

Subdivided in 1926, the neighborhood known as the "Island" is a unique community bounded on the north by the Los Angeles River Flood Control, the west by the Hollywood Freeway, the south by the Freeway on-ramp and Universal Place, and on the east by Lankershim Boulevard. The heart of this neighborhood is South Weddington Park which runs through its center, and the small, quiet streets within these boundaries are dead-end. On the north side of the Park between Valleyheart Drive and the Los Angeles River there is a total of 71 single family residences ranging in price from \$165,000.00 to \$375,000.00. The south side of the Park is framed by new condominium units ranging in price from approximately \$128,000.00 to \$225,000.00. On the south side of Bluffside Drive and along Willowcrest to Universal Place are various apartment units and a few single family residences. (See attached "Island" map)

Given the physical geography of the "Island" it has, over the years, evolved into a very special community. The residents, many of whom are the originals, are an interesting cross-section with respect to age, occupation, and political viewpoints. It's "close-knit"...with much interaction between the residents. The Park is free-form in design, beautiful, and well maintained, both by the city and by many of the surrounding residents. It is not only a source of pleasure to the residents, but also to the surrounding commercial structures and their many employees who frequent it on their lunch hours and break periods. The Park is very heavily used year round on the weekends, and every night during the summer period of daylight savings. Because of its setting amidst the residential structures and the dead-end streets it has "built-in" safety features, and is therefore used to its very "edges."

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The "Island" residents are obviously concerned that this area remain as it is, and as a body have signed a petition stating that:

- 1) The Park must remain in its present state, with its present boundaries, consistent with its dedication.
- 2) Valleyheart Drive and Bluffside Drive must not be opened to through traffic because of vehicle and fire safety, as well as aesthetic reasons.
- 3) That any mass transit in the area be subsurface and not aerial in nature, and that any station be for embarking and disembarking only.
- 4) That no section of the neighborhood bordering Willowcrest, Universal Place, Bluffside Drive, or Valleyheart Drive be used for large-scale parking.
- 5) That no dwellings be condemned.

We are also on record as stating that we are not opposed to the concept of Rapid Transit, or to it being adjacent to us if it's done correctly (architecturally/cost-wise/land use), and with some sensitivity, not only to the "Island" residential community, but to our commercial neighbors as well.

Our greatest concern to this date is that the SCRTD station/parking/traffic concepts (architectural renderings) are neither technically correct...nor do they display any sensitivity to the area, residential or commercial, whatsoever! The "Island" residents have, along with some professional assistance, come up with an Alternative Plan. This plan, unlike the ones proposed by the SCRTD, is done to "scale" and goes by the basic rules followed by the architectural "handbooks." We realize that the SCRTD renderings are "conceptual" in nature, but they are an under estimation of the impact to the area. We do not propose that our Alternative Plan is necessarily the answer either, but it certainly goes a lot further to handling some of the basic problems of the area. The point to remember is that, if we can come up with a much more realistic plan,

we're sure with a bit more thought, so can someone else. (See attached Island Alternative Plan)

To begin with, the SCRTD Plan calls for the total acquisition of the south-east end of the "Island." (See attached SCRTD Plans) Included in this plan, of course, is the demolition of 130 residential units along the south side of Bluffside Drive and along Willowcrest to Universal Place. While their plan shows the residential units along the north side of Bluffside Drive, bordering the Park, as being spared, the plan also calls for the construction of a 3 million dollar bridge to "open-up" or "reconnect" Bluffside. When one applies some basic architectural rules to the building of bridges, it seems that this bridge would preclude the residents on the north side of Bluffside Drive from getting into or out of their respective buildings. Thus the impact to the residential units in the area seems to be increasing to make their plan work. The Island Alternative Plan, however, would take no residential units, nor would it require the construction of a 3 million dollar bridge.

From the beginning the issues of "overall system costs" and "joint land-use development" have been stressed to the Citizen's Advisory Committee. It seems that the SCRTD plans to this date often contradict their own goals. Why would the SCRTD want to acquire one of the most expensive bands of commercially-zoned real estate in the area and use it primarily to surface park a marginal number of cars and build a number of parking structures? This could be a very expensive parking lot! This is an unbelievable waste of valuable land...especially when there is more than enough adjacent land already in use by the SCRTD, and for the very same purpose...parking. With respect to "joint land-use development," how can you encourage "joint land-

use development" when you've taken the very "land" to "develop."

Moving on to the traffic conditions, again it seems strange to propose a plan that would bring an additional 2500 cars into an already tightly impacted area. It would be impossible to make the SCRTD plan work without opening up the surrounding residential communities to through traffic. By keeping the source of the problem, the "parking," out of the area and moving it to a satellite position the traffic problem is well on its way to being handled. The Island Alternative Plan calls for one parking structure (south of the Hollywood Freeway) to be accessed directly from the freeway thus keeping the traffic out of this area completely, and for the most part, of Ventura Boulevard as well. This would make it much easier and quicker for the patrons to get into the garage, out of their cars, on to the escalators, and arrive at the embarking point without having endured a traffic-flow problem. It seems logical to use an already existing artery such as a freeway to help bring patrons directly to their destination rather than routing them around it.

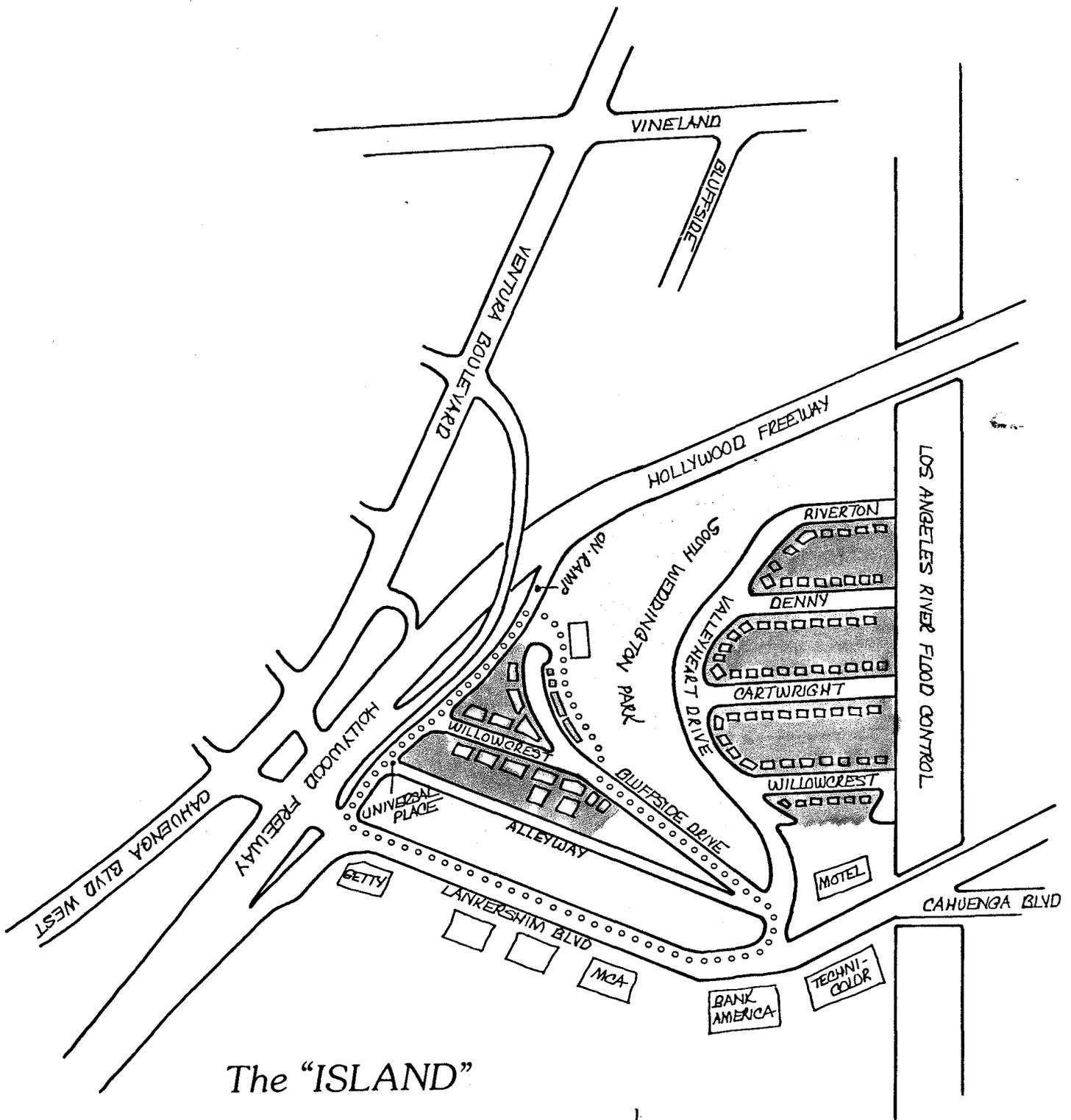
It is also our understanding that the parking at the Universal City site is an intermediate solution as the station might evolve into a pedestrian (embarking and disembarking only) one as the line moves out into the San Fernando Valley. Why destroy an area for a temporary situation? Set it up as a pedestrian station and make the parking satellite so that it can be phased out.

In concluding this, again we stress that we are not against Metro-Rail, but feel that there needs to be more study regarding the parking to service this

particular site. We realize that the parking issue is supposed to be handled in an upcoming Milestone but, in all fairness to our position, the issue is so closely married to this location that it cannot, and should not be entirely separated. We would rather not have Metro-Rail at all if it was not done in the best interests of all concerned. We are also aware of the intense commercial development going on around us...but it does not have to consume us! Because of the Park and our unique geographical location, we are rather like a small jewel in the midst of this, and provide a small, but important, point of "aesthetic relief" for all to share. I see no reason why we can't all coexist and respect each other's integrity... and boundaries.

The "Island" wishes to express its appreciation to both the Citizen's Advisory Committee and the SCRTD that the "Island Alternative Plan" has been accepted for consideration with the specific understanding that further and intense study will be conducted to resolve the parking and traffic problems. We are concious of the community agreement that developing a means for removing the parking structures from Lankershim Boulevard is the first priority for the study.

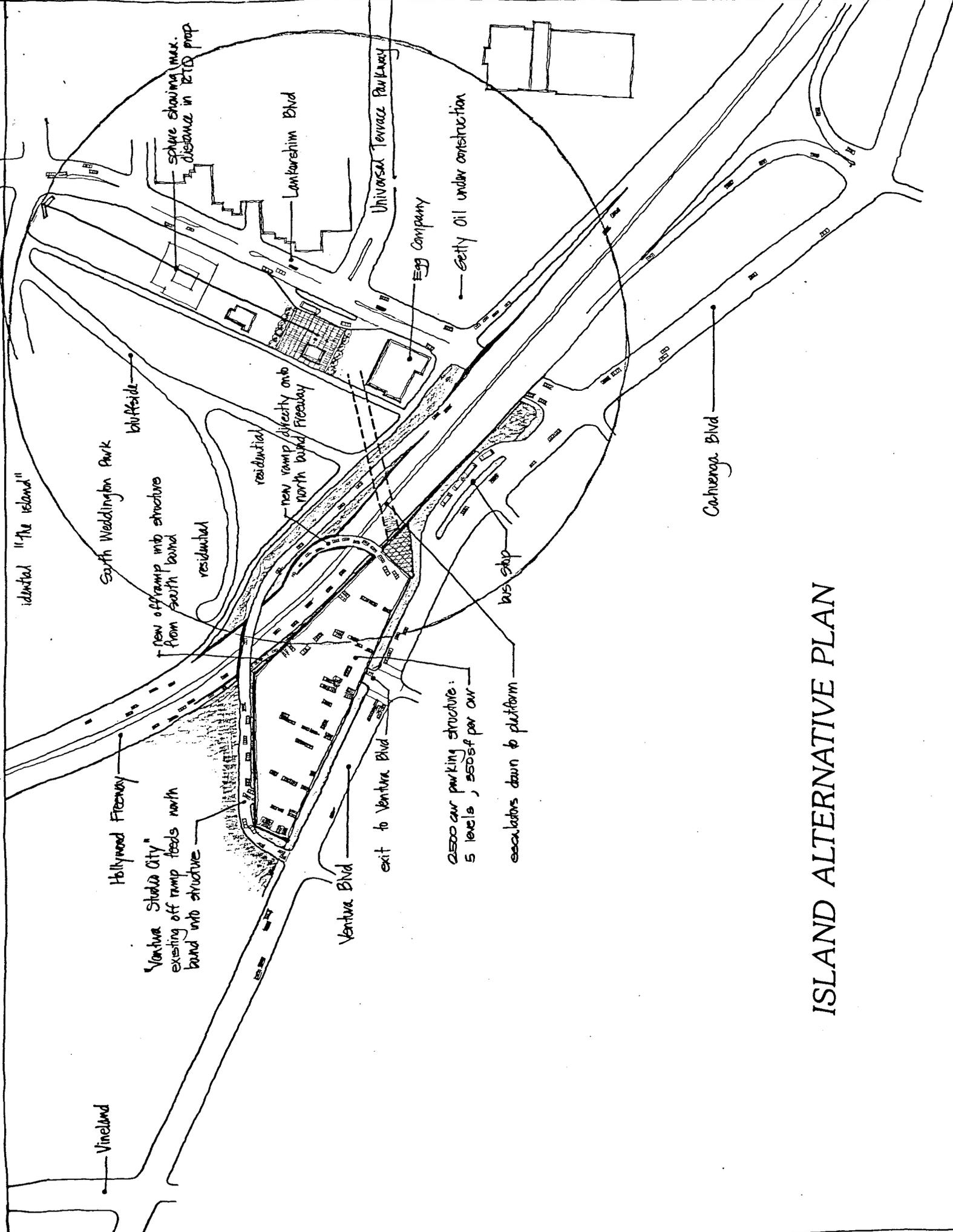
Christina Farley
Member. Citizen's Advisory Committee
12-8-82



The "ISLAND"

- KEY:
- AREA WITHIN DOTS WOULD BE TOTALLY TAKEN & IMPACTED BY SORTD PLAN....
 - PARK
 - ▨ RESIDENTIAL
 - COMMERCIAL





ISLAND ALTERNATIVE PLAN

