western Stations Neighborhood Area Plan

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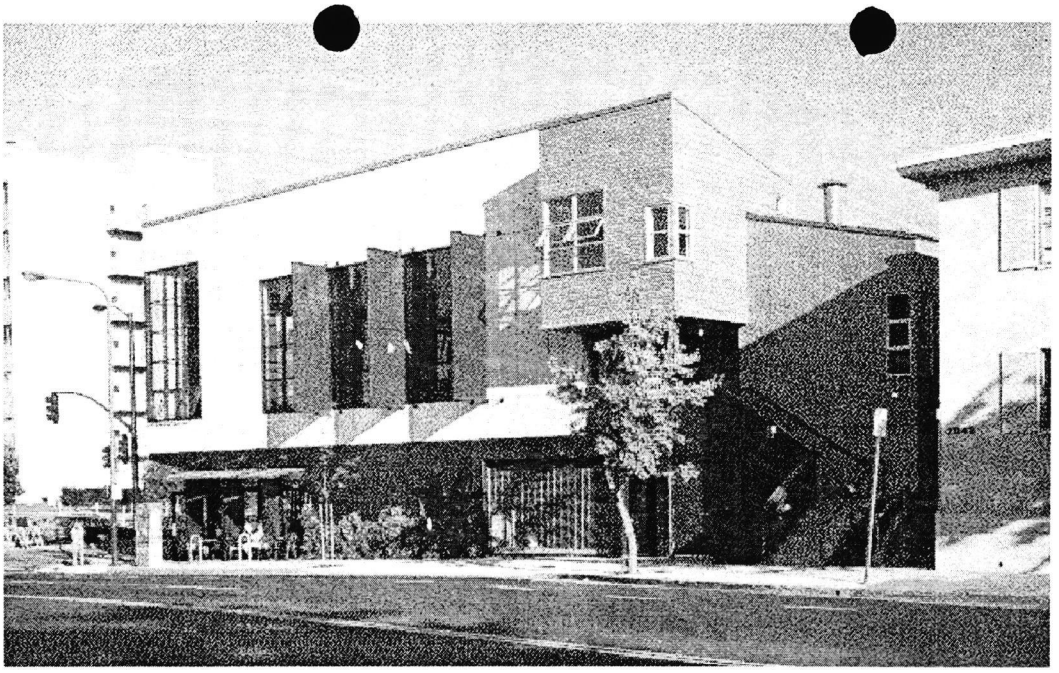

Tipping Building, Berkeley, CA

Pensione, San Diego, CA

These smaller scaled mixed-use projects are characterized by housing and loft-style apartments located above commercial space.

Residential Over Ground Floor Commercial with 50' Height Limit

Primer Piso para Comerciantes con Pisos Residenciales Arriba con un Limite de 50' de Altura

B

Low Density Mixed Use Boulevard
Vermont / Western Stations Neighborhood Area Plan

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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

C

Medium Density Mixed Use Community Center
Vermont / Western Stations Neighborhood Area Plan

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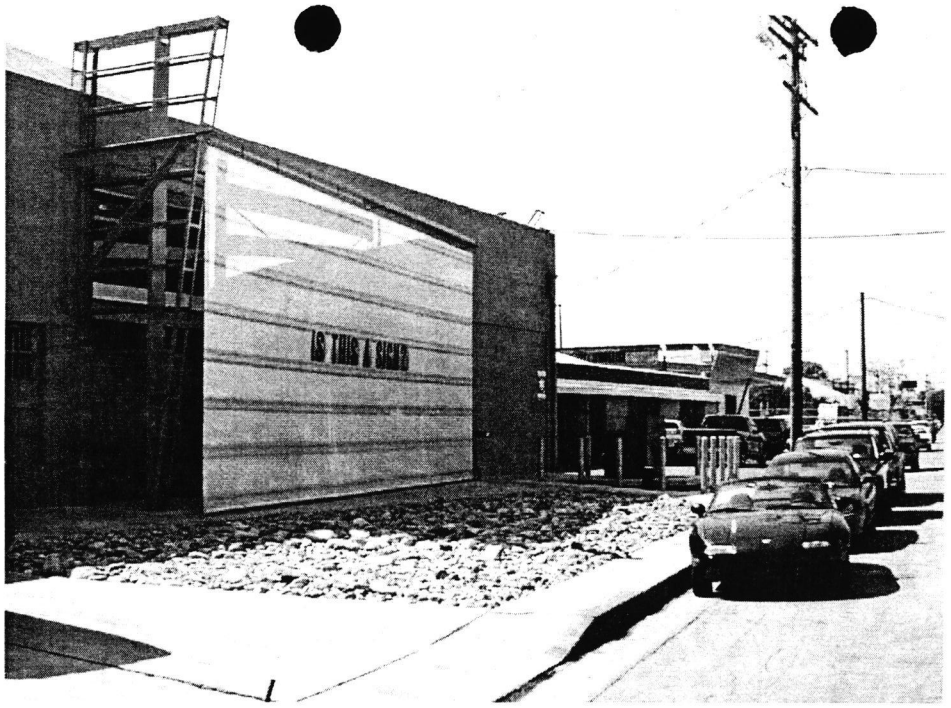

These commercial and industrial streets are interesting and well-designed. Some have been converted into office space from earlier, industrial uses.

Marina Del Rey, CA

Santa Monica, CA

Light Industrial
Industria Ligera

D

Vermont / Western Stations Neighborhood Area Plan
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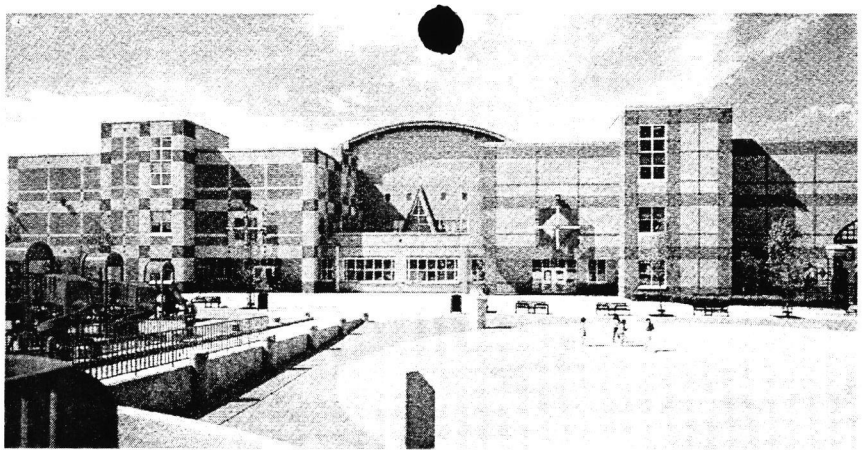
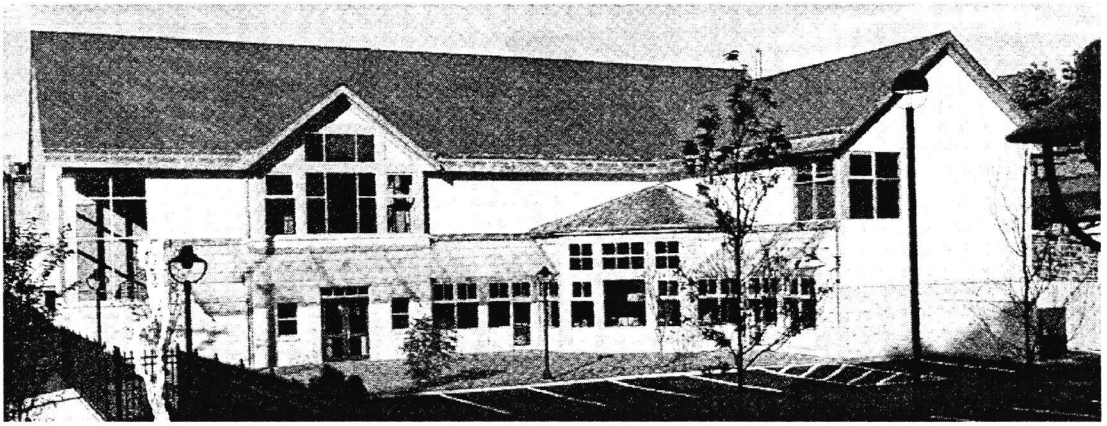
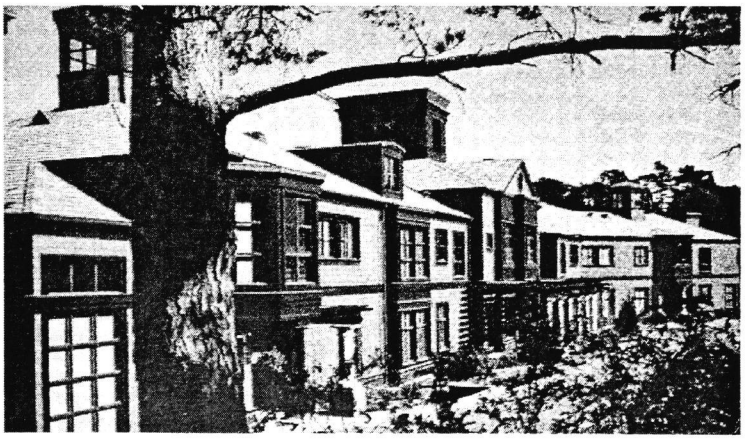


Mary C. Burke Elementary School, Chelsea, MA



Germantown F iends School, Philadelphia, PA



Robert Louis Stevenson School, Pebble Beach, CA

Public Facility Subarea

Zona para Edificios Publicos

E

Vermont / Western Stations Neighborhood Area Plan

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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.

Use	Approximate Acreage
Streets, Roads, Freeways	325
Residential	675
Commercial	200
Hospitals/Colleges/Barnsdall	100
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 Paramont 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 is 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 Angles there are four more major medical facilities: Hospital of the Good Samaritan (Sixth Street and Lucas Avenue); St. Vincent Medical Center (Third Street and Alvorado 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 Angels 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 though 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 rational-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 assign 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 3,00 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 met 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 met 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, there by 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 with out 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; and
   Reduce 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 sfuture 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
- ❶Construct a Community Center
- ❷ Administer Parks First Program and Fund
- ❸Formalize an MOU with LAUSD to use schools as parks
- ❹Establish a Park Shuttle
- ❺Organize and fund a Murals Projects
- ❻Improve Barnsdall Park Access
- ❼Establish Parks over or under 101 Freeway
- ❽Formalize an MOU with LACC to open the pool
- ❾Work with LAUSD to build a Primary Center and Soccer Field on Santa Monica Blvd. at Street Lighting site

☛ Cultural Affairs Department
- ❶One percent for public art program
- ❷Murals Projects
- ❸ Work with Kaiser to improve access to Barnsdall Park

☛Department of Public Works
- ❶Street Lighting Sites
- ❷Street Trees
- ❸Vermont and Hollywood Boulevard Streetscape Implementation
- ❹Design of streetscape plans, tree planting, and parks in public right-of-way
- ❺Sidewalk cleaning and street furniture or landscape maintenance
- ❻Trash Cans and trash pick up
- ❼Sidewalk Repair

☛ Department of Transportation
- ❶Parking Districts
- ❷Parallel Parking on selected streets
- ❸Park Shuttle
- ❹Community Transit
- ❺Shared Streets, Safe Streets to School and Traffic Calming
- ❻Neighborhood Traffic Management Program
- ❼Bike Paths
- ❽ Call for Project Applications for Freeway Lid and Parking Structure

❷ Brownsfield Applications

☛ Department of Neighborhood Empowerment
❶Neighborhood Council for the Specific Plan Area

☛ Police Department
❶Neighborhood Watch
❷Police Outpost Projects

OTHER PUBLIC AGENCIES

☛ Los Angeles Unified School District
❶Expansion Program-new schools
❷Youth Services for after school
❸New Primary Centers
❹Soccer Fields
❺ MOUs with Department of Recreation and Parks

☛ Los Angeles County Metropolitan Transportation Authority
❶Kiosks at stations
❷festivals at stations

☛ Los Angeles City College
❶High School or Public Use of Sports Fields
❷Public use of parking structure and swimming pool
❸Student Housing
❹Potential Business Assistance Center Location
❺Campus Childcare Expansion
❻ Scent Garden Collaboration with the Braille Institute
❼ Golf Range on Melrose Blvd.

☛ California Department of Transportation (CALTRANS)
❶101 Corridor Study/re-engineer on and off ramps at Vermont Blvd.
❷Freeway Lid Construction
❸Parking Structure under Lid
❹Retire Recycling center under freeway at Kenmore Ave. for pocket park
❺Better landscaping and maintenance along freeway rights of way

☛ Community Food Security Coalition
❶Community Gardens
❷Farmers' Markets

☛ Common Ground

- 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

- ❶Community Gardens

- ☛ TreePeople
  - ❶Tree Planting

- ☛ LA Conservation Corp
  - ❶Volunteer Youth Projects
  - ❷Tree planting

- ☛ Los Angeles Neighborhood Housing Service
  - ❶Loans for homeownership

- ☛Metropolitan Alliance
  - ❶ Pocket Parks

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 Angles 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 operational18 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.

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.

CITY PLAN CASE NO. 00-1976 SP

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ATTACHMENT 2 Preliminary Vermont/Western Station Neighborhood Area Plan

ATTACHMENT 3 Proposed Vermont/Western Station Neighborhood Area Specific Plan Ordinance

ATTACHMENT 4 Proposed Vermont/Western Station Neighborhood Area Plan Development Standards and Design Guidelines

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

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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 programed 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 Econmic 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 Metropolitian 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.

Use	Approximate Acreage
Streets, Roads, Freeways	325
Residential	675
Commercial	200
Hospitals/Colleges/Barnsdall	100
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 Paramont 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 is 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 Angles there are four more major medical facilities: Hospital of the Good Samaritan (Sixth Street and Lucas Avenue); St. Vincent Medical Center (Third Street and Alvorado 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 Angels 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 initialed 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 statues, 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.

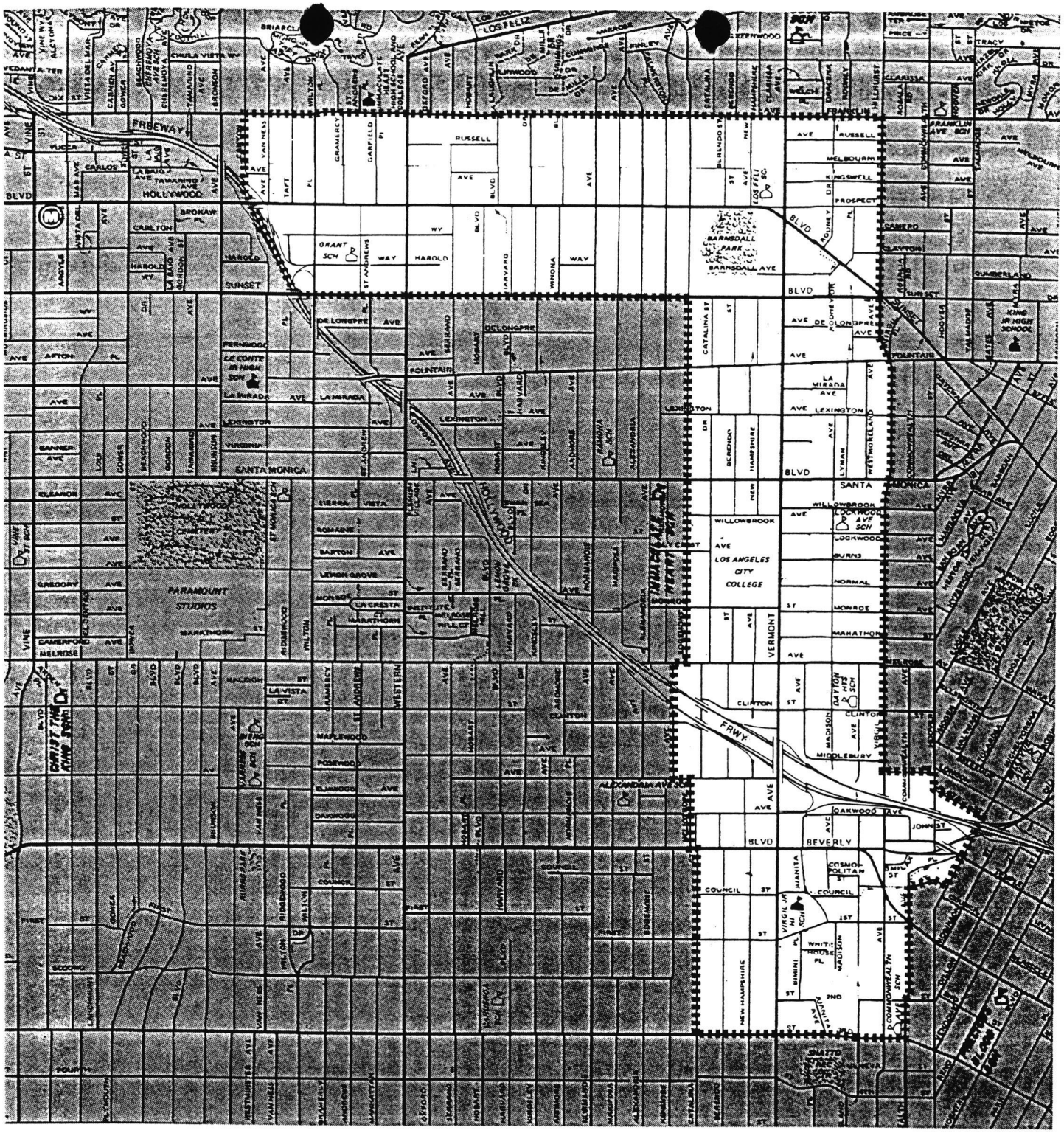
The Plan is a blueprint, not a checkbook or funding commitment. The process of researching the issues and opportunities in the neighborhood has lead to a better understanding of the scale and nature of unmet public service needs. The community will need to partner with the City operating departments, 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.



Boundary Map

Vermont/Western Station Neighborhood Area Plan

Metro Red Line Stations

N

CITY OF LOS ANGELES FOUNDED 1781

Los Angeles Department of City Planning • Citywide Division
Graphics Section • February, 2000

ATTACHMENT 1

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.

CITY PLAN CASE NO. 00-1976 SP

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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 Commuity 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

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only go up to 35 feet (realistically not more than 3 stories), and the FAR would also be limited to l.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 administer 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 stepbacks, 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 under lying 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 reequirements...

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.