



Eric (Roderico) Villanueva <eric.villanueva@lacity.org>

Council file 18-0057 Dixon Report email #1

2 messages

sschw56079 via Clerk Arts Committee <Clerk.ArtsCommittee@lacity.org>

Wed, May 9, 2018 at 9:49 PM

Reply-To: sschw56079@aol.comTo: Clerk.ArtsCommittee@lacity.org

Subject: Council file 18-0057 Dixon Report email #1

COUNCIL FILE 18-0057 DIXON REPORT

Dear City Official,

I am writing to you about the Dixon Report Council file 18-0057.

I am a forty year resident of Hollywoodland, a twice president of the Hollywoodland Homeowners Association, a founder of Homeowners on Beachwood Drive United, and an activist in Hollywoodland and Hollywood. My comments on the Dixon Report will mainly focus on **Hollywoodland and its surrounding areas. Almost all of our concerns deal with safety.**

Can you please confirm the following:

1 Please confirm you have received this document. I will be sending a total of five emails--the last one being sent in a few days which will contain more specific comment on the Dixon Report. Please make them all part of the public record, and we hope you will also carefully read and consider this information that we are sending to you as you carry out careful deliberations on the Dixon Report.

2 I am requesting to be informed of any public hearings, forums, and/or other opportunities for public comment on the Dixon Report. I and my neighbors had no participation in this report even though our safety and property values are DIRECTLY impacted by this report. Some Dixon suggestions are literally several feet from our homes. We are entitled to have input in this process.

3 I have made a 30 minute safety film about the fire and traffic dangers in Hollywoodland. Various City officials have viewed this film (which has been updated 14 times) If you have any interest in seeing this film, and I think it would be very helpful in understanding conditions here, please contact me.

Below are my general comments on the Dixon Report.

Sincerely,
Sarajane Schwartz
Homeowners On Beachwood Drive United (HBDU)

Overview

Tourism and hiking at the current level is a new phenomenon in Hollywoodland, which for decades had been a quiet residential community. For over seventy years tourists would come and go, spend money in Los Angeles, and were satisfied to view the Hollywood Sign from afar. The Sign was built to be experienced that way. That was the norm. It has only been recently that the City, through representatives like former Councilman Tom Labonge and the current Councilman David Ryu, has illegally and dangerously created and promoted bootlegged tourist magnets in Hollywoodland. The City of Los Angeles has never received a single cent of income directly from people

visiting the Sign, (it doesn't even receive the lucrative royalty fees from its use), but the dangerous promotion of the Sign which invites visitors into an extremely fragile residential neighborhood with limited infrastructure is leaving **the City with a potential liability that could run from tens of millions to possibly a billion dollars** in the case of a truly catastrophic incident. (Before the recent tourist related congestion, one resident died in a house fire when first responders had trouble navigating our narrow streets and limited infrastructure. Now multiply that by the hundreds.) **The suggestions in the Dixon Report, if followed, would cause the City for the first time to FORMALLY create, sponsor, and operate a world wide tourist magnet in the midst of an extremely substandard residential neighborhood in a very high fire zone.** Tourism to Los Angeles is approaching 50 million visitors a year and growing. This number does not include local hikers. How many of these visitors now want to visit the Hollywood Sign close up? Even a small percentage of these numbers, which it is not, can be devastating to a limited residential neighborhood. Formally creating these magnets for the first time as the Dixon Study suggests will cause an even more dramatic jump in these numbers. The two crucial factors most frequently ignored in the Dixon Report are safety and the fact that this is a residential neighborhood.

Almost all of the proposals in the Dixon Report will have a negative and for the most dangerous impact on Hollywoodland, and that is why the City has previously rejected many of these ideas. These include such things as formally establishing and expanding tourism through signs, buses/trams, new park entrances, parking meters, reducing residential parking, establishing new tourist magnets, further reducing ingress and egress by establishing one way streets and narrowing streets with pedestrian lanes and a bump out, eliminating use of a pocket park for the surrounding neighborhood, and on and on. Also, this is an incomplete haphazard list that ignores some of the major tourist magnets, so the Dixon Report is far from comprehensive.

Cost

Contrary to the Dixon Report, which extraordinarily and primarily lists positives and barely any negatives to their suggestions, hardly any of the "fixes" listed in Hollywoodland to expand tourism would be cheap, easy, or fast. The proposals to transform the previously passive western side of Griffith Park and the surrounding residential communities into a platform for Hollywood Sign viewing is a "project". Under CEQUA law a project cannot be piecemealed in, including these suggested bandaids. A full comprehensive EIR is mandated by law. Also any decisions to formally establish and transform Hollywoodland into a tourist magnet--and possibly by definition and necessity, one of the largest on the West Coast--will be met with prolonged litigation. So far two different judges have not only recently ruled against greater public access in Hollywoodland but have closed down the existing bootlegged opening which was the subject of the litigations. All of the other magnets would be litigated. Hollywoodland is also protected by a formal agreement with the City that these proposals violate, The Hollywoodland Specific Plan. Hollywoodland is also a SEA, significant ecological area. In addition, the area surrounding Hollywoodland (The Hollywoodland Gifted Park) was a later gift to Griffith Park in the 1940's and is not bound by the mandates of the original Griffith Park gift.

If after going through a prolonged legal process in which the City were surprisingly but unfortunately successful and these ideas were to be put into place, they would be very expensive to properly and safely manage. There is no substitute for personnel and supervision. Signs in Hollywoodland are routinely and frequently ignored. (Example: Daily, residents see visitors illegally smoking near "No Smoking" signs, and visitors parking next to "No Parking" signs.) They don't work. These signs are connected to basic safety. Imagine if Disney said they were going to open a brand new park that was specifically designed for tourism and in a safe place, but there would be no employees to supervise or secure the visitors. How would the City respond to this insane idea? Now imagine that the City--not Disney--is going to put this same international tourist attraction in a place that was never designed for tourism-- a hillside residential neighborhood with substandard infrastructure, limited site lines, blind curves, dead ends, no turnarounds, no sidewalks, limited parking, etc. in a very high fire hazard severity zone with limited ingress and egress, and still have no full time supervision. (To give further perspective, Disneyland is under 200 acres, while Hollywoodland and its surrounding area are over 500 acres) How can the City, which has an even greater responsibility for public welfare and safety, provide so much less than they would demand from a private entity? At what point does this become criminal negligence? Because of the very inherent inhospitable nature of Hollywoodland's location, layout, and infrastructure to being a tourist attraction, a minimum skeleton crew of 12 to 15 full time employees would be needed to manage this officially designated area, and even the amount of safety this would provide is questionable because you are still forcing a square peg into a round hole.

In the end, as stated above, the potential liability for the City could run from tens of millions to a billion dollars in the case of a catastrophic event. Because conditions here are so obviously limited and unsuited to these Dixon proposals, the possibility of a tragedy is not an "if" but a "when".

Location

The Dixon Report offers suggestions that are out of place, outdated, questionable, dangerous and probably illegal. Rather than putting safety first as a top priority, it is shockingly ignored or at most an afterthought. Surprisingly, many of the proposals are a rehash of previously presented ideas that the City has already rejected because of the above mentioned qualities.

The Dixon Report is out of place because it would be harder to find a worst place for promoting tourism and hiking than in

the streets of Hollywoodland. And because there are hardly any sidewalks, we literally mean IN the streets. (Currently, pedestrians including many children and cars dangerously mix in narrow congested streets, and the Dixon Report wants to add trams/buses to the mix. Pedestrians are threatened, and car accidents and damage to parked cars is common.) Hollywoodland is a residential neighborhood even though the report virtually ignores residents, their needs and barely even mentions the word. **There are currently no legal park entrances, view sites or tourist magnets in Hollywoodland.** They have all been recently bootlegged in without proper process. Hollywoodland, the first Canyon development in Los Angeles, was established in 1923. This R1 residential hillside development with its formally designated historical monuments---some that wind throughout the neighborhood-- was built with what is today categorized as substandard infrastructure. All of the streets are substandard widths (some as narrow as 18 feet) featuring frequent blind curves. Most have no sidewalks, limited parking, and have dead ends with no turnarounds. It is in a very high fire hazard severity zone with limited egress and ingress. In addition, because Hollywoodland juts further north into Griffith Park than any other neighborhood, it is a bottleneck and the only neighborhood 80% surrounded by combustible brush. A fire on a windy day could cut off residents and tourists trapping thousands in a catastrophic fire storm. In addition to fire and pedestrian and vehicular traffic issues, there is a public health and security issue. Visitors, strangers, knock on residents' doors and ask to use private bathrooms. That's when they ask, but there is also widespread public urination and defecation in streets and on private property. For the most part, this vulnerable neighborhood functions well for its intended purpose as a home to residents, but is totally inadequate, unsuitable, inappropriate, and dangerous to be used as a tourist magnet and destination, for one of the most recognizable icons on the planet. **This is a matter of safety.** Hollywoodland is also an historically and environmentally significant area, and in order to protect and conserve this neighborhood a formal City agreement, The Hollywoodland Specific Plan, was put into place over 20 years ago. The Dixon Report ignores and violates the very reason for and foundation of this plan.

More On Fire Safety

An additional word about fires. The threat of a catastrophe has never been greater due to climate change. Fire season, which used to be confined to a few months out of the year, is now practically year round. Smoking is illegal in this very high fire hazard severity zone, yet since the recent influx of tourists, everyday, residents see visitors and hikers who have been invited in by the City, breaking the law, frequently and threateningly, right in front of their homes and/or next to "No Smoking" signs. Visitors are hardly ever cited even though smoking is wide spread and very dangerous. It is sadly and inappropriately left to residents to protect their homes and enforce no smoking laws. When a resident asks a stranger to put out their cigarette these interactions can become confrontational and at times hostile. Frankly, it is unfair for residents to be put in this position but cigarettes have been the cause of previous fires. In the 1960's there was a fire in Hollywoodland caused by a machine spark, and dozens of homes burned. There were fewer homes in Hollywoodland than now, no tourists, and the traffic in Hollywood was just a fraction of what it is today. Contemporary accounts of the fire say it took 200 policemen just to control traffic in the evacuation of the hillsides. Until that time it was the largest traffic jam in Hollywood history. What do you think would happen today with all of the additional people and congestion? How many would die? The evacuation plan also includes the dozens of horses at the historic Sunset Ranch established in 1923 that would be run down the middle of Beachwood Drive, the main artery of Hollywoodland, but still substandard in width and missing sidewalks. In 2003, before all of the tourist/hiking congestion there was a fire on a nearby street, and the resident died because the emergency vehicles had trouble maneuvering on the narrow streets. This incident contributed to the establishment of The Red Flag program in Hollywoodland and in Los Angeles. But fires do not only occur on the very few Red Flag Days. It is irresponsible and negligent for the City to be flooding this fragile area with hundreds of thousands of visitors causing dangerous congestion. Isn't one death more than enough?

Terrorism

The Dixon Report is sadly lacking and outdated in today's post 9/11 world. Security as well as safety concerns are all but ignored. For decades, hikers, even residents, were discouraged from going up to the top of Mt Lee and were asked to leave. The area is still filled with "No Trespassing" signs---signs that are now ignored because, ironically, since 9/11 instead of increasing protections in this area as threats have grown, the City's reaction has been the exact opposite in now encouraging visitors into this once "off limits" and still very sensitive location. The City, under the previous Councilman Labonge, has invented the new unvetted activity of "Walking to the Sign" which has caused the numbers of visitors to skyrocket. Anything can be carried to the top of Mt Lee--large suitcases, backpacks the size used for hiking in the Rockies for weeks--anything, and none of it is inspected! And what is at the top of Mt Lee? **There are five terrorist targets concentrated in one area!** The first is the Hollywood Sign, a symbol of Western culture known throughout the world. The second is the very important emergency communication tower necessary for first responders throughout areas of Southern California. The third is a heliport with 8000 gallons of stored flammable fuel. The fourth is the Tyrolean Tank which contains the water supply for Hollywoodland. The fifth is the extremely vulnerable and flammable hillside with its residential homes which sits in a very high fire severity zone with limited ingress and egress. (Fires have been promoted on extremists' websites to be used as weapons.) I will not write further details on this in public, but one can use their imagination. All of this in one location that is basically unsupervised with the City encouraging even more visitors to come. Where else in the world are major attractions and sensitive emergency infrastructure treated this way? How negligent is this? The level of supervision can be judged by a 2016/17 New Years Eve event when the entire world was understandably on high alert, and we were assured by our City representatives that the same was the case atop of Mt

Lee. That night a visitor climbed onto the Hollywood Sign and then left after spending three hours on the Sign in order to change its appearance. If security is so meager on one of the most high alert times of the year, what is left? Is this an appropriate location for tourists and hikers? These conditions are an utter embarrassment and further contribute to the views of residents that when it comes to safety and the Sign, the City is guilty of utter incompetence and manifest and unpardonable neglect.

What The Dixon Report Should Have Been

The Dixon Report, with the possible exception of some planting along Mulholland Highway, is a gross failure in conjunction with Hollywoodland. The report contains proposals for dangerously promoting, fostering, accommodating, establishing and increasing tourism and hiking in Hollywoodland and the immediate surrounding areas. It does not truly regulate or minimize tourist problems. It makes them worse. It would establish one of the West Coast's largest tourist attractions in the middle of a substandard residential neighborhood. It makes no sense. It's like pouring water from a pitcher into a thimble. You can paint the thimble, put signs on the thimble, bandage the thimble, but it will still only hold so much water and is inadequate and inappropriate for the purpose. Even if we supported tourism here, the increasing numbers are simply unsustainable. The City needs to find a larger, safer receptacle for its ever growing water/visitors.

If City representation were thoughtful and responsible they would have requested a plan that put **safety first** and, therefore, would have focused on sheltering vulnerable residential neighborhoods because conditions there are dangerous and inappropriate. In the past when there were high numbers of tourists Councilman Labonge would shut down all access to Hollywoodland except for residents and their needs. This worked. Because of the ever rising numbers, this solution now needs to be put into place--either for all of Hollywoodland or for the just the magnets--- permanently. The Dixon Report should have had suggestions for shutting down each of the bootlegged magnets instead of expanding them because they are unsafe, and the potential City liability is enormous. There are solutions for each one. For example, when the bootlegged entrance to Griffith Park at the end of Beachwood Drive was open, and Beachwood Drive was dangerously overrun with visitors and congestion, a chief DOT engineer said close off access to the park at the dead end, and it will solve the safety problem. The politicians did not close the magnet, but two different judges ruled that the access should be closed. Safety was the issue. Since it was closed approximately a year ago, problems have been greatly reduced in this area, and it is unconscionable that the Dixon Report actually contains several plans for reopening what would be a new public access at the end of Beachwood Drive for hikers and buses that would not only recreate the previous dangerous conditions but make them far worse. The neighborhood has plans for the other bootlegged magnets that would close them and make those areas safe. There is also a neighborhood plan for replanting, fencing, and restoring the illegal and bootlegged view site at Mulholland Highway and Canyon Lake Drive. This should have been in the Dixon Report. There are also ways to close down the other magnets. With the possible exception of residential areas that have legal entrances to Griffith Park and have infrastructure (the end of Canyon Drive in Brush Canyon is an example of this. It has been the legal entrance to this area of Griffith Park since the 1940's. It has parking, sidewalks, and access to all of the same trails. It is safe.) **the City should be focusing on shutting down tourism/hiking in fragile hillside residential neighborhoods and instead be focusing on the northern side of Griffith Park.** It was only briefly mentioned in the Dixon Report. That is where the future lies. The City can SAFELY develop this area with proper infrastructure for the ever growing numbers of visitors. It is away from the dangerous confines and limitations of the residential neighborhoods. It is near freeways. There is even enough room to build a structure that can be monetized if the City chooses. But in the end before and after this northern area is developed, Hollywoodland needs to be sheltered and the bootlegged magnets need to be shut down. This is for two reasons. The first is very simple. It is not safe in Hollywoodland and cannot be made safe. Issues such as smoking, and vehicular and pedestrian congestion IN the street, cannot be solved any other way. Secondly, in order for the new northern access and development to work, the closer and cheaper/free access --in case the City monetizes the north--must be shut down in Hollywoodland or visitors will continue to come here even though it is unsafe, and this will undercut the potential success of northern access or other developed safe access points. It's just common sense.

There should have been a different methodology in the Dixon Report. The process was fatally flawed. Besides putting safety first along with residential considerations, the cons as well as the pros of each of the suggestions should have been listed instead of for the most part just listing the pros. Many proposals originating from Hollywoodland residents were not included even though they are directly impacted, and real hard data is nonexistent or questionable. In the end the report is an incomplete and inaccurate laundry list of some new proposals along with many previously rejected ones, that are illegal, impractical and dangerous. That's not much return on \$125,000 of taxpayers' money, but at least a long overdue public process is beginning. We hope it will continue with public officials putting the safety of residents and tourists first as they protect residential neighborhoods and promote tourism in other areas that are appropriate and safe.

John White <john.white@lacity.org>
To: "Eric (Roderico) Villanueva" <eric.villanueva@lacity.org>

Thu, May 10, 2018 at 7:20 AM

----- Forwarded message -----
From: <sschw56079@aol.com>
Date: Wed, May 9, 2018 at 10:52 PM
Subject: Council file 18-0057 Dixon Report email #1
[Quoted text hidden]

--
John A. White
Legislative Assistant
Information, Technology, and General Services Committee
Trade, Travel, and Tourism Committee
(213) 978-1072





Eric (Roderico) Villanueva <eric.villanueva@lacity.org>

Fwd: Council File 18-0057 Dixon Report email #2

2 messages

 sschw56079 via Clerk Arts Committee <Clerk.ArtsCommittee@lacity.org>

Wed, May 9, 2018 at 9:53 PM

Reply-To: sschw56079@aol.com

To: clerk.artscommittee@lacity.org

Subject: COUNCIL FILE 18-10057 DIXON REPORT

ATTORNEY LETTER FROM LUNA GLUSHON

Running tourist trams/buses to the end of Beachwood Drive
 Opening a tourist magnet at the end Of Beachwood Drive
 Eliminating parking on Beachwood Drive to make more room for pedestrian and vehicular traffic

Dear City Official,

I'm sending this document in conjunction with the Dixon Report. This follows email #1 which contains my general comments on the Dixon Report. Please add this to the record.

The idea of running tourist trams/buses up Beachwood to the dead end of the street with no turnaround is not a new idea. Councilman Labonge introduced it several years ago. This attorney letter was sent to the City Transportation Committee along with some other docs I will be sending you. (This letter was written in conjunction with the then proposal to have buses/trams on Beachwood Dive, but it would certainly also apply to the rest of Hollywoodland with even narrower streets where Dixon is also proposing having buses/trams.) **After the receipt of these documents, these proposals died a quick and appropriate death. We are frankly surprised they are being exhumed again.**

In addition, since these ideas were first presented, two courts headed by **two different judges have both ruled in favor of keeping access at the end of Beachwood Drive closed to the public** except for Sunset Ranch access because of safety.

Also, and possibly most importantly, since this attorney letter was sent, there was a court stipulation recently agreed to by the City and the ranch, so it cannot be appealed, that **there has NEVER been an official public entrance into the park at the end of Beachwood Drive**, because it never went through a proper process. In other words everything, the entrance, the switchback, and the now removed parking lot, were all bootlegged in. (This is also true of the other so far unlitigated "entrances" from Hollywoodland and the "view site" by Canyon Lake Drive in Hollywoodland. None are legal. All have been bootlegged in.) **These Dixon proposals are not a quick or cheap solution and a full EIR would be needed to open this and run buses/trams**, but nothing can change the fact that infrastructure here is substandard and inappropriate and dangerous. How can the City promote a new tourist magnet on a narrow street with weight limits and blind curves, that dead ends with no turn around, that mainly has no sidewalks and limited parking which causes cars, pedestrians, and as suggested, buses/trams to all be IN the street together causing dangerous congestion in a very high fire severity zone? (An example: While this bootlegged entrance was still open, my car which was parked in the street in front of my house was totaled because a tourist swerved her car into mine in order to avoid hitting the other tourists walking in the street. This happened even with the use of ppd's, and car damage was common up here.) Also any opening at the end of the street for buses will also be used by vehicles and pedestrians. All that will be achieved is dangerous chaos. Support the court decisions and keep this closed or else the City will be facing **new prolonged litigation** brought by residents. If you open this, the number of visitors would be even greater than before because this would finally be an official tourist magnet, and the number of tourists are always growing. You would be inviting almost 50 million tourists into this limited area. How many buses/trams would you have to run to accommodate these numbers? **This would only add to the congestion** and is totally impractical. If you opened this and had buses/trams, and a tragedy occurred because an emergency response vehicle was slowed by congestion, or a pedestrian death, or a fire

caused by a tourist's cigarette--it's happened before--or tourists and residents stuck in congestion and unable to evacuate, etc. etc. imagine the **massive liability** of the City particularly when everyone knew and was warned of the dangers of establishing a tourist magnet in a totally inappropriate and dangerous place.

Would it be criminal negligence?

If more access is needed, the City should be sending visitors and buses/trams to the Canyon Drive entrance to Griffith Park in Brush Canyon. It has been the legal entrance to the park since the land was donated to the City in the 1940's, and therefore, has infrastructure, parking, turnarounds, sidewalks, access to the very same trails and most importantly is safe. It is also the entrance that was agreed upon as part of the recent court decision. If buses/trams are needed for tourists, this is a safe place to send them. The City can also look at other places that do not have substandard infrastructure and which are legal. Then maybe that would be a quicker, cheaper solution. Hollywoodland is not that place.

Safety must take the highest priority.

Sincerely,
Sarajane Schwartz
Homeowners on Beachwood Drive United



CITY COUNCIL TRANSPORTATION COMMITTEE LETTER 8.28.2013.pdf

1415K

John White <john.white@lacity.org>
To: "Eric (Roderico) Villanueva" <eric.villanueva@lacity.org>

Thu, May 10, 2018 at 7:21 AM

----- Forwarded message -----

From: <sschw56079@aol.com>
Date: Wed, May 9, 2018 at 10:53 PM
Subject: Council File 18-0057 Dixon Report email #2
To: john.white@lacity.org, michael.espinosa@lacity.org

Subject: Fwd: Council File 18-0057 Dixon Report email #2

[Quoted text hidden]

--
John A. White
Legislative Assistant
Information, Technology, and General Services Committee
Trade, Travel, and Tourism Committee
(213) 978-1072



5/31/2018

City of Los Angeles Mail - Fwd: Council File 18-0057 Dixon Report email #2



CITY COUNCIL TRANSPORTATION COMMITTEE LETTER 8.28.2013.pdf
1415K



Eric (Roderico) Villanueva <eric.villanueva@lacity.org>

Council File 18-0057 Dixon Report email #3

2 messages

sschw56079 via Clerk Arts Committee <Clerk.ArtsCommittee@lacity.org>

Wed, May 9, 2018 at 9:54 PM

Reply-To: sschw56079@aol.comTo: clerk.artscommittee@lacity.org

Subject: COUNCIL FILE 18-0057 DIXON REPORT

BEACHWOOD DRIVE RESIDENTS IN HOLLYWOODLAND PETITIONS

Running tourist trams/buses to the end of Beachwood Drive
 Opening a tourist magnet at the end Of Beachwood Drive
 Eliminating parking on Beachwood Drive to make more room for pedestrian and vehicular traffic

Dear City Representative.

I'm sending these documents in conjunction with the Dixon Report. This is my third email in a series. Please add these to the record.

The idea of creating a tourist magnet and running tourist trams/buses up Beachwood to the dead end of the street is not a new idea. Councilman Labonge introduced it several years ago. The enclosed documents are **two different petitions signed by the most significantly impacted residents**--those that live on Beachwood Drive in Hollywoodland. One is against having a tourist magnet/access to Griffith Park at the end of Beachwood Drive, and the other is against tourist trams/buses going up to the end of Beachwood Drive, a substandard street with no sidewalks. **The petitions represent overwhelming opposition to these proposals.** These petitions were sent to the City Transportation Committee along with some other docs I will be sending you. After the receipt of these documents, **these proposals died a quick and appropriate death.** We are frankly surprised they are being exhumed again.

In addition, **since these ideas were first presented two courts headed by two different judges have both ruled in favor of keeping access at the end of Beachwood Drive closed to the public except for Sunset Ranch access because of safety.**

Also, most importantly, there was a court stipulation recently agreed to by the City and the ranch, so it cannot be appealed, that **there has NEVER been an official entrance into the park at the end of Beachwood Drive**, because it never went through a proper process. In other words everything, the entrance, the switchback, and the now removed parking lot, were all bootlegged in. (This is also true of the other "entrances" from Hollywoodland and the "view site" by Canyon Lake Drive in Hollywoodland. None are legal. All have been bootlegged in.)

Instigating **these proposals are not quick or cheap.** A full EIR would be needed. If these proposals then passed they would be met with new prolonged litigation brought by residents. And if the City still prevailed they would be opening themselves up to massive liability and possibly criminal negligence.

Please see the additional relevant comments in email #1 and email #2 that are discussed at great lengths.

Safety must take the highest priority.

Sincerely,
 Sarajane Schwartz
 Homeowners on Beachwood Drive United

2 attachments

 **7pages 2.pdf**
704K

 **7 pages 1.pdf**
696K

John White <john.white@lacity.org>
To: "Eric (Roderico) Villanueva" <eric.villanueva@lacity.org>

Thu, May 10, 2018 at 7:21 AM

----- Forwarded message -----

From: <sschw56079@aol.com>
Date: Wed, May 9, 2018 at 10:54 PM
Subject: Council File 18-0057 Dixon Report email #3
To: john.white@lacity.org, michael.espinosa@lacity.org

Subject: Council File 18-0057 Dixon Report email #3
[Quoted text hidden]

--
John A. White
Legislative Assistant
Information, Technology, and General Services Committee
Trade, Travel, and Tourism Committee
(213) 978-1072



2 attachments

 **7pages 2.pdf**
704K

 **7 pages 1.pdf**
696K

Beachwood Drive Bus Petition

STOP THE BUS

PROTECT THE SAFETY OF OUR NEIGHBORHOOD AND ITS RESIDENTS

WHEREAS, Hollywoodland is, and has been for 90 years, a quiet R1 canyon neighborhood consisting of unique homes serviced entirely by substandard streets-- with a 6000 pound weight limit-- that are narrow, winding, and primarily without sidewalks; and

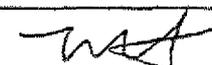
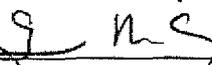
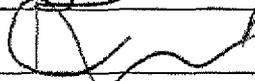
WHEREAS, Beachwood Drive has a large volume of pedestrian traffic including residents, visitors, children and pets walking in the narrow, winding street with no sidewalks; and

WHEREAS, Beachwood Drive is bordered by homes with as little as a six and a half foot setback from the street; and

WHEREAS, the end of Beachwood Drive is manifestly inadequate to allow for a safe turnaround by a bus; and

WHEREAS, a bus regularly traversing Beachwood Drive would hinder two way traffic and impede and dangerously delay emergency vehicles on the narrow street and create a clear and unnecessary nuisance and danger;

We, the residents of Beachwood Drive, strongly oppose the running of a bus on Beachwood Drive north of the village at the intersection of Beachwood and Belden. The running of such a bus on Beachwood Drive is possibly illegal, certainly unprecedented and clearly inappropriate and dangerous.

Row	Name	Address	Phone No	Voter Reg	email Address	Your Signature	
1	Bruce	3064 N. Beachwood	323-709-5271				<input checked="" type="checkbox"/>
2	Sarajane Schwartz	3068 N Beachwood	323 467-2630				<input checked="" type="checkbox"/>
3	JAMES MACKINNON	3050 N Beachwood Dr	5859645				<input checked="" type="checkbox"/>

✓

4	Matt Brown	3055 N Beachwood	323 465 0390		Matt Brown
5	Michelle Luvie	3074 N. Beachwood	323-217-9140		KMA
6	Brent Rice	3100 N. Beachwood Dr	323-422-4346		Brent Rice
7	HALINA SANDOZ	3100 N. BEACHWOOD	310 991 1620		Halina Sandoz
8	Willie	3110 N. Beachwood	323 691 5564		Willie
9	St Louis GLEVOY	3116 N. BEACHWOOD DR			St Louis Glevoy
10	Sheila Levoy	3116 N. Ben-Hood Dr			Sheila Levoy
11	Hank Harris	3203 N BEACHWOOD DR	323 422 9133		Hank Harris
12	Mazie Harris	3140 N Beachwood Dr	323 957-1853		Mazie Harris
13	ELMABET TIMME	3203 N. BEACHWOOD DR.	323 382 4762		Elmabet Timme
14	Richard Evans	3156 N. BEACHWOOD	323 969 8358		Richard Evans
15	SARA EVANS	3156 N. Beachwood Dr.	"		Sara Evans
16	Max Dawson	3170 N Beachwood	773 791 7324		Max Dawson
17	Cait O'CONNOR	3170 N Beachwood	773 844 4117		Cait O'Connor
18	DAVID KENT	3204 N. BEACHWOOD	310 260 0678		David Kent
19	CHELSIE KENT	3204 N BEACHWOOD DR	323 333 8371.		Chelsie Kent
20	Wendy RIZARD	3181 N. Beachwood	323 464 746		Wendy Rizard
21	ITICA LAE SOUTHERN	Nicasio Trng	3131 N. Beachwood		Itica Lae Southern

40	T. J. ESCOTT	3009 N. Beachwood	
41	Paula Escott	CI	
42	Robert Ranshaw	2935 N. Beachwood	
43	Marjorie Skouers	2915 N. Beachwood B	
44	Edward Edwards	2915 N. Beachwood D1	
45	Barbara Bellmer	2904 N. Beachwood D1	
46	Sun Ribbet	2910 N. Beachwood Drive	
47	Katherine Lister	2852 N. Beachwood Drive	
48	Tour Smith	3008 N. Ashmun	
49	Stacy Bruchman	342 Beachwood	
50	Yvonne L. Westman	2815A Beachwood	
51	Porcya	2761 Beachwood	
52	Tina Lindsay	2766 N. Beachwood	
53	A. L. Veff	2724 N. Beachwood	
54	Tim Clewley	2734 N. Beachwood	
55	Douglas Wood	2810 N. Beachwood	
56	Hong Hastings	2829 N. Beachwood	
57	(eland Hastings)	2837 N. Beachwood Dr.	

22

SIGNATURE

[Handwritten signatures and scribbles in the left margin, including names like 'T. J. Escott', 'Paula Escott', 'Edward Edwards', and 'Marjorie Skouers']

NAME
ADDRESS

	NAME	ADDRESS	SIGNATURE
58	Andrew Pagin	2922 N. Beachwood	
59	Barbara Page	3045 N. Beachwood	
60	Scott Freiburg	3014 N. Beachwood	
61	Stephanie Austin	3080 N. Beachwood Dr	
62	David Yezgayan	945T Beachwood	
63	Jonathan G. M.	3030 N. BEACHWOOD	
64	EUGENE GORDON	2753 N. Beachwood dr	
65	Daniel Liviverton	2750 N Beachwood Dr.	
66	WALTER Blackman	2741 Beachwood Dr, CA 90068	
67	HOPE ANDERSON	2800 N. BEACHWOOD CA 90068	
68	DONALD RIEDEL	3056 N. BEACHWOOD DR LOS ANGELES CA 90068	
69	Andrew Kohl	3163 N Beachwood	
70	Jay Hest	3177 N. Beachwood Dr 90068	
71	Sarah Clarke	2946 N Beachwood Dr 90068	
72	Xander Berdeley	"	
73	Alex Kerr	2861 N. Beachwood CA 90068	
74	Derek Powell	2747 N. Beachwood Dr CA 90068	
75	SIMONE BENT	2721 N. BEACHWOOD LA 90068	

						93
						92
						91
						90
						89
						88
						87
						86
						85
						84
						83
						82
						81
						80
						79
						78
						77
						76

76 L.A. NORTON 3001 N. BEACHWOOD DR
 77 William Emboden 2953 N. Beachwood Dr
 78 Tony Clark 2933 W. Beachwood Dr
 79 Thorne Dutton 3115 N. Beachwood Lt A 9006
 80 Guy Foxlund 3130 W. Beachwood Dr. 9005
 81 Gary Verner 273 N. Beachwood Dr 9004
 82 Jon Ernst 2905 N. Beachwood Dr. 9006
 83 Anthony Rogers 2826 N. Beachwood 9008
 84 Laurel Davis 2805 N. Beachwood 9008
 85 T. Williams 2854 N. Beachwood Dr 9008
 86 Coolidge 350 N. Beachwood Dr
 87 A. Crowell 2934 N. Beachwood Drive 9008
 88
 89
 90
 91
 92
 93

Beachwood Drive Bus Petition

STOP THE BUS

PROTECT THE SAFETY OF OUR NEIGHBORHOOD AND ITS RESIDENTS

WHEREAS, Hollywoodland is, and has been for 90 years, a quiet R1 canyon neighborhood consisting of unique homes serviced entirely by substandard streets-- with a 6000 pound weight limit-- that are narrow, winding, and primarily without sidewalks; and

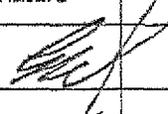
WHEREAS, Beachwood Drive has a large volume of pedestrian traffic including residents, visitors, children and pets walking in the narrow, winding street with no sidewalks; and

WHEREAS, Beachwood Drive is bordered by homes with as little as a six and a half foot setback from the street; and

WHEREAS, the end of Beachwood Drive is manifestly inadequate to allow for a safe turnaround by a bus; and

WHEREAS, a bus regularly traversing Beachwood Drive would hinder two way traffic and impede and dangerously delay emergency vehicles on the narrow street and create a clear and unnecessary nuisance and danger;

We, the residents of Beachwood Drive, strongly oppose the running of a bus on Beachwood Drive north of the village at the intersection of Beachwood and Belden. The running of such a bus on Beachwood Drive is possibly illegal, certainly unprecedented and clearly inappropriate and dangerous.

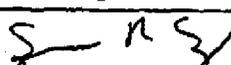
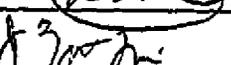
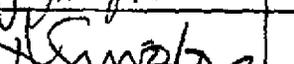
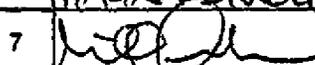
Row	Name	Address	Phone No	Voter Reg	email Address	Your Signature
1	Ed Stofel	2731 N BEND	809D39719		ed.stofel@comcast.net	
2						
3						
4						
5						

We, the citizens of Hollywoodland, living on Beachwood Drive petition the city to close the Hollyridge Trail at the top of our street.

The effects of thousands of visitors coming to the Hollyridge Trail each week must be thoroughly assessed. Careful planning needs to be done on the street and sidewalk areas. We now have heavy and fast traffic on Beachwood Drive which endangers pedestrians. The public health and safety element in regard to the "high fire hazard zone" must be considered. Planning to prevent or mitigate loss of, or damage to, life, health and property caused by an occurrence such as wildfire, must be done.

The cumulative impacts of overcrowding, gridlock, congestion and narrow roads in a "high fire hazard zone" may cause substantial adverse effects on human beings.

We request that the Hollyridge Trail be closed immediately.

Row	Name	Address	Phone No	Voter Reg	email Address	Your Signature
1	Bryan Suck	3064 N. Beachwood	323-309-3235			
2	Sarajane Schwab	3068 N Beachwood	323 467-2430			
3	Matt Brown	3055 N Beachwood	323 465 0390			
4	M. Riviere	3074 N Beachwood	323-217-9140			
5	Brent Rice	3100 N. Beachwood	323-422-4316			
6	HARINA SMOLOV	3100 N BEACHWOOD	(310) 442-991-1620			
7		3110 N. Beachwood	323 691 5364			

26	Jannie Riviere	3109 N. Beachwood							
27	NANCY GIRTEN	3061 N. Beachwood							
28	John W Schwartz	3068 N Beachwood Dr							
29	Gene Taylor	3056 N Beachwood Dr							
30	Jane Gordon	2872 N Beachwood							
31	FIorenzo DEMARCO	3004 N. BEACHWOOD DR.							
32	Lucaes DeMarco	3004 N. Beachwood Dr.							
33	Michael DeMarco	3004 N. Beachwood Dr.							
34	Anthony DeMarco	3004 N. Beachwood							
35	Jack Conrad	2758 N Beachwood							
36	Susan Ginn	3000 N. Beachwood							
37	DAVID KASHKOREI	2857 N. Beachwood Dr.							
38	Paul Carter	2752 N. Beachwood							
39	Lynne Peterson	2453 N. Beachwood Dr LA 90068							
40	JOHN GLASS	2940 N. Beachwood Dr. LA 90068							
41	T.J. ESCOTT	3009 N. Beachwood L.A., CA. 90068							
42	PAULA ESCOTT	3009 N BEACHWOOD DR							
43	Robert Brandow	2925 N. Beachwood							

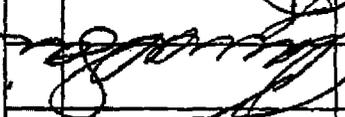
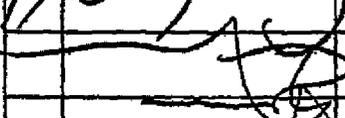
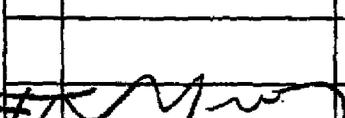
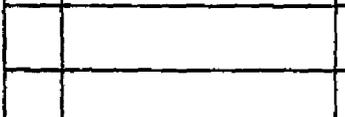
44	Margaret Skover	2915 N Beachwood Dr			
45	Bruce Boudreau	2915 N Beachwood Dr			Bruce Boudreau
46	Carolyn Berliner	2944 N Beachwood Dr.			Carolyn Berliner
47	Sam Riball	2910 N Beachwood Dr.			Sam Riball
48	Katherine Lister	2852 N Beachwood Drive			Katherine Lister
49	Talvor Summers	3066 N. Beachwood Dr.			Talvor Summers
50	Susan Bruchman	3042 N. Beachwood			Susan Bruchman
51	Kyrene Westbrook	2915 N Beachwood Dr			Kyrene Westbrook
52	Paul Kay	2761 Beachwood Dr			Paul Kay
53	Tina Richards	2706 N. Beachwood Dr.			Tina Richards
54	Gabriel Veltre	2724 N. Beachwood			Gabriel Veltre
55	Kim Clements	2734 N. Beachwood			Kim Clements
56	Doug Wood	2810 N. Beachwood			Doug Wood
57	Holly Hastings	2829 N. Beachwood			Holly Hastings
58	Lolani Hayward	2837 N. Beachwood			Lolani Hayward
59	Susan Lancaster	2845 N. Beachwood Dr.			Susan Lancaster
60	Barbara Page	3045 N. BEACHWOOD			Barbara Page
61	Scott Freeburg	3014 N. Beachwood Dr			Scott Freeburg

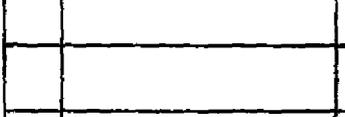
	NAME	ADDRESS	SIGNATURE
62			
63	Stephanie Austin	3080 N. Beachwood	Stephanie Austin
64	David Yeager	Beachwood 5451	David Yeager
65	John G. G. G.	3130 N. Beachwood	John G. G. G.
66	EUGENE Gordon	2753 N. Beachwood	Eugene Gordon
67	David Livingston	2750 N. Beachwood	David Livingston
68	WALTER Blackman	2741 Beachwood Dr.	Walter Blackman
69	HOPE ANDERSON	2800 N. BEACHWOOD LA 90068	Hope Anderson
70	DONALD RIEDEL	3056 N. BEACHWOOD LA 90068	Donald P. Riedel
71	Andrew Kohrt	3163 N Beachwood	Andrew Kohrt
72	Jay Hoyt	3177 N. Beachwood Dr	Jay Hoyt
73	Samuel Carter	2946 N Beachwood Dr	Samuel Carter
74	Xander Berkeley	" "	Xander Berkeley
75	Alex Kew	2861 N. Beachwood LA 90068	Alex Kew
76	Derek Powell	2747 N Beachwood 90068	Derek Powell
77	SIMONE BENT	2721 N BEACHWOOD LA 90068	Simone Bent
78	LISA N. BENT	3001 N. Beachwood	Lisa N. Bent
79	William P. Borden	2953 N Beachwood Dr	William P. Borden

80	Tony Clark 2933 S Beachwood Dr El Cajon CA 92020					
81	William Baker 3115 N Beachwood Dr					
82	Guy Ferland 3130 W Beachwood 90068					
83	Robert Warren 5173 ^{19A} 19A					
84	Jay Ernst 2905 Beachwood Dr CA 92068					
85	KARA DAVIS 2805 N Beachwood Dr, 90068					
86	T. CRISTIANUS 2905 N Beachwood Dr 90068					
87	COOK W. HETERO 3050 N Beachwood Dr					
88	JAMES M. PECKHAM 3050 N Beachwood Dr					
89						
90						
91						
92						
93						
94						
95						
96						
97						


 Tony Clark

 William Baker

 Guy Ferland

 Robert Warren

 Jay Ernst

 KARA DAVIS

 T. CRISTIANUS

 COOK W. HETERO

 JAMES M. PECKHAM

We, the citizens of Hollywoodland, living on Beachwood Drive petition the city to close the Hollyridge Trail at the top of our street.

The effects of thousands of visitors coming to the Hollyridge Trail each week must be thoroughly assessed. Careful planning needs to be done on the street and sidewalk areas. We now have heavy and fast traffic on Beachwood Drive which endangers pedestrians. The public health and safety element in regard to the "high fire hazard zone" must be considered. Planning to prevent or mitigate loss of, or damage to, life, health and property caused by an occurrence such as wildfire, must be done.

The cumulative impacts of overcrowding, gridlock, congestion and narrow roads in a "high fire hazard zone" may cause substantial adverse effects on human beings.

We request that the Hollyridge Trail be closed immediately.

Row	Name	Address	Phone No	Voter Reg	email Address	Your Signature
1	Ed Sheffer	2731 N. BEACHWOOD	010 9039 119		ed.sheffer@cdm.com	
2						
3						
4						
5						
6						
7						