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Submissions by the public in compliance with the Commission Rules and Operating Procedures (ROPs), Rule 4.3, are distributed to the Commission and uploaded online. Please note that “compliance” means that the submission complies with deadline, delivery method (hard copy and/or electronic) AND the number of copies. Please review the Commission ROPs to ensure that you meet the submission requirements. The ROPs can be accessed at <http://planning.lacity.org>, by selecting “Commissions & Hearings” and selecting the specific Commission.

All compliant submissions may be accessed as follows:

- **“Initial Submissions”**: Compliant submissions received no later than by end of day Monday of the week prior to the meeting, which are not integrated by reference or exhibit in the Staff Report, will be appended at the end of the Staff Report. The Staff Report is linked to the case number on the specific meeting agenda.
- **“Secondary Submissions”**: Submissions received after the Initial Submission deadline up to 48-hours prior to the Commission meeting are contained in this file and bookmarked by the case number.
- **“Day of Hearing Submissions”**: Submissions after the Secondary Submission deadline up to and including the day of the Commission meeting will be uploaded to this file within two business days after the Commission meeting.

Material which does not comply with the submission rules is not distributed to the Commission.

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If you are using Chrome, the bookmarks are on the upper right-side of the screen. If you do not want to use the bookmarks, simply scroll through the file.

If you have any questions, please contact the Commission Office at (213) 978-1300.

SECONDARY SUBMISSIONS



Planning APC South Valley <apcsouthvalley@lacity.org>

January 9, 2020 Public Heading, So.Valley Area Planning Commission

1 message

Eva M Ballo <emballo25@gmail.com>
To: apcsouthvalley@lacity.org

Thu, Dec 19, 2019 at 8:44 PM

Hello, Mr.Dominick Ortiz,

Re: Case#ZA-2017-4575-ZAD-DBR-SPP-MSP-1A
Project Site: 2700 Woodstock Road (primary) 2762-2700 Woodstock Road

Please submit to the Planning Commission the following strong objections I make ON PRINCIPLE, and my request to CANCEL the Authorization for the 2700 Woodstock Road project, UNLESS FURTHER AMENDED:

1. The large 5,000sqfoot dwelling planne for the site, already considerably reduced from its original size, is totally out of place on our old, short, narrow, curved "substandard limited " hillside street, where most dwellings seen from the road are considerably smaller, with VERY few and relatively much newer exceptions, which did not affect the width of the roadway.

2) The allowance of only partial conformity to the 20-foot road clearance requirement is very detrimental to our neighborhood, especially near a pronounced curve in the road,, with stop signs usually routinely ignored, mostly by through traffic.

Since GPS and Wayz have found Woodstock Road to be much more convenient than the frequently congested Laurel Canyon Blvd main road, through-traffic from and to the Valley has severely compromised Woodstock Road, a narrow, short and barely 2-lane-wide hillside street, listed as "substandard limited", and clearly not built for such heavy traffic. ...

I might add that street signage,, setting certain use limits, is useless for all practical purposes, as the Hollywood Station of LAPD can rarely, if ever, patrol Woodstock Road.

3) I therefore petition the Planning Commission hereby to DENY the Authorization of the 2700 Woodstick Road project, UNLESS further suitably Amended.

Thank you for your kind consideration.

Eva M. Ballo
[2773 Woodstock Road](#)
[Los Angeles](#)
[Calif. 90046-1118](#)
Resident since 1965

And thank you, Mr.Ortiz, for your kind assistance in this matter.

Eva M. Ballo
P.O.Box 1871
Studio City
Calif. 91614-0871
emballo25@gmail.com

DAY OF HEARING SUBMISSIONS

CITY OF LOS ANGELES DEPARTMENTS OF CITY
PLANNING (DCP) AND TRANSPORTATION (LADOT)
CEQA TRANSPORTATION ANALYSIS UPDATE
FREQUENTLY ASKED QUESTIONS – August 2019



SUMMARY

In 2013, the State of California signed Senate Bill (SB) 743 into law, which requires a shift in the way cities measure environmental impacts. The Los Angeles Departments of City Planning (DCP) and Transportation (LADOT) updated the City's California Environmental Quality Act (CEQA) Transportation Thresholds to comply with and implement SB 743. LADOT also revised its Transportation Assessment Guidelines for evaluating project-level transportation review outside of the requirements under CEQA.

BACKGROUND

On July 30, 2019, the Los Angeles City Council unanimously voted to update the City of Los Angeles CEQA Transportation Thresholds to comply with SB 743 and implement the policies of the Mobility Plan 2035 and LA's Green New Deal.

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FREQUENTLY ASKED QUESTIONS

How is Vehicle Miles Traveled (VMT) measured?

VMT captures the automobile trips generated by a proposed development, multiplied by the estimated number of miles driven for each trip. This figure is divided by the number of residents (VMT per capita) or employees (VMT per employee). Typically, development located farther from key destinations, such as job centers or transit, may result in longer distance driving. Development located closer to job centers and transit may result in lower VMT due to shorter driving distances.

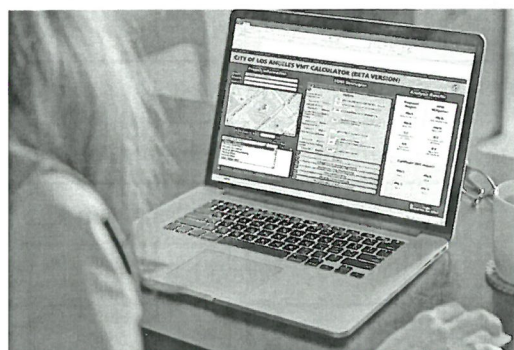
CITY PLANNING DEPT.
AREA PLANNING COMMISSION

Which projects will have to measure transportation-related impacts under CEQA?

Any discretionary land use project that is estimated to surpass the screening criteria, is required to analyze environmental impacts related to transportation.

How will a land use project's transportation impacts be measured under CEQA?

If a development project exceeds the screening criteria, the applicant must evaluate the VMT impact of a proposed project. The VMT Calculator, a spreadsheet-based tool available for download on LADOT's website, is one method of conducting this analysis. To initiate a VMT analysis using the VMT Calculator, input the project's address, land use mix, and intensity. The tool then assigns trip generation and travel characteristics, derived from local travel data, to estimate the VMT (per capita or per employee) generated by people



VMT Calculator

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CITY OF LOS ANGELES DEPARTMENTS OF CITY PLANNING (DCP) AND TRANSPORTATION (LADOT)

CEQA TRANSPORTATION ANALYSIS UPDATE

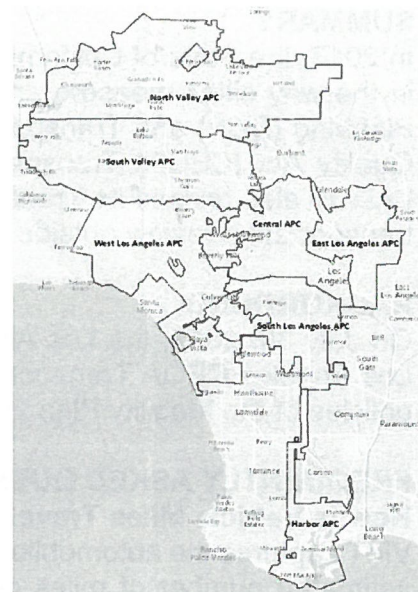
FREQUENTLY ASKED QUESTIONS – August 2019



traveling to and from the project site. If the project's VMT exceeds the significant impact criteria threshold for the project area, the new tool offers a menu of mitigation measures to select from that have been proven to reduce VMT.

What are the CEQA impact criteria thresholds for land use projects?

The land use project threshold compares the estimated VMT of a project to the average VMT per capita observed within the boundaries of their respective Area Planning Commission (APC). A project must perform at least 15% below the average of the APC area, per capita and per employee. The APC area boundaries represent a land area equivalent to a medium-size California city and captures consistent travel behavior zones and geographies in the City of Los Angeles. The map displays APC boundaries and table summarizes the thresholds.



Area Planning Commission boundary map

Recommended Threshold by Area Planning Commission		
Area Planning Commission	VMT per capita	VMT per employee
Central	6.0	7.6
East LA	7.2	12.7
Harbor	9.2	12.3
North Valley	9.2	15.0
South LA	6.0	11.6
South Valley	9.4	11.6
West LA	7.4	11.1

How can a project with a significant transportation impact mitigate VMT impacts?

If a proposed project exceeds the significant impact criteria threshold for the APC in which it is located, a menu of mitigation measure options is available within the VMT Calculator. Mitigation measures were selected for inclusion based on available evidence of demonstrated ability to reduce VMT. Examples of measures include transit incentives,

**CITY OF LOS ANGELES DEPARTMENTS OF CITY
PLANNING (DCP) AND TRANSPORTATION (LADOT)**
CEQA TRANSPORTATION ANALYSIS UPDATE
FREQUENTLY ASKED QUESTIONS – August 2019



education and marketing, commute trip reductions, parking management, improved neighborhood connectivity, and shared mobility options.

How does this affect projects that have initiated their transportation analysis process and/or are going through the entitlement process?

As previously described during the project open houses and public hearings and at City Planning Commission on February 28, 2019, upon adoption by City Council the updated transportation thresholds became effective and a transition period started. During this transition, projects that already have a signed memorandum of understanding (MOU) with LADOT and have filed an application with DCP may continue analyzing transportation impacts with level of service (LOS), as long as the project will be adopted and through any appeal period prior to the State deadline of July 1, 2020. It is strongly recommended that these projects analyze transportation impacts with VMT, or at a minimum complete a parallel review process with both LOS and VMT, in the case that they are not able to complete approval prior to the State deadline. All land use development projects must measure transportation-related CEQA impacts with VMT starting on July 1, 2020, as required by state legislation.

Will projects that do not have transportation impacts be required to make improvements?

Projects that have impacts in other CEQA categories outside of transportation will have to mitigate impacts in each respective category. The updated City of Los Angeles Transportation Assessment Guidelines may also include requirements for projects that propose physical street modifications or introduce new travel demand. Projects will be required to assess potential effects on pedestrian, bicycle, and transit facilities in the project vicinity, in addition to the review required under CEQA. A delay-based analysis may be needed to evaluate if the project would contribute to potential circulation and access deficiencies that require specific operational improvements to the circulation system. Proposed projects may be required to upgrade pedestrian crossings, install safety countermeasures, or optimize traffic signal performance if the project would foreseeably affect the performance of existing facilities.

Will level of service (LOS) still be measured?

LADOT may require proposed projects to evaluate scenarios outside of CEQA through vehicle LOS to identify circulation and access deficiencies that may require specific operational improvements. CEQA analysis for other subject areas, such as air quality analysis, may also continue to rely on vehicle LOS analysis to inform emissions modeling.

Does my ability to engage in land use and transportation decisions change?

No. The City's planning process will continue to allow and encourage community members to weigh in on land use changes and transportation projects through existing venues and

CITY OF LOS ANGELES DEPARTMENTS OF CITY PLANNING (DCP) AND TRANSPORTATION (LADOT)

CEQA TRANSPORTATION ANALYSIS UPDATE

FREQUENTLY ASKED QUESTIONS – August 2019



methods, including opportunities to provide comments, speak at public hearings, and contact elected representatives on proposed new development.

What other cities have updated their CEQA evaluation process to include vehicle miles traveled (VMT) as a transportation performance metric?

Upon adoption on July 30, 2019, Los Angeles became the fifth city in California to align procedures with State law, along with Pasadena, San Francisco, San Jose, and Oakland. All California cities must update the way transportation impacts are analyzed under CEQA before the deadline of July 1, 2020.

Where can I learn more?

Additional resources are available on the [DCP](#) and [LADOT](#) project websites.

Who can I contact for more information?

Questions can be directed to ladot.vmt@lacity.org

#Item 5

DAVID RYU
L.A. CITY COUNCILMEMBER



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South Valley Area Planning Commission
Commission Office,
200 North Spring Street, Room 272,
Los Angeles, CA 90012

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JAN 09 2020

January 8, 2020

CITY PLANNING DEPT.
AREA PLANNING COMMISSION

RE: Councilmember Ryu's position regarding 2700 Woodstock Road:
ZA-2017-4575-ZAD-DRB-SPP-MSP-1A

Commissioners,

To date the proposed project at 2700 Woodstock Road has been reviewed at seven Mulholland Design Review Board (MDRB) hearings and one Zoning Administrator hearing. planning staff, board members, neighbors, and our office's staff have all contributed substantial time and effort in discussing and reviewing the project.

The applicant first brought their plans to the DRB in 2014 before Councilmember Ryu took office. The previous Councilmember's staff attended and requested that the applicant reduce their project to 5,000 square feet, inclusive of the basement, consistent with community concerns and the Mulholland Specific Plan Guidelines. Over the next 5 years Council District 4 staff attended and testified at three subsequent hearings, continuing to maintain a commitment to a reduced, but reasonable project size.

As the appellant's materials show, the MDRB originally agreed with this recommendation to limit the project to 5000 square feet inclusive of basement. Later they allowed an exemption for a 1500 square foot basement. The Zoning Administrator ultimately issued an approval of 5,000 square-foot (Residential Floor Area) single-family dwelling, a 1,400 square-foot basement, a 400 square-foot detached garage, covered patios, and a new pool. The project has a maximum height of 25 feet and includes a total hardscape area of 792 square feet. The total project square footage is limited to 6,800 square feet inclusive of the 5,000 square feet of RFA plus the 1,400 square foot basement and 400 square foot garage

At issue is the matter of hardscaping and accessory structures. We note that the Mulholland Specific Plan differs in how it counts project square footage as compared the plan check process, and this has caused considerable confusion. Depending whether an applicant, community or staff look at the project square footage the numbers change relative to their calculation of what gross project square footage does or does not include.

Regardless, Councilmember Ryu maintains the consistency of his and his predecessor's request, and upholds the recommended hardscaping and all accessory structures calculations specified by the Mulholland Design Review Board, noting in particular the many times the MDRB specified that their gross square footage calculations refer to the project as a whole and do not contain exemptions used by Planning and Building and Safety. The MDRB recommendations are an "all in" or "no exceptions" cap.

As I testified to the MDRB in April of 2018, "Councilmember Ryu does not support a project larger than



5,000 square feet inclusive of the basement, and supports the expressed recommendations of the community and this Board. We also reiterate the importance of Guideline 9 (ridgelines), Guideline 10 (site grading) and paramountly, Guideline 50 (neighborhood compatibility)." The directive from this office and MDRB has been consistent for the past 6 years. We believe some of the confusion in this report comes down to a possible error on page 30 of the LOD issued on November 1, 2019, where what our office and the appellant understood from all the public hearings that the Mulholland DRB instructed as a gross project cap of 6,800 feet with no exemptions, was transcribed (from handwritten notes) as 6,800 feet with exemptions.

Our office requests that you listen carefully to the appeal, paying particular attention to the information substantiating the presence of a transcription error and further limit all hardscaping and structures in accordance with the intent of the Mulholland Scenic Parkway Specific Plan and the very clear and specific directive of the Mulholland Design Review Board. Lastly we reiterate the Councilmember's request that there be a limit of 5000 square feet for house and basement, for what we sincerely hope is a final time.

Ms. de Vries' appeal requests you consider the importance of 6 years of robust and consistent community review. We note that this Board, much like your Commission, is a volunteer board made up of thoughtful community experts who put years into shaping the project before you and Councilmember Ryu strongly supports all such Boards and Commissions who serve as balanced representatives to uphold the intent and spirit of our plans.

Thank you,
Emma Howard



Director of Planning,
Fourth District, Councilmember David E. Ryu

CC: Dominick Ortiz, Planning Assistant
Hillary De Vries
Hollywood Hills West Neighborhood Council
Etta Armstrong
Jonathan Riker

Attachments:

Testimony to the Zoning Administrator, Office of Councilmember Ryu June 28, 2019
Notes of the MDRB April 18, 2018
Notes of the MDRB February 6, 2019