

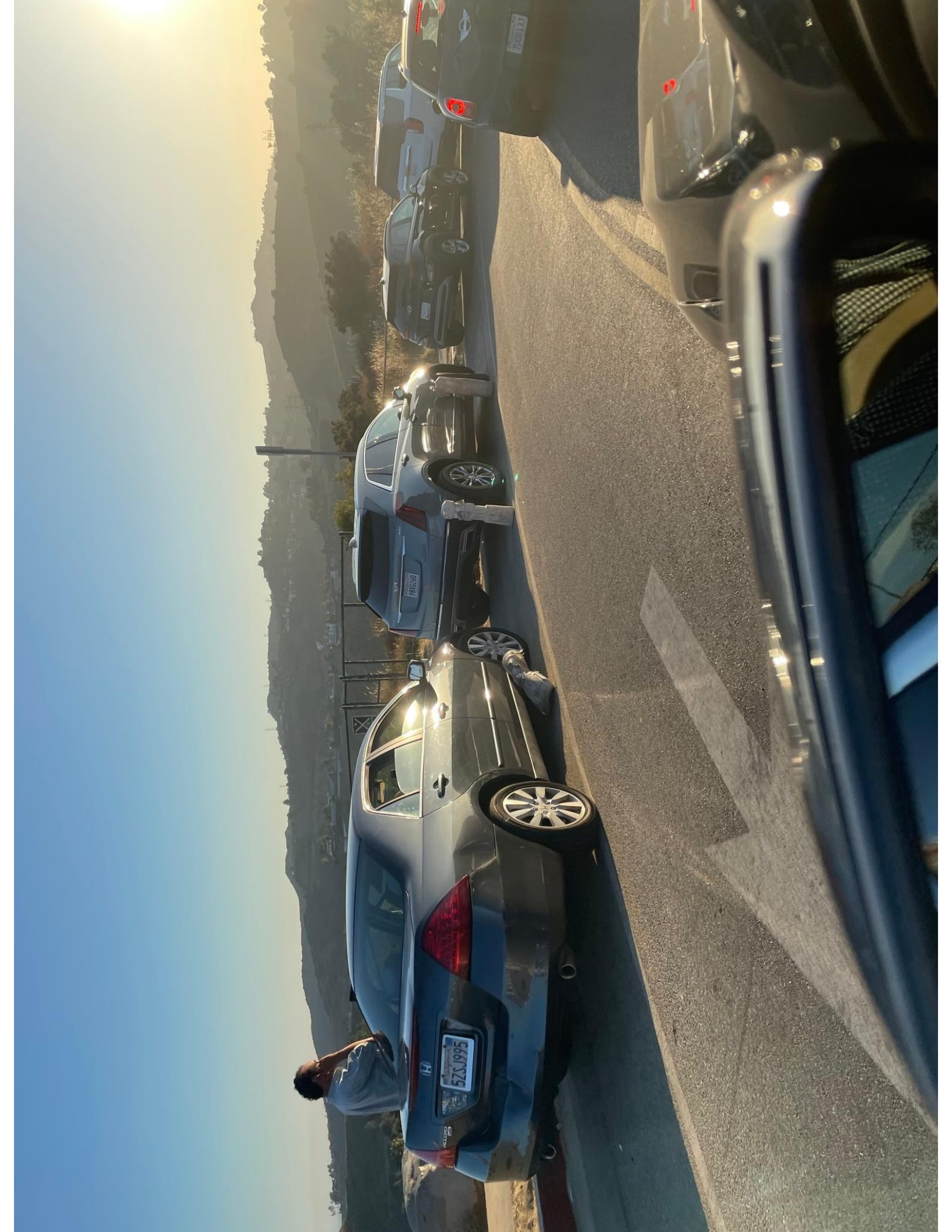
## Communication from Public

**Name:**

**Date Submitted:** 08/29/2023 06:28 PM

**Council File No:** 23-0706

**Comments for Public Posting:** LADOT enforcement of parking and moving violations is needed most. Different restrictions have been added to the areas impacted by Hollywood sign traffic, however without enforcement they do not lead to change. This is evidenced by the new 15 minute parking limits on Canyon Lake drive not decreasing the road stoppages or vehicles parked in the wrong direction. In 2022 when LADOT was stationed throughout the area for the water tank replacement and limiting vehicles to local access, this was the most effective traffic management for the area. Motion 23-0721 to install sensors should be the first motion to pass in order to understand the magnitude of pedestrian and vehicle traffic. Of the many motions proposed by CD4, none of them have any community impact assessments of which the local residents have expressed significant impacts to CD4 as well as the desire for a study to understand the impact of these compounding motions. Local council documentation states Lake Hollywood park is meant for the LA residents to use, but restricting parking to 15 minute limits seems meant for tourists seeking photos.



## Communication from Public

**Name:** Sarajane Schwartz

**Date Submitted:** 08/29/2023 04:03 PM

**Council File No:** 23-0706

**Comments for Public Posting:** Wed, Aug 16 at 3:19 AM These are some of my comments taken from the transportation meeting. I am here to talk about three motions items 4, 5, and 9 on the agenda, and an item, our fire report, that is related but not on the agenda. My name is Sarajane Schwartz. I am a 45 year resident of Hollywoodland, a past president of the Hollywoodland Homeowners Association, and a current officer. Hollywoodland is a one hundred year old development that sits at the base of the Hollywood Sign that originally said Hollywoodland. NONE of its historic features would be approved today because of public safety. We are a that juts into Griffith Park, and 80% surrounded by dry brush in a very high fire severity zone. We are one of the most fragile and threatened neighborhoods in all of Los Angeles. We have extremely limited egress and ingress and our main artery dead ends at both ends. ALL of our winding narrow streets--many dead ending-- with blind curves and hair pin turns are substandard. EVERY parked car prevents two way traffic. Our streets just barely handle the needs of residents. The motions state we are one of the most popular tourist destinations in all of Los Angeles--How many millions of people is that ? So add the ever growing traffic from thousands of additional tourist vehicles that daily gridlock our streets beyond capacity. There are also hikers IN the street also blocking traffic because we have no sidewalks. There is absolutely NO infrastructure for Tourists. This is one of the most dangerous and inappropriate places for tourists. Because of this we ordered a formal fire report which many of you have gotten. It says a major fire event in Hollywoodland is not a matter of if, but when. As far as loss of life, think of the Oakland Hills fire, the fire in Paradise, and now Maui, but on steroids. Besides all of the residents, think of all of those panicked misguided tourists, all trying to get out, when a SINGLE disabled or abandoned car can stop everything. Recently we've had fire engines that could not get through. One had to wait for a car to be towed. Where is this tolerated anywhere else? This relatively recent situation didn't just happen. It's primarily the result of specific actions taken by the City, many of them off the books and illegal, and the City refusing to do other actions to make us safe. This cannot continue. It is unsustainable. "Luck" is not an adequate public safety strategy. There are solutions in the fire

report. One of the things needed to deal with this horrendous situation is a formal EIR of all of Hollywoodland instead of the piecemeal wake-a-mole approach that is being presented. It is overdue. Item 5, the traffic sensors, could certainly be part of that study. There should also be an EIR before the installations of parking meters, item 4, that will forever transform a pocket park that was built by developers for resident's families to use because there are no flat areas in the hills. One of the things most needed is a study to declare the safe capacity of this magnet and the other tourists magnets in Hollywoodland, and also, even more important, a determination of the safe capacity of the streets that carry visitors to and from these areas. So while you think item 4 will increase the capacity of that magnet with short term parking meters, the increased traffic will only make the surrounding streets more congested and dangerous. There are ALREADY lucrative sources and opportunities for funds in Hollywoodland with ppd's, no smoking, no pedestrian areas, but hardly any of it is ever enforced. A ticket is an exception. How are you going to enforce 80, 15 minute parking places? This brings us to the third motion, item 9 which deals with tour vans. I strongly support this and because it involves a city wide ordinance, and it is a natural follow up to the already existing weight limits throughout all of Hollywoodland, this can probably and hopefully be instigated without an EIR.