

SUPPLEMENT (GGPNC Board Meeting Supplement Number)

MOTION: The board approve the following letter to the Fore Property Company.

RECOMMENDATION:

Jonathan Cornelius
Fore Property Company
1741 Village Center Circle
Las Vegas, NV 89134

Re: Income-restrictive
Residential Project
3160 N. Riverside Drive
Los Angeles, California 90027

Dear Mr. Cornelius:

The Governing Board of the Greater Griffith Park Neighborhood Council concurs with the conclusions and comments expressed by the members of our Planning, Zoning and Historical Preservation Committee in following portion of the minutes from their publicly noticed, regular meeting Wednesday, March 2, 2011.

Very truly yours,

Ron Ostrow, President, GGPNC.

By Gary Khanjian, Chair, GPPNC – PZHPC.



CHAIR
Gary Khanjian
SECRETARY
Frank Masi

GREATER GRIFFITH PARK NEIGHBORHOOD COUNCIL
"Your Neighborhood. Your Voice. Your Council"

**MEETING OF THE
PLANNING, ZONING & HISTORICAL
PRESERVATION COMMITTEE**

MINUTES #3

March 2, 2011 – 7:00 p.m.
Los Feliz Community Police Center
1965 N. Hillhurst Ave. 2nd floor of Citibank
Los Angeles, CA 90027



CERTIFIED COUNCIL #36

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1. Call to Order. 7:10 pm
 - A. PZHP Committee Present: Dennis Chew, Rosemary DeMonte, Jacqueline Kerr, Gary Khanjian, Frank Masi, Richard Spicer, Richard Stanley, and David Uebersax.
2. Public Comments on Non-Agenda Items: None.
3. Reports from Public Officials: None.
4. Consideration of and action on, the following applications filed with the Los Angeles Department of City Planning:
 - A. Application Presentations:

3160 N. Riverside Drive – Proposed by-right income-restrictive residential project, consisting of 49 units and 2,500 sq. ft. of common areas which may consist of a community room, fitness center, and management office. The subject site just north of Archstone Apartments and south of the Mulholland Fountain and LA Shares is currently used commercially as a gas station and auto repair center

This project was presented (for information only) to the PZHP Committee at our February 2, 2011, meeting by the project team: Silvia Saucedo of the Saucedo Group, a land use consultant; Thomas L. Davis, President and CEO of Davco Communities LLC, a specialist in affordable housing in California; Jonathan Fore and Jonathan Cornelius of the Fore Property Company, who currently manage and own over 5,000 units in the United States; and Robert Buente, President and CEO of 1010 Development Corporation, an affordable housing developer based in Los Angeles.

Although the PZHP Committee welcomes any information regarding potential projects in our Neighborhood Council area, we believe our committee's opinion is nothing without the voice of the adjacent neighbors, and suggested that the project team re-present at this meeting.

The project team graciously agreed to notify all residents and owners of property within a 500 foot radius of the subject property and re-present, so that they and our committee could have the benefit of the affected stakeholder's comments regarding their concerns or possible objections to the proposal.

It should be noted that two members of the public responded to the notice and attended our meeting. One of them, Stephanie Vendig, spoke in support of the proposed restricted-income residential project which is directly across Riverside Drive from the Griffith Park Adult Community Club of which she is the President. Her comments appear in detail below.

It should also be noted that the PZHP Committee supported the project as presented by consensus, welcomed the increased on-site parking capacity in the re-presented proposal, and identified a number

of quality of life and safety issues concerns that the project team should consider addressing as they move forward. Those concerns appear in detail below.

- I. The Chairman opened the presentation by pointing out the project team was not coming before our committee for approval, which they do not need for this by-right project. They need community input for their files.
- II. Jonathan Cornelius provided the following information:
 - i. The reason for attending the meeting is first of all, they are a developer, owner, contractor that intends to operate the property for a very long time. They always seek neighborhood support and want to be a good neighbor.
 - ii. One of the options financing they are considering is going through the Los Angeles Housing Department (LAHD) and while community support does not guarantee getting financing from LAHD, it gives them a “leg up” on properties that do not have community support.
 - iii. The property is currently being used as a mechanic shop for a tow truck company and is not very attractive.
 - iv. The property has been used as a gas station. The underground storage tanks have already been removed. There are lead and asbestos issues that will be dealt with during demolition.
 - v. The site went through a zone change in 1990 from Commercial C2-1D to Public Quasi-Public Open Spaces High-Medium Density Residential [T] [Q] R4-1. (Case No.: CPC-1990-160-ZC for a 4-story, 71 unit apartment building with 114 parking spaces, on 0.66 net acres. Since that time, there has been no residential use of the site.)
 - vi. Conditions of approval Q Conditions) have limited their design.
 1. The building must be staggered residential units one, two, three, or four stories above the residential garage on the first floor.
 2. The building may not be higher than 60 feet, but will be no higher than the Archstone Apartments building.
 - vii. The project will consist 49 residential units: 34 two bedroom and 15 three bedroom units
 1. This complies with Tax Credit Allocation Committee (TCAP) regulations that require 30% of the units to be three bedroom in order to be considered a family project.
 - viii. The overall development will encompass 7,200 sq. ft.
 - ix. The previous presentation provided 49 parking spaces – 1.00 parking space per unit, which is the requirement for Los Angeles.
 1. After that meeting, the project team reduced the size of the clubhouse and reconfigured the parking layout in order to increase the total number of parking spaces to 60 – just shy of 2 parking spaces for the three bedroom units.
 - x. There will be controlled access both on the pedestrian level and the parking garage.
 - xi. Committee question:
 1. What is controlled access?
 - a. A resident or potential visitor would need to be granted access to enter the building or the parking garage, either by security card, key fob, calling from an exterior call box to be granted access to the elevator.
- III. Vince Scarano of Builtform Architecture Group, Inc., the project architect, provided the following information:
 - i. The stipulation that the building must be staggered residential units one, two, three, or four stories above the residential garage on the first floor allow creates a gentle transition between the block of the Archstone Apartments and the lower elevation where the park occurs.
 1. The benefit is a dynamic building visually.
 2. The disadvantage is there is very little opportunity to manipulate the building and open a courtyard to Riverside Dr.
 3. Their approach to the drop massing of the building has been approved.

4. There is a central courtyard that occurs in the building on top of the parking structure. The surrounding mass of the building protects the courtyard from street noise.
 - ii. The project will provide 7,100 sq. ft. of common area in lieu of the required 4,900 sq. ft. which includes a common area clubhouse at ground level where parking occurs.
 - iii. The LAHD requires some sort of interface between the street and the building in the sense that there would be a pedestrian entry. They require some type of main lobby and clubhouse space that occurs at the main level. The façade of the parking structure would either be, or appear to be, glazed windows.
- IV. Jonathan Cornelius provided the following information:
- i. If the area of the clubhouse at ground level is removed from the 7,100 sq. ft. calculation of common area, you are left with almost 5,800 sq. ft. of open space (above 4,900 sq. ft. required).
 - ii. There is a range of income and rent levels dependent upon the number of people in a household as well as the % of Area Median Income (AMI) the unit is set aside for.
 1. The total amount of household income can range anywhere from for two people in a 30% AMI two bedroom unit at \$20,000 per year in income up to \$50,000 a year in income for a four person household in a 60% AMI unit.
 2. Those rents translate as far as the TCAC restrictions for rents are for a two person household two bedroom unit at a 30% AMI would go down to about \$500 and then that would actually go all the way up to just about \$1,200 for a three bedroom unit 60% AMI unit.
 3. There is a wide range to appeal to the different income levels and different household sizes.
 - iii. Market rents at the Archstone Apartments next door for one and two bedroom units range from \$1,400 up to \$2,100.
 - iv. We are offering significantly affordable housing for working people.
 1. All our tenants are required to have jobs or a source of income. That's how they qualify to live in one of our projects.
 2. Typical tenants are teachers, retail workers, waitresses, administrative assistants – a wide variety of occupations.
 3. A typical (70%) tenant is a single mother with children.
 4. Two people per bedroom is what is allowed. Children constitute people.
 5. The income restriction keeps the project geared to families and seniors, which is the intended use.
 6. Tenants go through a detailed screening: credit check, criminal background check, no felonies, no crimes against persons.
 7. We look for a 2 to 1 ratio of income to rent, so that the majority of income is not allocated to rent.
 - 8.
 - v. Committee questions and comments:
 1. What is your current construction schedule?
 - a. July 2011 – submit application for funding to the Tax Credit Allocation Committee (TCAC), September 2011 – approval of financing, March 2012 – start construction, September 2012 – start leasing up units, March 2013 – construction complete, May 2013 – complete lease up of building. (Construction is not scheduled to begin until after current Riverside Drive street work is likely to be finished.)
 2. What is your plan to deal with the complex safety situations created by rush hour traffic, vehicles getting in and out of the building, left turning to go north, kids crossing the street to go to day care or to use the park, and the distance between stop lights at Los Feliz Blvd. and the entrance to the Golden State Freeway?
 - a. We are aware of these issues. These issues are on the agenda of our next meeting with Los Angeles Department of Building & Safety (LADBS).
 3. Are left turns from the Archstone Apartments parking garage restricted?
 - a. No.

4. There should be a push button activated cross walk light on Riverside Dr. between Los Feliz and the entrance to the Golden State Freeway. That strip of Riverside Dr. is very dangerous for pedestrians.
 - a. We will add this to the list and discuss it with LADBS.
 5. Do you have any guest parking?
 - a. We have not allocated any of the 60 parking spaces for guests. Research from our 2300 affordable housing units shows a minimal need to have more than one parking space per unit. Los Angeles requires one space per unit. We heard your concern at the last meeting and increased the parking ratio to 1.224 spaces per unit.
 6. Some committee members remained skeptical that the project is providing adequate parking.
 7. Would you consider donating cross walk lights for the benefit of seniors and others who recreate on the other side of Riverside Dr.?
 - a. You have our commitment to sit down with the Traffic Department and talk about it.
- vi. Ms. Vendig's questions and comments:
1. The Griffith Park Adult Community Center (GPACC) sees this project as an opportunity for seniors to live close to our center. Are seniors eligible for residency?
 - a. Yes, if they are income eligible.
 2. GPACC has advocated several years for a push button activated cross walk light on Riverside Dr. between Los Feliz and the entrance to the Golden State Freeway. We have been told by the Department of Transportation, who came out and looked at the situation, that there are not enough people walking here to justify the cross walk. Please add our voice to your LADBS list.
 - a. We will bring it up.
 3. This project has the benefit of public transportation on both Riverside Dr.- the 96 to downtown and Los Feliz Blvd. – the 180 to Glendale.
 4. I feel this project is an opportunity, because that side of Los Feliz is a neglected area. I think it would enhance the area, and, of course, opportunities for affordable housing is a need in the area. So I see it as something that would be good. Some collaboration, since it is next to the park, with RAP, DWP, and the venues in that area would be helpful. Having more housing on that side of the street could contribute to the improvement of overall community planning in that area. I hope you are able to interface with city departments that are in control of that whole park area.
- vii. Carlos Dena's question.
1. Will all the funds come from you, or do you plan to get funds from the city?
 - a. We are definitely going to TCAC, and we are considering going to the LAHD.

V. Committee Discussion:

- i. The GGPNC should ask the City to:
 1. Install a cross walk so that the children of the single mothers living in the proposed residence to get to the plunge, soccer field, and the tennis courts can cross Riverside Dr. safely.
 2. Because of the gentrification of this site, relieve the street from the no overnight parking restriction and allow residents of the street – a restriction that was put in place to control overnight parking by homeless people in an otherwise empty space. Relief from the restriction will allow new, permanent residents to reclaim the parking spaces at the curb.
- ii. The City should accommodate this project.
 1. The execution looks good.
 2. It is a vast improvement over what exists there now.
 3. The City should lend a hand too, since they are encouraging this kind of project.

4. The City should look at this as a full-fledged concept that will be an addition to the neighborhood, rather than an attractive nuisance.
- iii. **Motion: The PZHPC approve the project based upon the facts presented tonight subject to the City's involvement in ameliorating parking and pedestrian safety in front of the building. Moved by Stanley. Seconded by Uebersax.**
 1. The committee discussed:
 - a. The problems created by tying committee approval of the project to the actions of the City - actions over which the project team has no control.
 - b. Possible amendments to the motion.
 - c. As a committee effort, separate from this amendment, advocating the involvement of multiple City departments in order to create a thoughtful, safe plan that will mitigate parking and traffic and pedestrian safety issues on Riverside Dr. between Los Feliz Blvd. and the entrance to the Golden State Freeway.
 2. **The motion died as the result of the following vote: Pro – 3 Con – 3.**
- iv. **Motion: The Secretary of the committee write (and distribute to the committee for approval) an appropriate letter to the project team (to be attached to the minutes) that acknowledges the courtesy the group has shown the neighborhood by appearing before us twice and restates our consensus approval of the project as presented tonight. Moved by Kerr. Seconded by Masi. Approved by consensus.**
5. Reports, discussion and action as appropriate on pending matters:
 - A. Draft Hollywood Community Plan (DHCP) Documents and Publishing of the Draft Environmental Impact Report (DEIR). (Spicer)
 - i. The DEIR was released to the public March 3, 2011.
 - i. The PZHPC received five copies March 2, 2011, and distributed them at our committee meeting. Each hard copy included a CD of the DEIR and a number of Appendices including the DHCP.
 - ii. Hard copies with CDs were distributed to:
 1. Richard Spicer
 2. Frank Masi
 3. Rosemary DeMonte
 4. John F. John via Rex.
 5. Gary Khanjian
 - iii. DVD copies of the CDs were given to David Uebersax and Dennis Chew.
 - iv. Hard copies of the DEIR are available in each of the libraries in the HCP area.
 - v. There is a 60 day period ending May 2 to review the DEIR and submit our comments.
 - vi. The Department of City Planning (DCP) is committed to having a workshop and meet with each of the Neighborhood Councils in the HCP area.
 - vii. The committee ought to have a volunteer to review each subject matter like land use, forecast, transportation, infrastructure, design, e.g.